



San Joaquin
Joint Powers Authority

March 22, 2013
The Honorable Jerry Brown
Governor of California
State Capitol Building, 10th & L Sts
Sacramento CA 95814

RE: Letter of Support for California's Intercity Passenger Rail Program

Dear Governor Brown:

The San Joaquin Joint Powers Authority is pleased to provide this letter of support for California's Intercity Passenger Rail Program.

Since 1990, California has invested more than \$1.3 billion in infrastructure and equipment for intercity passenger rail and about \$1 billion in operating support. This financial support helped transform the Pacific Surfliner, the Capitol Corridor, and the San Joaquin services into three of the most successful intercity passenger rail services in the nation. With over 5.5 million annual passengers for fiscal year 2012, California has more than 20 percent of all the nation's intercity riders.

We believe that California's Intercity Passenger Rail Program is an indispensable economic and environmental asset to our state, including:

- Generating good jobs, both directly and indirectly, through shovel-ready projects
- Saving time and money for both intercity rail passengers and motorists
- Taking cars off our busy freeway corridors
- Enhancing public safety and reducing emissions and health costs
- Promoting private investment in sustainable communities
- Providing key connections to future high-speed rail services

Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 requires that all Amtrak service on routes of 750 miles or less in length become the funding responsibility of the state. We understand that while the San Joaquin and the Capitol Corridor services are already fully funded by the state, a portion of the Pacific Surfliner service is currently federally subsidized.

To preserve and improve current levels of conventional intercity service in California we are advocating for increasing state funding for FY 13/14 by as much as \$25 million to offset the loss of federal funds and potentially provide additional funding for more service. This would bring the total FY 13/14 cost of operating and maintaining California's Intercity Passenger Rail Program to \$115 million. Any cost savings would be reinvested for additional service improvements in the three state-supported intercity rail services. Based upon California Transportation Commission (CTC) fund-estimates for the State Transportation Improvement Program (STIP), it appears that increased state Public Transportation Account (PTA) revenues are adequate to accommodate this increase in state funding for conventional intercity service.

John Pedrozo, Chair
Merced County
Board of Supervisors,
Merced County
Association of Governments

Henry Perea, Vice-Chair
Fresno County
Board of Supervisors,
Fresno Council of Governments

Steve Cohn, Vice-Chair
City of Sacramento
City Council,
Sacramento Regional Transit

Vito Chiesa
Stanislaus County
Board of Supervisors,
Stanislaus Council
of Governments

Scott Haggerty
Alameda County
Board of Supervisors

Allen Ishida
Tulare County
Board of Supervisors,
Tulare County
Association of Governments

Bob Johnson
City of Lodi
City Council,
San Joaquin
Regional Rail Commission

Don Tatzin
City of Lafayette
City Council,
Contra Costa
Transportation Authority

Tom Wheeler
Madera County
Board of Supervisors,
Madera County
Transportation Commission

Improving California's Intercity Passenger Rail Program will result in more jobs, improved air quality, and more transportation choices. Improving conventional intercity rail services in California is critical to the phased implementation and success of California's future high-speed rail system.

We appreciate your continued leadership and ask for your support of California's Intercity Passenger Rail Program.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Pedrozo', written in a cursive style.

John Pedrozo
Chairperson
San Joaquin Joint Powers Authority