



November 7, 2016

Dear Senator,

**CALL FOR ACTION – Support Dedicated Annual Funding for California Intercity Passenger Rail Services in Proposed Legislation to Resolve the State’s Transportation Funding Deficit**

As you continue deliberations on the legislative proposals to address California’s transportation funding deficit, we are seeking your support to ensure that any proposed legislation includes a dedicated source of annual funding for the state’s successful California Intercity Passenger Rail (CIPR) Program. It is critical to California’s future that a continuous stream of annual funding be dedicated to the nation’s most successful CIPR program. The three state rail services provide a sustainable interregional mobility option between and within the state’s megaregions: the metropolitan areas of Southern California, Central Valley, and Northern California.

While current legislative proposals identify more than \$7 billion to support highways, roadways, transit agencies, pedestrian and bike paths, there is no dedicated annual funding for the San Joaquin, Capitol Corridor, and Pacific Surfliner rail agencies, which are recognized as the premier intercity rail services in the country and rank among the top five Amtrak routes nationally in ridership. Together, these CIPR services serve nearly six million passengers annually, eliminate 375 million vehicle miles travelled from the state’s congested highways, and prevent the release of 109 million pounds of Greenhouse Gas emissions, helping California reach its clean air goals pursuant to AB 32. In contrast to local transit agencies, which receive local, state, and federal funding annually by formula, there is no dedicated funding source for the three California intercity rail agencies, despite the fact that the farebox return for the services consistently range between 55% - 75%.

Despite these remarkable statistics, the CIPR Program faces significant capital needs. Traditional sources of state capital funding for passenger rail infrastructure (State Transportation Improvement Program and one-time state transportation bond funds) are depleted and must be replaced as part of any long term transportation funding solution. Together, the three state rail services have \$6 billion in capital investment needs, but current proposals do not include any dedicated funding to support these three highly popular services nor advance the implementation of CIPR trains on the emerging corridors along the Central Coast and between Los Angeles and the Coachella Valley.

We recognize the complexities involved in advancing significant legislation, such as that involving a sustainable transportation funding program. We appreciate your support in securing a dedicated source of capital funding for the state’s highly successful intercity passenger rail services and encourage you to contact your legislative leaders today to voice support for assuring that CIPR funding is contained in any proposals that advance through the legislative or budgetary process.

Sincerely,

Gail Murray  
Chair  
Capitol Corridor JPA

John Pedrozo  
Chair  
San Joaquin JPA

Dave Golonski  
Chair  
LOSSAN JPA

Dave Potter  
Chair  
Coast Rail Coordinating Council