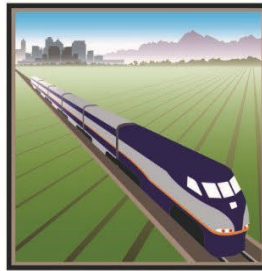


Supervisor **Vito Chiesa**, Stanislaus County
Supervisor **Leticia Gonzalez**, Madera County
Supervisor **David Haubert**, Alameda County
Mayor **David Hudson**, City of San Ramon
Supervisor **Patrick Hume**, Chair, Sacramento County
Supervisor **Rodrigo Espinosa**, Vice-Chair, Merced County
Mayor **Nancy Young**, City of Tracy
Supervisor **Doug Verboon**, Vice-Chair, Kings County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Jose Rodriguez**, City of Madera
Alternate **Melissa Hernandez**, City of Dublin
Alternate **Diane Burgis**, Contra Costa County
Alternate **Bobbie Singh-Allen**, Sacramento County
Alternate **Josh Pedrozo**, Merced County
Alternate **Miguel Villapudua**, San Joaquin County

Alternate **Rey León**, City of Huron
Alternate **Eddie Valero**, Tulare County

REGULAR BOARD MEETING Friday, May 19, 2023 – 10:00 AM

Robert J. Cabral Station
South Hall Meeting Room
949 East Channel Street
Stockton, CA 95202

Conference Call Locations

Scott Haggerty Heritage
House
4501 Pleasanton Ave.
Pleasanton, CA 94566

5018 E. Townsend Ave.
Fresno, CA 93727

Contra Costa County
District Office
3361 Walnut Boulevard
Suite 140
Brentwood, CA 94513

Tulare County
Administrative Building
Board of Supervisors
Chambers
2800 W. Burrel Ave.
Visalia, CA 93291

2601 Blessing Court
Riverbank, CA 95367

Kings County Government
Center
Board of Supervisors
Chambers
1400 W. Lacey Blvd.
Hanford, CA 93230

Call-In Information: [+1 \(332\)-249-0500](tel:+13322490500) Phone Conference ID: 776-220-057#
Microsoft Teams Link: [Click here to join the meeting](#)

Members of the public may attend the meeting at the above address, or by dialing [+1 \(332\)-249-0500](tel:+13322490500) with Phone Conference ID: 776-220-057# or log-in using a computer, tablet or smartphone on Microsoft Teams using link: [Click here to join the meeting](#)

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a member of the public wishes to make a public comment:

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

1. Submit written comments to SJJPA staff via email at publiccommentssjipa@sjipa.com, in which staff will read the comment aloud during the public comment period.
2. Complete a Request to Speak form (available at the entrance to the Board Room) and give it to the SJJPA Secretary before the Item is considered by the Board.
3. Join from the Microsoft Teams meeting link and notify SJJPA staff by alerting them via the "Raise hand" or "Chat" function; call +1 (332)-249-0500, enter Phone Conference ID: 776-220-057#, dial *5 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak. Please note that if participating using Microsoft Teams, all members of the public will be placed on mute until such times allow for public comments to be made.

Public comments should be limited to three (3) minutes per comment.

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

All proceedings before the Authority are conducted in English. Any writings or documents provided to a majority of the Authority regarding any item on this agenda will be made available for public inspection at the offices of the San Joaquin Regional Rail Commission located at 949 E. Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda and meeting materials are also available on the San Joaquin Joint Powers Authority Website: <http://www.sjipa.com/Home>.

1. Call to Order, Pledge of Allegiance, Roll Call

Chair Hume

2. Public Comments

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquins Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a member of the public wishes to make a public comment:

1. *Submit written comments to SJJPA staff via email at publiccommentssjipa@sjipa.com, in which staff will read the comment aloud during the public comment period.*
2. *Complete a Request to Speak form (available at the entrance to the Board Room) and give it to the SJJPA Secretary before the Item is considered by the Board.*
3. *Join from the Microsoft Teams meeting link and notify SJJPA staff by alerting them via the "Raise hand" or "Chat" function; call +1 (332)-249-0500, enter Phone Conference ID: 673-654-712#, dial *5 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak. Please note that if participating using Microsoft Teams, all members of the public will be placed on mute until such times allow for public comments to be made.*

Public comments should be limited to three (3) minutes per comment.

- | | | |
|-----------|---|--------------------|
| 3. | Consent Calendar | |
| | 3.1 Approve Minutes of March 24, 2023 Board Meeting | ACTION |
| | 3.2 SJJPA Operating Expense Report | ACTION |
| | 3.3 Washington Update | INFORMATION |
| 4. | Rail Safety Presentation | INFORMATION |
| 5. | Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Final 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024
(Dan Leavitt) | ACTION |
| 6. | Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with RailPros, Inc. for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail Station Full Build Project for an Amount Not-To-Exceed \$1,987,380 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority
(Dan Leavitt/Autumn Gowan) | ACTION |
| 7. | Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$3,200,000 for the Burlington Northern Santa Fe (BNSF) 100% design of Lake to West Escalon Track Improvements
(Angela Miller/Tamika Smith) | ACTION |
| 8. | Marketing Program Overview
(David Lipari/Marques Cook) | INFORMATION |
| 9. | Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Jeffrey Scott Agency for Advertising and Creative Services for an Amount Not-To-Exceed \$4,005,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority
(David Lipari) | ACTION |

10. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Winter Consulting Group, LLC for Bay Area Region Marketing and Outreach Services for an Amount Not-To-Exceed \$843,782 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority**
(David Lipari/Carmen Setness) **ACTION**
11. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with KP Public Affairs for Central Valley Region Marketing and Outreach Services for an Amount Not-To-Exceed \$1,379,967 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority**
(David Lipari/Rene Gutierrez) **ACTION**
12. **Amtrak San Joaquins Student Ambassador Program**
(Carmen Setness) **INFORMATION**
13. **Board Member Comments**
14. **Executive Director's Report**
15. **Adjournment**

The next regular meeting is scheduled for:
July 21, 2023

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of May 19, 2023

Item 3.1

ACTION

Minutes of SJJPA March 24, 2023 Board Meeting

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 am on March 24, 2023 in accordance with Assembly Bill 361 (AB361). Board Members attended this meeting via teleconference or videoconference.

1. Call to Order, Pledge of Allegiance, Roll Call

Chair Hume called the meeting to order at 9:08 am.

Alternate Burgis led the audience in the Pledge of Allegiance.

Board Members Present: Alternate Rodriguez, Haubert, Alternate Burgis, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon, Chair Hume

Board Members Absent: Chiesa

2. Public Comments

Mr. Doug Kerr from the Rail Passenger Association of California (RailPac) commented about the public comments that were presented at past SJJPA meetings that expressed the potential problems with the vending machines on the San Joaquins, including keeping the food area clean, and residents of the San Joaquin Valley having only cold vending machine food options. Mr. Kerr commented that more affluent areas of the state served by the Capitol Corridor and Pacific Surfliner have staffed cafe cars, hot food items and alcohol. Mr. Kerr commented that the vending machines might be an acceptable option if the sole purpose of the San Joaquin's is to provide basic transportation to those who can't afford a car, or drive, however, the purpose of the train is to get travelers to leave their car at home and take the train to reduce vehicle miles traveled, reduce greenhouse gases and reduce traffic congestion on Highway 99 and must therefore compete with the automobile. Mr. Kerr commented that the train is already at a competitive disadvantage because of fixed schedules and first and last mile issues, and drivers have extensive choices of restaurants that serve hot meals. Mr. Kerr commented that vending machine sandwiches provide reason to drive instead of taking the San Joaquins, and does not provide an environment conducive to growing ridership and reducing highway congestion, and this decision needs to be rethought.

Mr. Barnbaum commented that March signals the beginning of the Major League Baseball 162 game regular season, and on Sunday, August 6th, the San Francisco Giants and Oakland Athletics play each other in the Bay Bridge series. Mr. Barnbaum commented that this would be a great opportunity for passengers to take train 711 and train 718 round trip to the Coliseum station, if approved by Union Pacific. Mr. Barnbaum commented that another special event is the retirement ceremony of Fernando Valenzuela on Saturday, August 12th which would be a great opportunity for passengers to take Trains 702 and 710

on the San Joaquins to Bakersfield and take the thruway bus to Los Angeles Union Station and connect to the Dodger Stadium Express. Mr. Barnbaum commented that passengers could take train 711 back North to arrive the next morning without the need for a hotel in Los Angeles.

Mr. Kevin Rohani commented that they have not been able to get a copy of the agenda from the SJJPA website because the link is not working.

3. Consent Calendar

- | | |
|---|--------------------|
| 3.1 Approve Minutes of January 27, 2023 Board Meeting | ACTION |
| 3.2 Next Board Meeting Location | ACTION |
| 3.3 SJJPA Operating Expense Report | ACTION |
| 3.4 Washington Update | INFORMATION |

There were no comments on the Consent Calendar.

M/S/C (Espinosa/Burgis) to approve Items 3.1-3.4 of the Consent Calendar. Passed and Adopted by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

- AYES: 9 Alternate Rodriguez, Haubert, Alternate Burgis, Quintero, Young, Vice Chair Espinosa, Vice Chair Verboon, Chair Hume
- NOES: 0
- ABSTAIN: 0
- ABSENT: 2 Chiesa, Shuklian

- 4. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024** **ACTION**

Mr. Dan Leavitt gave a presentation on this item.

Mr. Barnbaum inquired if there is an agreed upon schedule change date for the reintroduction of the 7th daily round trip. Mr. Barnbaum commented in hopes that this would be something that has been discussed with Amtrak so passengers can begin planning for the return to the full schedule.

Mr. Leavitt commented that in the business plan the 7th daily round trip is anticipated to return in the Fall of 2023.

Ms. Tamika Smith commented that staff is meeting with Amtrak on Monday March 27th to start talks for the return of the 7th daily round trip.

M/S/C (Burgis/Young) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2023 San Joaquin Joint Powers Authority Business Plan Update and

Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024

Passed and Adopted by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

AYES: 9 Alternate Rodriguez, Haubert, Alternate Burgis, Quintero, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 1 Chiesa

- 5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with AECOM Technical Services, Inc. for Project Development Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$433,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority**

ACTION

Mr. Laurence Farrell gave a presentation on this item.

Alternate Rodriguez inquired about the anticipated date of the decommissioning of the current station, and inquired if there is an updated date of when the new station will be open.

Mr. Farrell commented that staff has a tentative opening date, and staff would happy to provide that following the meeting. Mr. Farrell explained that the events are simultaneous in that the commissioning of the new station into service will lead to the decommissioning of the old station, and that information will be provided.

Alternate Rodriguez inquired what the lag time is between decommissioning the old station and opening the new one.

Mr. Farrell explained that the new station has to be commissioned in order for it to be operational, and the decommissioning is a hard deadline because there are potential environmental impacts, including demolition and the materials that need to be taken away. Mr. Farrell explained that when the new Station is commissioned, the service will be moved and the decommissioning date could be changed due to construction operations.

M/S/C (Young/Espinosa) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with AECOM Technical Services, Inc. for Project Development Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$433,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the

Project including Approving any and all Amendments thereto within Her Spending Authority

Passed and Adopted by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

AYES: 8 Alternate Rodriguez, Haubert, Alternate Burgis, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 2 Chiesa, Quintero

- 6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with BNSF for Preliminary Engineering Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$514,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority**

ACTION

Mr. Laurence Farrell gave a presentation on this item.

Chair Hume commented that the \$633,000 amount that was highlighted in the previous item will be consumed if this item is approved.

There were no public comments on this item.

M/S/C (Haubert/Espinosa) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with BNSF for Preliminary Engineering Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$514,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority

Passed and Adopted by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

AYES: 8 Alternate Rodriguez, Haubert, Alternate Burgis, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 2 Chiesa, Quintero

7. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$1,200,000 for the Madera Station Relocation Project** **ACTION**

Mr. Laurence Farrell and Mr. Nick Perez gave a presentation on this item.

There were no comments on this item.

M/S/C (Burgis/Young) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$1,200,000 for the Madera Station Relocation Project

Passed and Adopted by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

AYES: 7 Alternate Rodriguez, Haubert, Alternate Burgis, Shuklian,
Young, Vice Chair Espinosa, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Quintero, Vice Chair Verboon

8. **City of Antioch Presentation to the Board Regarding the Antioch-Pittsburg San Joaquin Passenger Stop** **INFORMATION**

The Mayor of Antioch, Lamar Thorpe, gave a presentation on this item.

Chair Hume thanked Mayor Thorpe for his presentation, and inquired if this was a separate item to allow the Mayor for more time to present and if Mayor Thorpe's concerns will be addressed in the next item on the Agenda.

Ms. Mortensen confirmed that this was correct.

Director Haubert commented that Mayor Thorpe is passionate and knowledgeable and cares deeply for the Community of Antioch, and that they are lucky to have him as their Mayor. Director Haubert thanked Mayor Thorpe for the presentation.

Vice Chair Espinosa inquired if Amtrak is still servicing the station or if it was tore down.

Ms. Tamika Smith stated that this will be addressed in the next item.

Vice Chair Espinosa thanked Mayor Thorpe for the thorough presentation. Vice Chair Espinosa commented that the Authority was able to tour the station about 4 or 5 years ago and there were a lot of unhoused individuals at the station, however there is a new Mayor that cares for the community. Vice Chair Espinosa commented that sometimes City Managers come and go and sometimes they don't have the same focus that Council has for the community, and it is great to see what Mayor Thorpe has done.

Alternate Burgis commented that Mayor Thorpe is an excellent champion advocate for the City of Antioch in this presentation, and that he wears regional hats on other committees, and today he did a great job speaking on behalf of the City of Antioch.

Director Young inquired if the plan was to build up the area of the Amtrak Station in Antioch beyond what it is currently.

Mayor Thorpe explained that there was once a structure that they helped pay to bring down and the idea was to eliminate the structure due to the unhoused population. Mayor Thorpe commented that the City of Antioch is more than happy to entertain conversation about the future development of that station.

Director Young commented inquired if there was an actual structure.

Mayor Thorpe explained that it is a station and not a structure, and there is a park around the station with a parking lot.

Director Young commented that Mayor Thorpe is a true champion and advocate for the City of Antioch.

Alternate Rodriguez commented in support of the sentiments from Mayor Thorpe, that no decision should be made by a City Manager, and that the Mayor and his colleagues should have the opportunity as the voted officials, and the direction should come from the governing board. Alternate Rodriguez commented in appreciation for the recognition of the beautiful city of Antioch. Alternate Rodriguez commented that he is familiar with this process as it happened in the Community of Madera and they just passed resolutions for the relocation of the Madera station. Alternate Rodriguez commented that early on in the relocation process, there were not a lot of discussions with Madera's governing board since they have a sphere of influence within the current station location in Madera. Alternate Rodriguez commented that the sentiments from Mayor Thorpe are shared because community members want to know what is happening when there is an economic opportunity present and that creates issues within the city. Alternate Rodriguez commented in hopes that in the next Agenda item that the Authority will postpone it and allow Mayor Thorpe to convey to his constituency and public officials to hopefully come up with a plan to save that station.

Chair Hume thanked Mayor Thorpe and congratulated him on the election, and what he is doing within the city of Antioch. Chair Hume commented that the statistics show that Mayor Thorpe is experiencing a positive renaissance, and thanked Mayor Thorpe for taking measurable, tangible, and quantifiable efforts with the unhoused residents in the community.

Mr. Kevin Romick, a resident of Oakley for 25 years, former Mayor and councilmember for the City of Oakley, and former board member of the SJJPA commented that the City of Oakley is currently spending \$6.5 million dollars worth of improvements in downtown in anticipation of the arrival of the station and to support the train platform. Mr. Romick commented that the improvement has consisted of over 200 parking spaces, a kiss and ride drop off, new road segments, public plaza, arena areas, new sidewalks and landscaping. Mr. Romick commented that the City of Oakley has added a number of restaurants downtown in the last few years, and three new restaurants are opening this year housed within a brand new building nearing completion that is located in the eastern area of the station parking lot. Mr. Romick explained that Oakley has been working on this since 2014 and have committed millions of dollars in improvements to support the platform. Mr. Romick explained that the platform will provide safe, well-lit parking and will be a critical component to attracting new investment into downtown. Mr. Romick commented that over the last 10 years, Oakley has been ranked as one of the top 50 safest cities in the State of California on the SafeWise website.

Mr. Andrew Becker, a longtime resident of Antioch and nonprofit leader that works with the unhoused community and works towards building affordable housing solutions, commented that the unhoused problem is a regional problem that is not just a typical to Antioch, and is largely due to lack of resources. Mr. Becker commented that the community at large does not know what is going on with this action, and he was lucky enough to receive a notification at 10:30 am this morning through a media outlet on social media to be able to speak at this meeting. Mr. Becker commented that it is unfair to the community that is lacking resources in East County that the solution is to take away a means of transportation from the downtown area that already struggles to reach mass transportation. Mr. Becker commented that residents in Antioch, including himself, take the train routinely down to Bakersfield, Madera, and Southern California as well as commuters. Mr. Becker commented that Antioch is improving the downtown space. Mr. Becker commented if safety is considered an issue at this station, he has not seen Amtrak police, nor BNSF out at this right of way or at this stop when the trains are coming in and it's unfair that there was a lack of those services or a will to work with local police services towards addressing this problem before deciding to take away the station. Mr. Becker commented that there are other solutions and understands the great work that Oakley is doing. Mr. Becker explained that Antioch geographically sits at the middle of eastern Contra Costa County and residents from Bay Point or Pittsburgh would have to come to Oakley, which could be a 30 to 40-minute drive through commuter traffic, or through public transportation, which could be up to two hours with Tri Delta transit, to get to Oakley to board the train, which would make it impossible for them to use this service and would decrease ridership with Amtrak. Mr. Becker asked the Authority to find other solutions and to work with the local community to educate and inform them, because Antioch residents are willing to step up to bring forward solutions.

Mr. Kevin Rohani echoed Mr. Romick's comments and clarified that the City of Oakley has been working with the SJJPA since 2014 towards the Oakley

Station and have structured many improvements around this station aside from the millions of dollars that have been invested to improve downtown Oakley's infrastructure. Mr. Rohani explained that there is a current \$6 million dollar project to put all of the street infrastructure right next to the Oakley Station to service it. Mr. Rohani explained that the City of Oakley has worked with their partner agencies, including Tri Delta Transit whose buses serves the East County area, and they completed a major bus station project in December that is half a mile from the Oakley Station site. Mr. Rohani explained that the plan with Tri Delta Transit would bring buses of people to the station. Mr. Rohani explained that the Oakley Station is a broader project that has been worked on for nearly ten years to structure all of the components, and they have been working with the SJJPA as well as other sister agencies.

Mayor Thorpe commented that Contra Costa Transit Authority currently has a study for a pilot program for ferry service, and the stop is going to be by the Amtrak station, and it does make sense to split up these transit points and not have one transportation hub. Mayor Thorpe commented that Antioch is home to the first Bart station to San Francisco, and blocks away from the station is the proposed Park and Ride for Tri Delta Transit. Mayor Thorpe explained that he currently serves on Tri Delta Transit, and has served for the last six years, and that this is breaking news. Mayor Thorpe explained that the park and ride is going to be developing, and Antioch is much closer in terms of relative location than the one in Oakley.

9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Decommissioning of the Antioch-Pittsburg San Joaquins Passenger Stop

ACTION

Ms. Tamika Smith gave a presentation on this item.

Chair Hume inquired if this were one community, would there be the same policy or assurance that one station would not be decommissioned until the new Commissioned station was opened.

Ms. Smith explained that one of the issues is BNSF's policy that there cannot be two stations close together, and there is a six-mile train distance between the Antioch and Oakley stations. Ms. Tamika explained that the train has to get up to 79 miles per hour, and BNSF does not allow passenger trains to go and stop close together.

Chair Hume confirmed that this is an either-or scenario.

Ms. Mortensen explained that the State is trying to progress to more lightweight equipment that can accelerate and decelerate quicker to have less destruction to the freight mainline, and in the future there may be the availability to have stops closer together.

Chair Hume inquired that while Oakley has made considerable investment toward the station, it is not yet operable and would therefore be planning for the decommission of one station before the commission of the other.

Ms. Smith explained that the Antioch station will not be decommissioned until the Oakley Station is activated.

Ms. Mortensen commented that this poses some risk in regards to the issues of the assaults on board. Ms. Mortensen explained that staff has been dealing with this issue for about eight years, and it has been a difficult situation, and in other cities, stations that are part of the Valley Rail Expansion have been delayed when there are not enough components to make a safe station. Ms. Mortensen explained that the San Joaquins is the most diverse passenger rail network in the West in terms of cities served, and most stations have similar issues and similar demographics, except for the safety problem that is posed at the Antioch Station. Ms. Mortensen commented that there has to be a solution to the safety issue, and that passengers do not go to that station, which leaves their only options to be the Martinez and Stockton stations that are outside of East Contra Costa County. Ms. Mortensen commented that the Authority toured the Antioch Station due the problems that they were experiencing before Covid, and there have been ongoing discussions, however as there are changes in leadership that want to make new commitments, it puts the Authority in a tough situation. Ms. Mortensen commented that staff is happy to try to give the Authority more time to think this item over carefully, however it is a serious situation that has escalated and Eastern Contra Costa County deserves to have a safe landing spot, and boarding spot.

Chair Hume inquired that the decision, from a siding standpoint, has to be a forward-looking planning effort towards the final location.

Ms. Mortensen explained that this is correct, and that it is possible that staff could approach BNSF to do a major infrastructure development addition that has full double-tracking through the entire area, but from experience with Valley Rail, that would take time to design and could be up to a \$65 million dollar investment that would have to be explored until the state's technology improves. Ms. Mortensen explained that Authority's managing agency, the San Joaquin Regional Rail Commission will be testing the first Zero-Emission Lightweight Multiple Car Units, that is less ridership capacity than what is needed on the San Joaquins, but it can take care of shorter trips with quicker acceleration and deceleration, and could help with double stops closer.

Alternate Burgis commented that Brentwood, Oakley, Antioch, and Pittsburg in Contra Costa County are some of the fastest growing communities in the Bay Area and there is an imbalance of housing and jobs, so a lot of efforts are connected to transportation that are related to housing and economic development. Alternate Burgis commented that Antioch had a 565-million-dollar project in 2018 to open an eBART Station, and an additional parking lot of 800 spots needed to be added because the thousands of parking spots filled up as soon as it was opened. Alternate Burgis commented that over \$581 million dollars has been spent in Antioch for Regional Transportation for eBART. Alternate Burgis explained that there is not a lot of parking at the Antioch Amtrak Station, and there are 200 parking spots at the Oakley Amtrak Station, the proposed action from Staff makes sense when thinking on a regional level. Alternate Burgis explained that with future technology advancements that do not require the distance between stations, maybe the

Antioch Station could be revisited. Alternate Burgis commented that the Antioch Police Department is currently 67% staffed, and based on crime and from a regional transportation level she would not recommend the Antioch Station. Alternate Burgis explained that the commute to Oakley is a counter-commute and it will be easier for members of the East County community to get to that station during traditional commute hours. Alternate Burgis commented that this is unfortunately an either/or situation due to the challenges and the investment towards building the Oakley Station and taking down the Antioch Station, and explained that she will be supporting this item because from a regional transportation perspective, a station that has parking and is ready to go makes sense.

Vice Chair Espinosa commented that the Authority toured this station, but does not remember if they received an update whether there was a proposal to the City Counsel on whether or not they were okay with removing the station and should have received update from Staff what this was coming to. Vice Chair Espinosa explained that he did not know about this until he saw the Agenda and does not know if they received something before this. Vice Chair Espinosa commented that he looked up the populations of Oakley and Antioch, and there are 44,000 people in Oakley and 115,000 people in Antioch as of 2021. Vice Chair Espinosa explained that regionally considering the population, they have to travel 10 miles away from a big city that already has the transportation. Vice Chair Espinosa proposed to give this item more time, and the Council cares about the Community. Vice Chair Espinosa explained that local business can donate to make up the costs for the \$11,000 wheel chair lift that was damaged at the Antioch Station. Vice Chair Espinosa explained that a 10 minute drive to Oakley can be a lot for many residents that do not have the income to travel to that community. Vice Chair Espinosa made a motion to continue this item, and that asking 115,000 residents of Antioch to drive 10 minutes to the Oakley Station goes against transportation which is a big issue.

Alternate Burgis commented that all counties in this area are growing, and to get across from Bethel Island, Discovery Bay, Tracy, Rio Vista and Solano County this is a convenient place to get to, and the goal is to get vehicles off the road, and be accessible, and this location would be more convenient to the population. Alternate Burgis commented that the Oakley Station would be serving Antioch, and also serve unincorporated areas in Contra Costa County.

Director Young commented inquired what the minimum distance is that is required between current locomotives.

Ms. Mortensen commented that it will depend on if a particular area has single or double-tracking or other sidings or industry, which will be different in single-track territory.

Director Young commented that without a plan in place to help the community, it looks like this decision would be displacing the community and would move backwards from the goals of the Authority to bridge the gaps in the social economic divide in diversity, inclusion and equity. Director Young explained that individuals without a car that do not have this transportation

option, will stop their ability to get to their jobs, homes, and families. Director Young suggested that in the future when this board, or any board, makes a huge decision like this, to really push to the local cities to do all due diligence to proactively reach the communities. Director Young said that the Authority should have a plan in place to address the area of the Antioch Station in the future, even at another location to be able to not leave the community displaced.

Ms. Mortensen commented that the outcome being sought in today's meeting is to resolve the issue safety issue with Amtrak Conductors being punched in the face in this particular location. Ms. Mortensen explained that she has an obligation to protect staff from being at risk when doing their jobs and this is not a situation that happens at other station locations. Ms. Mortensen commented that staff do not want to open the doors at this location to do fare checks due to safety issues. Ms. Mortensen explained that Amtrak as the operator can decide to not stop at the Antioch Station despite wanting to keep the station at this location. Ms. Mortensen urged that the staff has an obligation to protect the safety of staff when performing their duties that can be done at every other station.

Director Young inquired that safety is an issue right now, regardless of the decommissioning of the Antioch Station. Director Young inquired what the solution is right now to help while the Antioch Station is operating.

Alternate Burgis commented that there are a few things being discussed with safety and she is sympathetic to that and does not want anyone being punched in the face, and on a regional level, the Authority should want to get more people on the train. Alternate Burgis explained that with parking, and more access, more people will get on the train, and the effort to reach out to people to get on the train could be easy to do from the local transit agency.

Vice Chair Verboon inquired if the station is being put in Oakley currently and how far the station is from the Antioch Station.

Ms. Smith explained that the Oakley station is under construction and is scheduled to open in the Fall or Winter of 2024, and that the Oakley Station is about 6 train miles from the Antioch station.

Alternate Rodriguez inquired about what other attempts were made by city officials and local officials regarding the decommissioning of the Antioch Station. Alternate Rodriguez inquired what the efforts were previously and what the reactions were to this news.

Ms. Smith commented that there were connections with the City of Antioch in previous years, and most recently staff has connected with the City Manager, Mr. Johnson, and have had discussions for about a year.

Alternate Rodriguez commented that he echoes some of the comments made by Vice Chair Espinosa that looking at it from a regional issue, ridership has been down since the Covid pandemic, and he doesn't know if anyone can answer what the anticipated ridership would be for the amount of investment for the proposed Oakley Station. Alternate Rodriguez explained

that there is a ridership decline with Amtrak in general in recent years, and how this will differ from overall ridership reduction and inquired at what point will there be a savings with increased ridership.

Ms. Smith commented that staff will provide an update to Alternate Rodriguez regarding the anticipated ridership for Oakley.

Alternate Rodriguez thanked Ms. Smith and commented that although the investment is being called regional, a lot of times there regional opportunities have disparate impacts in the communities that are being decommissioned. Alternate Rodriguez commented that there is hope in the communities with what the officials are looking to do, and he would propose that the Authority postpone this up until the Community has an opportunity to convey this to its constituency to look for other solutions.

Vice Chair Verboon commented that the Authority talked about opening the Oakley Station and the City Council spoke to them a few years ago, however he did not remember talking about closing down the Antioch Station during those talks. Vice Chair Verboon commented that he would like to postpone the decommissioning the station and would like to go to visit the station. Vice Chair Verboon commented that he is not comfortable shutting down a station, especially with talks about High-Speed Rail and connectivity, and moving people around and shutting down a station does not make sense. Vice Chair Verboon commented that it's only a six mile distance between stations, but he would not be comfortable until he sees the stations.

Chair Hume inquired what would happen if staff did not officially decommission this station and moved service to Oakley until technology changes or a different location can be identified within the Antioch area.

Ms. Smith explained that staff would work with Amtrak to ensure passengers are aware that the stop has been moved.

Ms. Mortensen explained that decommissioning is the suspension of service, and that on the rail side, the platform would stay in place. Ms. Mortensen explained that this platform can be used for emergency deboarding, and can be used to put a station back in at a later date, and all of the infrastructure plan would stay in place.

Vice Chair Espinosa explained that he has a problem with the decommissioning of the station and taking a station away from 115,000 people when the Authority is to represent transportation. Vice Chair Espinosa made a motion to postpone the decommissioning of the Antioch Station, because the public needs to be aware of the situation and to give Mayor Thorpe the opportunity to have public meetings with city officials and members of the Authority.

Alternate Rodriguez seconded Vice Chair Espinosa's motion to postpone the item to decommission the Antioch Station.

Director Young inquired about the timing of decommissioning this passenger stop and when passengers will be notified.

Ms. Smith explained that as Oakley is closer to finalizing the platform, staff would work with Marketing to put together timing, which would possibly be six months.

Director Young inquired how time-sensitive this decision is to be made, and if this decision will impact the work moving forward with the Oakley Station.

Ms. Smith clarified that Oakley will move forward with the Station as Staff is moving forward with Amtrak.

Director Young confirmed that the Authority has time to make this decision and come up with another plan.

Ms. Smith confirmed that this is correct.

Ms. Mortensen explained that Staff should bring back to the Authority an item on the full host railroad issue, and that while adding a stop on the San Joaquin Corridor on the BNSF Railroad, BNSF requires taking a stop away. Ms. Mortensen explained that the 'too-close' issue is adding a station within a certain framework depending on the area, the 'too-many' issue, would require a station to be taken away if both the Oakley and Antioch stations were to stay in the area.

Chair Hume commented that for the Lodi Valley Rail Station, Union Pacific required the station to move to another subdivision out of Historic Downtown to the County, and Elk Grove has had trouble with a site for their only station, and there is difficulty in looking at how to make the stations work regionally. Chair Hume inquired if there are eBART Stations in Antioch and Oakley.

Alternate Burgis explained that BART ends in Antioch on the Oakley border that is very close to Highway 4 and not the downtown area. Alternate Burgis commented that there are a lot of people coming from Brentwood, Oakley, Discovery Bay, Rio Vista and Tracy coming in to take the rail. Alternate Burgis commented that there are a lot of residents from her District that are going to Livermore to board the ACE train, and it is a regional transportation in the area to get to the Bay Area.

Chair Hume explained that what is being provided is an extended travel trip to the area. Chair Hume explained that what is worse than a quick reaction and not planning, is when administrators come in and reverse progress. Chair Hume explained that although some disagree with the decision, there is another jurisdiction and people, including the Authority, spend considerable dollars towards this new plan. Chair Hume explained that Union Pacific and BNSF are the ultimate arbiter of what the Authority is allowed to do, and Amtrak as a partner can say that they will not stop at the station any longer due to the safety of their employees.

Alternate Burgis commented that while this may be new to Mayor Thorpe, this has been worked on for over 10 years with Antioch, Oakley, and Contra Costa County being aware that this was moving forward. Alternate Burgis inquired if this is creating confidence with other organizations, should Contra

Costa County want to do future projects, with people and cities investing in something for so long, for the decision to be reversed after years of progress.

Mayor Thorpe commented that he understands the Agenda item in terms of crime, but this issue is being ascribed to Antioch when it is an East County issue. Mayor Thorpe explained that moving to a different station is not going to eliminate these problems, because they are the region's problems. Mayor Thorpe explained that blaming the city of Antioch for these types of problems is not right, and historically people of color are blamed for these types of problems and shift the responsibility somewhere else. Mayor Thorpe explained that Antioch is the fastest growing city in eastern Contra Costa County, and surpassed the growth of the Bay Area and the County, and people are still choosing to live there. Mayor Thorpe commented that the city of Antioch is more than happy to do whatever the Authority likes to ensure that this is a safe environment. Mayor Thorpe invited the Authority to come to Antioch to see that there is sufficient parking downtown, and that there is parking immediately adjacent to the area as well as parking at City Hall a block away. Mayor Thorpe commented that all parking lots will have private security, including the area where Amtrak is. Mayor Thorpe commented that this decision is breaking news to members that have served on the Council for many years. Mayor Thorpe commented that the more parking lots built means the more cars that will be driven, which moves away from bringing down emissions, and the idea should be to get people to use public transportation. Mayor Thorpe commented that Tri Delta Transit has Try MyRide that is an on-demand transit program to not use a car in their last mile. Mayor Thorpe commented that this decision is unfair because the City of Antioch has not been brought in the discussion, and they should be able to make their financial contribution to build up the Amtrak Station. Mayor Thorpe explained that he found out weeks ago that opening up the Oakley Station is at the expense of the Antioch Station.

Mr. Andrew Becker commented that this is a frustrating situation that the government puts the community in these positions with limitations, and explained that at that exact location 35 years ago Antioch had siding there that BNSF used for a passenger service before Amtrak. Mr. Becker explained that when Amtrak came in and brought this passenger service to Antioch, there was a large capital improvement project that took away the siding and put in this beautiful platform with this beautiful little passenger structure that at the time was sufficient but didn't grow with East Contra Costa county's growing needs and was therefore neglected. Mr. Becker explained that there was no conversation brought to the Antioch community about the Oakley Station and as a community member and a developer in Antioch that didn't know that Oakley was building an Amtrak station. Mr. Becker commented that there are opportunities for Antioch and encouraged the board to come out and view that specific property. Mr. Becker encouraged the city of Antioch and the Mayor to work with BNSF, the Authority and Amtrak to bring opportunities to that location, because there is still an opportunity for siding and next door there is a large 2 ½ acre parcel that could be used for station amenities including parking and police services. Mr. Becker commented that the community of Antioch is not seeing resources or support and commented that before the Authority make this large decision that will affect the community to come visit the site. Mr. Becker urged the Authority to figure out

if there are capital improvement projects, grants, state dollars, local match dollars, county dollars to bring together funding for adequate services and to not abandon Antioch with future hopes of a station coming back in the future.

Mr. Michael Barnbaum recommended to the Authority an intent motion that the change to the Amtrak station from Antioch to Oakley should require a local public transit service to the Oakley Station to transport the passengers that can no longer board the train from the Antioch Station.

Chair Hume thanked Mr. Barnbaum for the recommendation and commented that he had a similar idea with the bus rapid transit.

Mr. Kevin Romick commented that the discussion has been centered around Antioch, however there are largely populated areas of Contra Costa County including Pittsburg with 75,000 people, Brentwood almost to 70,000 and Oakley at 45,000 people with the potential growth up to 70,000. Mr. Romick commented that most of the growth is North of Highway 4 in the Southeastern part of Antioch and the Oakley Station is the closest station to the population growth. Mr. Romick urged the Authority to come out to compare the two sites since they want to postpone this item, and to look at the construction of the Oakley Station, downtown Antioch, and the surrounding areas. Mr. Romick commented that everyone has been suffering ridership issues and the Authority will see with their own eyes what Oakley provides, and this will be the opportunity to increase ridership.

Alternate Burgis commented that as Mayor Thorpe said, Tri Delta Transit's answer to get people the extra mile is Try MyRide, and the eBART Station has been extremely popular not only with Antioch residents, but includes Tracy, Mountain House, Livermore, Rio Vista, and Solano County among the different areas. Alternate Burgis commented that it is a concern that Amtrak service will be lost if they decide that they do not want to stop in Antioch anymore due to the safety issues. Alternate Burgis commented that she does not want the Antioch Station decommissioned forever, but until new technology allows for both stations and there can be dedicated parking at the Antioch Station, and for the safety issues to be addressed. Alternate Burgis explained that the services provided by the Agency are to get cars off the road and promote rail transportation and recommends moving forward with the Agenda recommendation. Alternate Burgis commented that if the Authority decides to hold this item back, she would like eBART and all other transportation to be considered, and residents in East Contra Costa County spend more time in their car on their commute which effects the quality of life for the community, and the Oakley Station distributes transportation and traffic to accommodate the growth in the areas within Contra Costa County.

Chair Hume inquired if Alternate Burgis were to move to approve staff recommendation and there were to be a second, this would be considered a substitute motion which would be voted on first prior to the original motion.

General Counsel Daniel J. Schroeder clarified that a motion to amend the motion that has been made would need a second for that motion to be voted on, and that motion will fail if there is not a second and would move forward with the theme of the current motion.

Director Young inquired if they could repeat the first motion.

Chair Hume clarified that the first motion was to continue the item, and Chair Hume clarified that if chosen to continue, this would be a reversal of course of what the Authority has already undertaken. Chair Hume commented that he does not know what happened in Antioch with the city managers with current and previous council members, but he does know that the Authority toured the Antioch Station and made the motion to pursue the Oakley station. Chair Hume explained that if the path that was taken is reversed and will now preserve the Antioch site, he would be happy to explore that, but asks the maker of the motion to amend the motion to give specific direction on what deliverables the Authority would like to see and a timeline to revisit this item.

Director Young commented that when looking at this item, she did not consider it as a reversal, but as an opportunity of time to look at the item. Director Young inquired if this would be a continuation, or a reversal.

Alternate Burgis inquired if the Authority is investing in the Oakley Station or if it is strictly Oakley spending the money.

Ms. Smith explained that the Authority is contributing funds towards the new platform. Ms. Smith explained that an item is coming to the May or June SJJPA Board Meeting for approval to continue the contribution toward the new platform.

Alternate Burgis motioned to approve the item until it can meet certain requirements including having the technology for the trains to stop closer together and having the parking available for passengers, and not stopping Oakley from being able to continue with what the Authority already agreed for them to do with the station development.

Chair Hume took note of the motion to amend the item.

Director Young commented that the Authority needs to take in to account what Mr. Mortensen explained earlier in that they have to give up a stop, and explained that Mr. Barnbaum's suggestion for the option of express bus service to connect to the Oakley Station in the area is a great way to bridge the gap by taking care of the community and not stop progress made to the Oakley Station that has been in progress for 10 years. Director Young inquired if safety will come back to the Authority as a separate item in the future.

Chair Hume commented the overarching issue is the current path of building the Oakley station with a completion date of Fall/Winter next year and it is an either or situation from BNSF that both stations cannot be operational Chair Hume explained that if the authority were to continue this item, a decision has to be made whether or not progress is stopped Oakley because the Authority should not expend funds towards something that might not be a reality. Chair Hume suggested discussing what continuing service at the Antioch site would look like relative to safety and the platform.

Vice Chair Espinosa commented that his main focus is to not take a transportation method away from the public, and while safety to staff is a priority, 115,000 people will be impacted that have not had the opportunity to address the action. Vice Chair Espinosa commented that staff and the Authority has to do a better job at addressing decommissioning the station because if they have the data it needs to be explained to the public.

Chair Hume commented that whatever could be done to provide the missing link of transportation from the old station to the new, is beyond the scope of the Authority.

Alternate Burgis explained that Mayor Thorpe is the Chair and she sits on the board of Tri Delta Transit and that staff would be encouraged to provide that type of route regardless of the output.

Chair Hume commented that the Authority cannot make that determination.

Ms. Mortensen asked for clarification on the action for staff regarding the scope.

Chair Hume commented that they will hear a presentation on Safety and then move to procedure.

Mr. Doug Calcagno, inspector with Amtrak Police, and retired Bay Area Law Enforcement Officer, gave a presentation on safety issues seen on Amtrak throughout the nation, and from a local issue with the assaults.

Director Young inquired if there will be another item presented on safety and how the Authority can focus and find out what they can do to impact safety.

Ms. Mortensen confirmed that staff can do that.

Vice Chair Espinosa commented that Amtrak has a record of working with Antioch police, and inquired if there is a record of all of the incidents of trying to clear the homeless from the Antioch Station, because that would support this item. Vice Chair Espinosa explained that the Authority never received any information regarding whether the city was responsible or not to Amtrak's request for servicing the station.

Mr. Calcagno commented that the Authority and staff works with the City, and it is a big issue that the unhoused population goes to the open area of the Amtrak platform, and can lead to crises if the unhoused population becomes combative. Mr. Calcagno explained that Amtrak police is trying to eliminate possible assaults increasing everywhere.

Vice Chair Espinosa commented that as an example, he does not want to hear about the Merced Station being decommissioned, if he does not hear about the issues of the homelessness impacting the station.

Mr. Calcagno explained that homelessness isn't a crime, but there is a correlation with the unhoused and the effects of mental illness leading to these assaults.

Alternate Burgis inquired if Antioch is standing out in some way in regards to other Amtrak stations and if this point has been made to law enforcement.

Mr. Calcagno clarified that it has not been addressed with the City of Antioch, but the issues that occur at Antioch do not happen at other platforms or stations within the network. Mr. Calcagno explained that there are similar issues that happen with cities in California that have a higher population of unhoused individuals, as well as other states.

Alternate Burgis inquired if Amtrak cancels stops if they feel that safety is an issue.

Ms. Smith commented that she is not aware if that has happened.

Mr. Calcagno commented that the Antioch Station utilizes the Street Car Method, where one door is opened to check for tickets before the train is in motion. Mr. Calcagno explained that if there is a problem on the train, they have to stop, and there are costs associated with train delays.

Chair Hume inquired about procedure because the original seconder of the motion had to drop off the meeting.

General Counsel Daniel J. Schroeder clarified that the original motion and second was to continue the item to another meeting. Mr. Schroeder explained that an additional motion was made to request to amend to make the decision as staff recommended, but to bring back additional issues of addressing service in Antioch, which was declined by the maker of the original motion. Mr. Schroeder advised of a possibility for a substitute motion, that would take precedent if there is a second, and if there is not a second or loses majority of the vote, the Authority would go back to the original motion and vote on that.

Alternate Burgis motioned that the Authority takes action on the recommendation from staff, with the direction to come back with ways to possibly reopen the Antioch Station in the future, allowing the investments and work that has already been done in Oakley to continue.

Chair Hume inquired if the maker of the motion, would be willing to amend the motion to add in the requirement to do outreach in the Community before the switch of the station happens.

Alternate Burgis accepted the suggested amendment to the motion.

Director Young inquired what the difference would be from continuing the item.

Alternate Burgis explained that all of the investments going forward by the Agency and the City could be endangered.

Director Young inquired if continuing the item would impede the progress and stop Oakley from moving forward.

Ms. Smith explained that Oakley cannot be stopped from moving forward, but the challenge would be the dollar amount determined by BNSF due to the timeline, and the dollar amount could increase.

Ms. Mortensen commented that BNSF's one for one policy might prevent the progress with the Oakley Station, because they have not granted a waiver for this.

Director Young inquired if the item is continued, how soon could the item come back.

Chair Hume inquired if the original motion to continue means to a date uncertain, and how to set parameters if the original motion if the original seconder is no longer in the meeting.

Mr. Schroeder clarified that the maker of the motion could amend the motion and require a second.

Ms. Mortensen inquired if the item can be continued, but act to continue to move forward with the Oakley Station.

Chair Hume commented that staff is already in the motion with the progress with the Oakley Station, and is not sure the benefit of pausing the item. Chair Hume explained that the Authority should choose to stay on the track that staff is on, or to reverse course and recommit to the current Antioch station.

Alternate Burgis motioned to continue down the track with the Oakley Station and to find ways to include the Antioch Station in the future.

Director Young seconded the motion. Director Young commented that she did not want this to be indefinite, and there is still time to continue the process as funding comes available, because continuing indefinitely would not be profitable.

Chair Hume clarified that the motion takes action on staff recommendation, while also encouraging staff to work with other agencies to provide alternative transportation options between the existing Antioch Station to the Oakley Station, and not precluding recommissioning an Antioch Station in the future as technology and rail partners allow.

Chair Hume thanked Mayor Thorpe for his time, and committed that the Authority will do whatever they can to help Mayor Thorpe communicate with the Community of Antioch and provide that transportation. Chair Hume commented that there is work to do with the ferry service, rail, and the bus connection.

Alternate Burgis commented that there is work to do with the rail, ferry, and bus connection service that the Authority can support.

M/S/C (Burgis/Young) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Decommissioning of the Antioch-Pittsburg San Joaquins Passenger Stop Amended to include the requirement for staff to work with other transportation agencies to provide alternative transportation options between the existing Antioch Station to the Oakley Station, and not precluding recommissioning an Antioch Station in the future as technology and rail partners allow

Not Passed by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

AYES: 5 Alternate Burgis, Shuklian, Young, Vice Chair Verboon,
Chair Hume
NOES: 2 Alternate Rodriguez, Vice Chair Espinosa
ABSTAIN: 0
ABSENT: 3 Haubert, Chiesa, Quintero

Mr. Schroeder explained that the motion failed because a majority of the board would have needed to vote yes.

Ms. Mortensen stated that there were six members that voted yes.

Chair Hume called for a short recess.

Chair Hume clarified that the previous vote count was recorded incorrectly, and in order to consider the motion, there would need to be a motion to reconsider for someone that voted in the opposition.

Vice Chair Espinosa commented that the City of Antioch did not receive fair public input from the residents but there is a big investment already moving forward in Oakley that he doesn't want to stop progress of. Vice Chair Espinosa motioned to reconsider the prior motion.

Mr. Schroeder explained that Vice Chair Espinosa made a motion to reconsider the prior motion, and the Authority will vote to reconsider, and if the majority votes yes then the Authority will do the motion all over again.

Chair Hume explained the motion to reconsider the previous vote was seconded by Alternate Burgis, and if that is approved by the Authority, the original motion will be heard again.

M/S/C (Espinosa/Burgis) to Reconsider the Previous Motion by the Authority to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Decommissioning of the Antioch-Pittsburg San Joaquins Passenger Stop Amended to include the requirement for staff to work with other transportation agencies to provide alternative transportation options between the existing Antioch Station to the Oakley Station, and not precluding recommissioning an Antioch Station in the future as technology and rail partners allow

Passed and Adopted by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

AYES: 6 Alternate Burgis, Shuklian, Young, Vice Chair Espinosa,
Vice Chair Verboon, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 4 Alternate Rodriguez, Haubert, Chiesa, Quintero

Vice Chair Espinosa commented that he would like Antioch to have a future station if it is possible.

Alternate Burgis commented that maybe the Authority can entertain a motion in the future that indicates certain expectations of staff for outreach for future items similar to this.

M/S/C (Burgis/Young) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Decommissioning of the Antioch-Pittsburg San Joaquins Passenger Stop **Amended to include the requirement for staff to work with other transportation agencies to provide alternative transportation options between the existing Antioch Station to the Oakley Station, and not precluding recommissioning an Antioch Station in the future as technology and rail partners allow**

Passed and Adopted by the San Joaquin Joint Powers Authority on March 24, 2023, by the following vote to wit:

AYES: 6 Alternate Burgis, Shuklian, Young, Vice Chair Espinosa,
Vice Chair Verboon, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 4 Alternate Rodriguez, Haubert, Chiesa, Quintero

10. Update on Caltrans Venture Car Agreements with Caltrans and Amtrak INFORMATION

Mr. Brian Schmidt gave a presentation on this item.

There were no comments on this item.

11. Valley Rail Program Schedule Update INFORMATION

Executive Director Ms. Stacey Mortensen and Mr. Laurence Farrell gave a presentation on this item.

There were no comments on this item.

12. San Joaquins Service Update INFORMATION

Mr. David Lipari gave a presentation on this item.

There were no comments on this item.

13. Board Member Comments

Vice Chair Espinosa commented that it was personally a hard decision to approve the Decommissioning of the Antioch-Pittsburg Passenger Stop, but it will be good to move forward with the existing progress for the station.

Chair Hume thanked Vice Chair Espinosa for the vote of confidence.

14. Executive Director's Report

There was no Executive Director's report.

15. Adjournment

Chair Hume adjourned the meeting at 1:54 pm.

The next regular meeting is scheduled for:
May 19, 2023 – TBD

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 3.2

INFORMATION

SJJPA Operating Expense Report

Please see the attached San Joaquin Joint Powers Authority (SJJPA) Operating Expense Report for the following period:

- Fiscal Year Start 2022/23 (July 1, 2022 – March 31, 2023)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

San Joaquin Joint Powers Authority
Operating Expense Report
March 2023
75% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 22-23 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
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Administrative Expenses			
Salaries/Benefits/Contract Help	2,168,297	1,743,957	80%
Office Expense	19,478	4,505	23%
Subscriptions/Periodicals/Memberships	5,000	130	3%
Office Equipment Lease	21,140	11,849	56%
Computer Systems	5,000	-	0%
Communications	30,861	8,126	26%
Motor Pool	31,715	7,543	24%
Transportation/Travel	22,437	-	0%
Training	4,996	-	0%
Audits Regulatory Reporting	25,000	23,900	96%
Professional Services Legislative	253,000	157,008	62%
Professional Services Legal	200,000	158,532	79%
Professional Services General	337,230	296,657	88%
Professional Services Grants	67,000	67,000	100%
Publications/Legal Notices	10,000	745	7%
Professional Services Operations	21,300	1,043	5%
Communications, Operations	11,732	9,030	77%
Maintenance of Headquarters Structures/Grounds	114,767	73,804	64%
Insurance	114,000	62,894	55%
Insurance Management Fees	5,063	5,063	100%
Security Services/Safety Program	91,472	68,820	75%
Administrative Expenses Subtotal	3,559,487	2,700,605	76%
Marketing Expense			
Marketing & Outreach	2,050,000	1,034,573	50%
Marketing Expenses Subtotal	2,050,000	1,034,573	50%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	75,625,858	49,070,321	65%
Contract Expense Subtotal	75,625,858	49,070,321	65%
TOTAL OPERATING EXPENSES	81,235,345	52,805,480	65%

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 3.3

INFORMATION

Washington Update

Please see attached Washington Update Report provided for the month of May 2023.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.



TAI GINSBERG & ASSOCIATES, LLC

TO: San Joaquin Joint Powers Authority (SJJPA)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for MAY 2023
DATE: May 10, 2023

THE BIDEN ADMINISTRATION/EXECUTIVE BRANCH

May 9, 2023. President Biden [announced](#), via an Executive Order (EO), the revoking of the COVID-19 EOs 14042 and EO 14043 that mandated federal vaccines for employees and contractors. The new EO states, “Since September 2021, COVID-19 deaths have declined by 93 percent, and new COVID-19 hospitalizations have declined by 86 percent. Considering this progress, and based on the latest guidance from our public health experts, we no longer need a government-wide vaccination requirement for Federal employees or federally specified safety protocols for Federal contractors.” The aforementioned mandates will end on May 12, 2023.

May 1-5, 2023. On May 1, the Biden Administration [announced](#) the end the COVID-19 vaccine requirements for Federal employees, Federal contractors, and international air travelers at the end of the day on May 11, the same day that the COVID-19 public health emergency ends. Additionally, HHS and DHS announced today that they will start the process to end their vaccination requirements for Head Start educators, CMS-certified healthcare facilities, and certain noncitizens at the land border. [*According to the latest Centers for Disease Control and Prevention data, 73.4 percent of the U.S. population ages five years old and above have completed their primary vaccine series and 17.8 percent of the same population has received their updated (bivalent) booster.*] On May 5, the [World Health Organization](#) (WHO) issued the following statement, “The WHO Director-General concurs with the advice offered by the Committee regarding the ongoing COVID-19 pandemic. He determines that COVID-19 is now an established and ongoing health issue which no longer constitutes a public health emergency of international concern (PHEIC).” The Centers for Disease Control and Prevention (CDC) [COVID Data Tracker](#) notes that as of May 5, 2023, total US deaths from COVID-19 were 1,131,819; [globally](#) there have been 6.922 million COVID-19 deaths.

BIDEN 2023 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the April 2023 report, there are no relevant changes in status to transportation-related nominees. **A full 2022/2023 listing of “Nominations” is available from TG&A upon request.**

APPROPRIATIONS/BUDGET

FY 2024 APPROPRIATIONS UPDATE/PROCESS

On April 28, House Appropriations Committee Chair Kay Granger (R-TX) sent a letter to her appropriations committee colleagues by outlining the subcommittee and Full Committee markup schedule over the period May 17th through June 15th.

OVERALL FY 2024 APPROPRIATION BILL SUMMARY		
	Bills Passed:	House (0 of 12)
		Senate (0 of 12)
	Bills Vetoed:	(0 of 12)
	Both Chambers Passed:	(0 of 12)
	Bills Enacted:	(0 of 12)

The following dates are preliminary and subject to change:

- May 17th/18th – Subcommittee markups on these dates;
- May 23rd/24th/25th – Full Committee markups on these dates;
- June 7th/8th – Subcommittee markups on these dates; and
- June 13th/14th/15th – Full Committee markups on these dates.

Subcommittee chairs have not received their topline numbers but are expected to in advance of the markups, and the final debt limit is not yet to be passed, which may shift the composition of the final appropriations package. Meanwhile, Senate Committee members have continued with a slate of subcommittee hearings and [top Senate appropriators have reasserted their determination to reach a bipartisan agreement on topline funding numbers](#) and move the 12 appropriations bills through markup and, eventually, to the Senate floor. Chair Patty Murray and Ranking Member Susan Collins have voiced their opposition to combining the 12 bills into one omnibus spending package, insisting instead on moving the bills through regular order.

May 3, 2023. The Congressional Research Service (CRS) issued a report on, "[Transportation, Housing and Urban Development, and Related Agencies \(THUD\) Appropriations for FY2023](#)." Following a series of continuing resolutions, final FY 2023 appropriations were enacted in the FY 2023 Consolidated Appropriations Act (P.L. 117-328). Outside of the regular appropriations process, US DOT received an additional \$36.8 billion in funding for FY 2023 as a result of the supplemental funding provided in Division J, Title VIII of the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58).

DEBT LIMIT UPDATE

Update: On May 9, 2023, President Biden met with Congressional Leader (House Speaker Kevin McCarthy, House Minority Leader Hakeem Jeffries, Senate Majority Leader Chuck Schumer and Senate Minority Leader Mitch McConnell) to negotiate a solution on raising the debt limit above \$31.4 trillion (on December 16, 2021, President Joe Biden signed legislation increasing the debt ceiling by \$2.5 trillion to a total ceiling, or cap, of \$31.4 trillion). Speaker McCarthy is insistent on securing a deal that is tied to cuts in overall spending and other measures while the President and Democrats are pursuing a deal to raise the debt limit without any preconditions. By all reports, the meeting was not productive, but the President and leaders agreed to meet again on May 12, 2023. Earlier (on 4/26/23), the House had passed the "[Limit, Save, Grow Act of 2023](#)" which would suspend the debt ceiling through either March 31, 2024 or raise the debt limit by \$1.5 trillion, whichever threshold comes first. [*The [Congressional Budget Office \(CBO – and here\)](#) finds the bill would save \$4.8 trillion through FY 2033, with about \$4.2 trillion of policy savings and \$543 billion of interest savings.*] That bill, however, is unlikely to meet any reception in the Democratically-controlled Senate and President Biden has said that he would veto the bill. According to recent estimates, the government could hit the federal debt limit between the beginning of June and early August of this year. See President Biden’s remarks [here](#). **Background:** On May 1, 2023, US Department of the Treasury Secretary Janet Yellen sent a [letter](#) to Congressional Leadership to inform them that, “our best estimate is that we will be unable to continue to satisfy all of the government's obligations by early June, and potentially as early as June 1, if Congress does not raise or suspend the debt limit before that time. Regarding transportation, the US DOT posted a Fact Sheet [here](#) on the impacts of possible cuts. See nearby Treasury Department table for Total Public Debt Outstanding (as of 5/8/2023).

Record Date	Debt Held by the Public	Intragovernmental Holdings	Total Public Debt Outstanding
5/8/2023	\$24,627,341,968,877.85	\$6,829,882,015,666.65	\$31,457,223,984,544.50

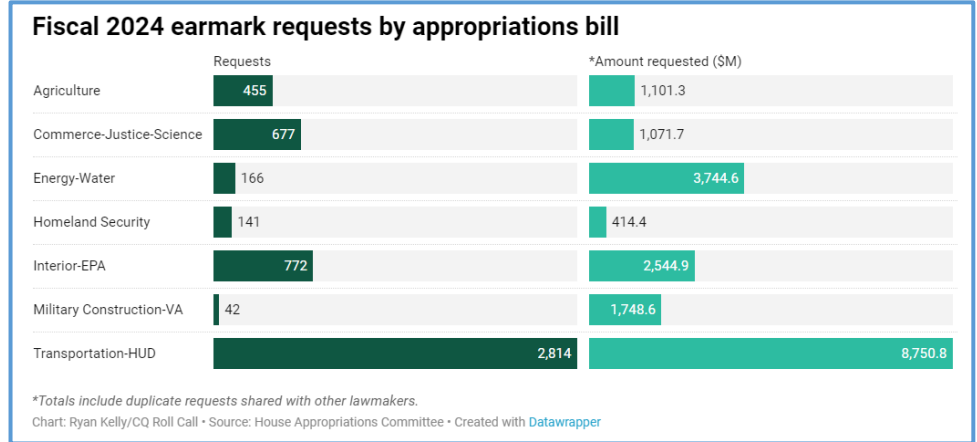
May 4, 2023. The U.S. Census Bureau and the U.S. Bureau of Economic Analysis [announced](#) that the goods and services deficit was \$64.2 billion in March, down \$6.4 billion from \$70.6 billion in February. A smaller trade deficit was one of the contributors to the economy’s 1.1 percent annualized growth rate in the first quarter.

[A trade deficit occurs when a nation imports more than it exports. The United States has been running consistent trade deficits since 1976 due to high imports of oil and consumer products. In 2022, the biggest trade deficits are recorded with China, Mexico, Vietnam, Canada, Germany, Japan, and Ireland, and the biggest trade surpluses with the Netherlands, Hong Kong, Brazil, Singapore, Australia, and United Kingdom.]

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

FY 2024 EARMARK UPDATE

On April 27, 2023, the **House Committee on Appropriations** posted a consolidated table of Community Project Funding requests. That Excel spreadsheet can be found [here](#). According to a Roll Call [article](#), House members requested 5,067 earmarks, a nearly 7 percent increase over last year, for a total of \$19.4 billion – up from last year’s request of \$12.4 billion. The Roll Call article notes that transportation-related earmarks remained the most popular requests (see nearby bar chart). The [Senate Committee on Appropriations](#) does not have a similar master earmark spreadsheet posted on their website. Rather, Senate earmark requests are to be found on individual Senate member websites.



May 11, 2023. The Committee on Transportation and Infrastructure held, Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to discuss and receive testimony on matters pertaining to, “Getting Back on Track: Exploring Rail Supply Chain Resilience and Challenges.” [Committee Link and Testimony](#).

May 10, 2023. The Committee on Transportation and Infrastructure held, Subcommittee on Highways and Transit held a hearing to discuss and receive testimony on matters pertaining to, “Freight Forward: Overcoming Supply Chain Challenges to Deliver for America.” [Committee Link and Testimony](#).

May 10, 2023. The Senate Committee on Commerce, Science, & Transportation held a Full Committee Executive Session to consider the [Railway Safety Act of 2023](#) (S 576 – introduced by Senator Sherrod, D-OH) et al. important pieces of legislation. [Committee Link](#). See recent [letter](#) from State/Associations urging Congress not to include any mandates in a rail safety bill, such as train crew size.

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – MAY

SENATE BILLS - MAY			
S 1440	C. Booker (D-NJ) A bill to establish a program to award grants to entities that provide transportation connectors from critically underserved communities to green spaces. Introduced 5/4/23.	S 1201 Summary here	T. Scott (R-SC) “Employee Rights Act.” The bill would guarantee secret ballot union elections and safeguard employees’ personal information. Introduced 4/19/23.
HOUSE BILLS - MAY			
HR 3102	D. Lesko (R-AZ) To prohibit the TSA from using the "X" gender designation in the TSA PreCheck advanced security program. Introduced 5/5/23.	HR 3092	J. Gomez (D-CA) To establish a program to award grants to entities that provide transportation connectors from critically underserved communities to green spaces. Introduced 5/5/23.
HR 3002	B. Finstad (R-MN) To reduce the population definition of rural area to 20,000 to restrict eligibility to be considered under the rural surface transportation grant program. Introduced 4/28/23.	HR 2700 Summary here	R. Allen (R-GA) “The Employee Rights Act.” The bill would guarantee secret ballot union elections and safeguard employees’ personal information. Introduced 4/21/23.

FEDERAL REGISTER NOTICES OF FUNDING OPPORTUNITY (NOFOs)/GRANT AWARDS

See Addendum A. - Calendar Year NOFO/AWARDS SCORECARD – at end of report.

Selected/Anticipated Transportation-Related NOFO Announcement Dates in 2023

(As of May 9, 2023 - Hyperlink)

See [White House](#) Document on [Open/Upcoming NOFOs](#)

Note: US DOT NOFO publication/closing dates for 2022 can be found [here](#). See [US DOT Federal Transportation Funding: FY 2023 Disc. Grant Preparation Checklist for Prospective Applicants](#) [here](#).

Month Est.	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
May 2023	Transit-Oriented Development Planning	FTA
Spring 2023	Mega Grant Program	US DOT/Office of the Secretary
Spring 2023	The INFRA Grants Program	US DOT/Office of the Secretary
Spring 2023	The Rural Surface Transportation Grant	US DOT/Office of the Secretary
Late Spring 2023	Thriving Communities	FHWA/Office of the Secretary
Spring 2023	Nat'l. Electric Vehicle Formula Pgm. Disc. Grants	FHWA
May 2023	Interstate Rail Compacts – (NOFO 5/9/2023)	FRA
Late Spring 2023	Reconnecting Communities Pilot Program	FHWA/Office of the Secretary
Late Spring 2023	Neighborhood Access and Equity Grants	FHWA/Office of the Secretary
July 2023	All Stations Accessibility Program	FTA
July 2023	State of Good Repair/Rail Vehicle Replacement Program	FTA
Summer 2023	Bridge Investment Program	FHWA
Summer 2023	Railroad Crossing Elimination Grant Program	FRA
Fall 2023	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	FRA
Fall 2023	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	Office of the Secretary
Fall 2023	Transportation Access Pilot Program	FHWA
Fall 2023	Building Resilient Infrastructure and Communities Program	DHS/FEMA
Winter 2023	Innovative Coordinated Access and Mobility Program	FTA

May 8, 2023. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) (NOFO) making available \$5,815,800 under the [Interstate Rail Compacts Grant Program](#). The purpose of the Program is to improve, promote, and develop intercity passenger rail service, including activities related to the financing of such service, and to encourage multi-state grant applications. Grants under the Program are authorized for costs of administration; systems planning, including studying the impacts on freight rail operations and ridership; promotion of intercity passenger rail operation; preparation of applications for competitive Federal grant programs; and operations coordination. Eligible expenses must be related to intercity passenger rail service to be operated by Amtrak. The maximum award for each railroad Interstate Rail Compact grant will be capped at \$1,000,000 per year, and subsequent funding opportunities will be made available in future years. The Federal share of total costs for Interstate Rail Compacts projects funded under this notice will not exceed 50 percent, though FRA will provide selection preference to applications where the proposed Federal share of eligible expenses under the grant is less than 50 percent. **Applications are due by July 10, 2023.**

May 8, 2023. A Federal Railroad Administration (FRA) associate intimated to TG&A staff that the [FY 2022 Consolidated Rail Infrastructure & Safety Improvements Grant Program](#) (CRISI) that made available \$1.427 billion will make awards in August 2023. The FY 2023 CRISI NOFO is expected to be issued in January 2024.

May 5, 2023. The Federal Transit Administration (FTA) [announced](#) the allocation of approximately \$703,093,337 in FY 2022/2023 funding to [6 projects in 6 states](#) from the [Rail Vehicle Replacement Program](#).

The selections represent first-time funding from the new Rail Vehicle Replacement Program, which was created to improve safety, service, and customer experience on subways, commuter rail, and light rail systems. The program is a set-aside of the State of Good Repair Formula Grants Program.

May 1, 2023. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) (NOFO) making available \$5 million (comprised of \$2.5 million for FY 2022 and \$2.5 million for FY 2023) under the [Rail Research and Development Center of Excellence](#) (CoE). [*An additional \$2.5 million will be made available in FY 2024 subject to the availability of appropriations.*] The CoE will provide funding to entities for research activities that would include basic and applied research, evaluation, education, workforce development, and training efforts related to safety, project delivery, efficiency, reliability, resiliency, and sustainability of urban commuter, intercity high-speed and freight rail transportation, to include advances in rolling stock, advanced PTC, human factors, rail infrastructure, shared corridors, grade crossing safety, inspection technology, remote sensing, rail systems maintenance, network resiliency, operational reliability, energy efficiency, and other advanced technologies. Eligible applicants are those with strong past performance related to rail research, education, and workforce development activities; whose proposal would involve public and private sector passenger and freight railroad operators in establishing and maintaining the CoE. The Federal share of total costs of establishing and maintaining the CoE and any related research activities funded under this notice will not exceed 50 percent. **Applications are due July 3, 2023.**

April 28, 2023. The Federal Railroad Administration (FRA) issued a [FY 2023 Supplemental for the National Network Cooperative Agreement to the National Railroad Passenger Corporation](#) in the amount of \$878,172,428. Amtrak is the only entity eligible to apply. The FRA is to make available to Amtrak an additional \$878,172,428 to cover Operating, Capital, and Debt Service which will be used until December 31, 2025, or until expended. **The application is due by May 5, 2023.**

April 28, 2023. The Federal Railroad Administration (FRA) issued a [FY 2023 Supplemental for the Northeast Corridor Cooperative Agreement to the National Railroad Passenger Corporation](#) in the amount of \$1,065,313,888. Amtrak is the only entity eligible to apply. The FRA is to make available to Amtrak an additional \$1,065,313,888 to cover Operating, Capital, and Debt Service which will be used until December 31, 2025, or until expended. **The application is due by May 5, 2023.**

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

May 2, 2023. The US DOT modal administrations (FAA, FRA, FMCSA and the FTA) published a [Final Rule](#) amending the regulated industry drug testing program to include oral fluid testing. The additional methodology for drug testing will give employers a choice that will help combat employee cheating on urine drug tests and provide a less intrusive means of achieving the safety goals of the program. **The final rule is effective on June 1, 2023.**

April 27, 2023. The Federal Railroad Administration (FRA) issued a [Safety Advisory](#) to ensure railroads and railroad employees are aware of the potential complexities associated with operating longer trains and to ensure they take appropriate measures to address those complexities to ensure the safe operation of such trains. Among other things, this Safety Advisory recommends that railroads review their operating rules and existing locomotive engineer certification programs to address operational complexities of train length, take appropriate action to prevent the loss of communications between end-of-train devices, and mitigate the impacts of long trains on blocked crossings. FRA has identified three significant incidents that have occurred since 2022 involving trains with more than 200 cars, where train handling and train makeup is believed to have caused, or contributed to, the incidents.

OTHER REPORTS/NOTICES/NEWS ARTICLES

May 10, 2023. The Federal Transit Administration (FTA) issued a [Dear Colleague Letter](#) to inform recipients they will no longer to be able to use COVID-19 emergency relief funding with 100-percent federal share for capital expenditures, following the Federal Emergency Management Agency (FEMA)’s ending of the national emergency and disaster declarations associated with the COVID-19 pandemic on May 11, 2023.

May 1, 2023. The Surface Transportation Board (STB) issued a [decision](#) extending the temporary reporting period for all Class I carriers to December 31, 2023, and it modified the reporting requirements for CSX Transportation, Inc. The STB stated, “It is ordered: 1.) That BNSF, NSR, and UP shall continue to submit biweekly service progress reports until December 31, 2023, and that 2.) All Class I railroads shall continue to submit weekly performance data and monthly employment data in this docket until December 31, 2023.”

[Background: At an April 26/27, 2022 hearing, the Board heard testimony about several carriers’ poor service metrics, the connection between poor service and crew shortages, and the impact of poor service on rail users whose businesses are central to the country’s economic well-being. As an immediate step toward addressing the significant service problems, the Board issued a decision in this docket on May 6, 2022 (May 6 Order), directing the Four Carriers (BNSF, CSX, NSR, and UP) to submit recovery plans and progress reports, participate in biweekly conference calls to further explain efforts to correct service deficiencies, and report (along with all Class I carriers) more comprehensive and customer-centric performance metrics and employment data for a six-month period.]

May 1, 2023. The Surface Transportation Board (STB) issued a [decision](#) clarifying that participation in the technical conference (scheduled for May 8, 2023) to be held is be limited to only Board staff and Canadian Pacific Kansas City Limited, and denies requests for third-party participation (by Metra & BNSF).

[Background: Metra had requested that it be included in the technical conference “to provide input on the reporting procedures, including the format and structure of the data, to assure that the Board and Metra are able to meaningfully review the data.” The technical conference was a condition of the STB-approved merger between CP and KCS (now CPKC – on 4/14/23) to monitor CPKC’s compliance with the terms and oversight of the merger.]

April 25, 2023. The Transportation Security Administration (TSA) [announced](#) the award of an Indefinite Delivery, Indefinite Quantity (IDIQ) contract, with a value of up to \$128 million, to Idemia Identity and Security USA, LLC for the second-generation Credential Authentication Technology (CAT-2) systems and support services at TSA security checkpoints. These systems substantially improve identity verification, validate the authenticity of a passenger’s identification credential, confirm pre-screening status and validate flight reservations. The second-generation CAT-2 systems allow for automated identity verification with an integrated camera for biometric and self-service capabilities.

UPCOMING CONGRESSIONAL CALENDAR – JUNE

June						
Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19 Juneteenth	20	21	22	23	24
25	26	27	28 Eid al-Adha (begins)	29 Eid al-Adha (ends)	30	

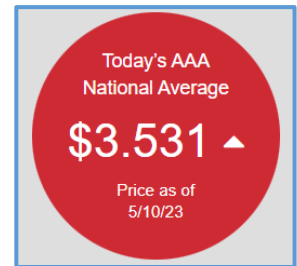
- Both chambers in session
- House only in session
- Senate only in session

UPCOMING DEADLINES/EVENTS

May 15-17	ARTBA 2023 Annual Federal Issues Program ;
May 17	Annual Railroad Day on Capitol Hill (North American Rail Industry);
May 15-19	2023 Infrastructure Week;
May 19-21	APTA Transit CEOs Seminar (Houston, TX);
May 20-25	Community Transportation Assoc. of America (CTAA)/OTA Expo 2023 (Oklahoma City);
June 4-6	TRB Innovations in Travel Analysis/Planning Conference (Indianapolis, IN);
June 11-14	APTA Rail Conference (Pittsburgh, PA);
June 19-27	AASHTO Leadership Institute ;
July 11-13	ARTBA 35th Annual Public/Private Partnerships Transportation Conf. (Wash. D.C.);
July 15-18	APTA Transit Board Members/Board Administrators Seminar (Birmingham, AL);
July 21-24	National Association of Counties (NACo) Annual Conference (Travis County, Texas);
July 27-28	American Great Lakes Ports Association 2023 Annual Conference , (Chicago, Illinois);
September 18-20	Commuter Rail Coalition Rail Summit (Chicago, Illinois).

SCUTTLEBUTT/ICYMI

May 10, 2023. The Automobile Association of America (AAA) national average gas price can be found [here](#) (price per gallon as of 5/10/23). One month ago, the average price for regular gas was \$3.604 and one year ago the average price was \$4.374.



May 8, 2023. The American Public Transportation Association (APTA) [announced](#) that Christiana Cameron will become APTA's chief financial officer. Cameron most recently served as the chief financial officer of Intelligent Transportation Society of America (ITS America) in Washington, D.C. Prior to joining ITS America, she was the principal of Beckwith Cameron, LLC, providing strategic and operational expertise to diverse clients.

May 5, 2023. Canadian National Railway Company (CN) sent a [letter](#) to the Surface Transportation Board (STB) regarding oversight reporting of the Canadian Pacific Kansas City Southern (CPKC) merger. CN posits that, "CPKC's reports during the oversight period should be available to the public, unless particular information in those reports qualifies as Confidential or Highly Confidential information under the existing Protective Order." CN argues that the oversight reporting should be made available to interested parties, such as Metra, BNSF and Chicago suburban communities and shipper associations. CN disagrees with CPKC's assertion that ex parte reporting is needed because the "vast majority" of the reporting would be "competitively sensitive."

May 5, 2023. Kansas Governor Laura Kelly yesterday [announced](#) that she has directed the Kansas Department of Transportation to propose a rule requiring railroads operating in Kansas to have at least two railroad crew members in the lead locomotive. When the rule is officially promulgated, Kansas will become the ninth state in the country with this safety requirement. The press release noted that, "According to the Federal Railroad Administration, Kansas is in the top 25 states for highway-rail grade crossing collisions, resulting in five deaths and 14 injuries in 2022 alone. Derailments resulted in nearly \$10 million in damage in 2022." [*Railroads generally oppose government-mandated train-crew size. Such rules lack a safety justification, according to the [Association of American Railroads](#).*]

May 4, 2023. Progressive RAILROADING is offering a free eBook [here](#) by sending in name and Email address. The "2023 MOW (Maintenance-of-Way) Spending: Freight Rail Infrastructure Investments" eBook describes major track and bridge projects; planned rail, tie, ballast and surface maintenance work; new or extended sidings, and facility projects.

May 3, 2023. [Amtrak](#) and the Illinois Department of Transportation (IDOT) have received federal approval for maximum speeds up to 110 mph for most of the Chicago-St. Louis corridor, primarily between the Amtrak stations in Joliet and Alton.

“Trains will continue to operate at 110 mph for several weeks without a change in schedule to ensure everything on the system is running properly and to monitor the actual travel time between stations,” said John Oimoen, IDOT Deputy Director, Rails.

April 28, 2023. The [California Air Resources Board](#) (CARB) approved a first-of-its-kind rule that requires a phased-in transition toward zero-emission medium-and-heavy duty vehicles. Under the new rule, fleet owners operating vehicles for private services such as last-mile delivery and federal fleets such as the Postal Service, along with state and local government fleets, will begin their transition toward zero-emission vehicles starting in 2024. The rule includes the ability to continue operating existing vehicles through their useful life. Due to the impact that truck traffic has on residents living near heavily trafficked corridors, drayage trucks will need to be zero-emissions by 2035. The new rule is expected to generate \$26.6 billion in health savings from reduced asthma attacks, emergency room visits and respiratory illnesses. While strongly supported by environmental groups, the regulation has been criticized by several trucking stakeholders, including American Trucking Associations. Transport Topics article [here](#).

April 27, 2023. Chief Norfolk Southern Corp. Executive Alan Shaw has said (WSJ) that the East Palestine train derailment that spilled toxic chemicals in the Ohio town could cost the company \$387 million. To date, Norfolk Southern has spent approximately \$55 million towards community reimbursement.

April 26, 2023. The [Transportation Security Administration](#) (TSA) is using new technology that confirms the validity of a traveler’s identification (ID) and confirms their flight information in near real time. TSA has 36 credential authentication technology (CAT) units in use at the airport that are equipped with cameras and are used to match the individual’s face with the face that appears on the traveler’s ID such as the person’s license or passport. The technology enhances detection capabilities for identifying fraudulent documents at the security checkpoint. The photos are not saved and are only used to match the person standing at the travel document checking podium with the photo on the ID that is being presented. The new credential authentication technology was introduced in 2022 and is referred to as CAT-2.



April 25, 2023. Amtrak [announced](#) that it was honored for diversity excellence on the [Forbes Best Employers for Diversity in 2023](#) list ranking No. 341 out of 500. Forbes partnered with market research firm Statista to create the sixth annual list of America’s Best Employers for Diversity. To determine the rankings, Statista surveyed more than 45,000 Americans working for businesses with at least 1,000 employees. With a growing workforce of more than 20,000 employees, Amtrak has more than 4,000 positions to support future growth.

RANK	NAME	INDUSTRIES	EMPLOYEES	YEAR FOUNDED
341.	Amtrak	Transportation and Logistics	17,100	1971



Addendum A. – Calendar Year NOFO/AWARDS SCORECARD. An Excel spreadsheet with “hot-links” is available from TG&A upon request.

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS										
(TG&A SCORECARD for CY 2023)										
5/9/2023	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
EDA										
FAA	FY 2023 Airport Terminal Program	NOFO/AWARD	9/27/2022	NOFO URL	1,000,000,000	10/24/2022	1,000,000,000	AWARD URL	2/27/2023	Award Press Release.
	FAA Aircraft Pilots Workforce Development Grant Program - 2nd Round	NOFO/AWARD	4/26/2022	NOFO URL	5,000,000	6/17/2022	5,000,000	AWARD URL	3/2/2023	Deadline extended to 6/17/22.
	FAA Aviation Maint. Tech. Workers Workforce Development Grant Pgm. - 2nd Round	NOFO/AWARD	4/26/2022	NOFO URL	5,000,000	6/17/2022	5,000,000	AWARD URL	3/2/2023	Deadline extended to 6/17/22.
	Small Community Air Service Development Program (SCASDP)	NOFO	3/16/2023	NOFO URL	15,000,000	5/17/2023	TBD	TBD	TBD	
	FY 2023 Contract Tower Competitive Grant Program	NOFO	11/8/2022	NOFO URL	20,000,000	12/6/2022	20,000,000	AWARD URL	3/31/2023	Airport Award List
	FY 2023 Competitive Funding Opportunity: Airport Improvement Program	NOFO	4/14/2023	NOFO URL	1,500,000,000	7/14/2023	TBD	TBD	TBD	
FHWA										
	FY 2022 Bridge Investment Program (Large Bridge Grant Receipts)	NOFO/AWARD	6/10/2022	NOFO URL	2,360,000,000	7/25 - 9/8/22	2,087,150,000	AWARD URL	1/4/2023	Award Press Release.
	FY 2022 Bridge Investment Program (Bridge Grant Receipts)	NOFO/AWARD	6/11/2022	NOFO URL	2,360,000,000	7/25 - 9/8/23	295,748,713	AWARD URL	4/13/2023	Award Recipients
	FY 2023 Admn. of the Dwight David Eisenhower Transpo. Fellowship Pgm. (DDETFP)	NOFO	2/18/2023	NOFO URL	1,000,000	3/28/2023	TBD	TBD	TBD	Institution of Higher Education (IHE) of Minority Serving Institutions
	FY 2022-2026 D. D. Eisenhower Transportation Fellowship Pgm. Graduate Fellowship	NOFO	2/22/2023	NOFO URL	1,000,000	4/7/2023	TBD	TBD	TBD	\$1 million per year (FYs 2022-2026).
	Center of Excellence on New Mobility and Automated Vehicles (Mobility COE)	NOFO	4/5/2023	NOFO URL	1,500,000	6/6/2023	TBD	TBD	TBD	Total potential funding of \$7.5 million.
	FYs 2022-2023 Wildlife Crossings Pilot Program (WCPP)	NOFO	4/5/2023	NOFO URL	111,850,000	8/1/2023	TBD	TBD	TBD	
	FY 2022/'23 Promoting Resilient Ops./Transformative, Efficient/Cost-Saving Transpo.	NOFO	4/21/2023	NOFO URL	848,000,000	8/18/2023	TBD	TBD	TBD	
	FY 2022/2023 Reduction of Truck emissions at Port Facilities Grant Program (RTEPF)	NOFO	4/28/2023	NOFO URL	160,000,000	6/26/2023	TBD	TBD	TBD	
	FY 2022 National Scenic Byways Program	NOFO/AWARD	3/17/2022	NOFO URL	22,000,000	5/16/2022	21,849,689	AWARD URL	4/28/2023	Letter of Intent due 4/4/2022.
	FY 2023 Innovative Asphalt Pavement Technologies Program	NOFO	5/3/2023	NOFO URL	5,000,000	6/28/2023	TBD	TBD	TBD	
FRA										
	FY 2023 Northeast Corridor Commission (NECC) Project	NOFO	1/20/2023	NOFO URL	6,000,091	2/2/2023	TBD	TBD	TBD	
	FY 2022 Corridor Identification and Development Grant Program (Updated NOFO)	NOFO	1/14/2023	NOFO URL	365,000,000	3/27/2023	TBD	TBD	TBD	FR Notice 12/20/2022
	FY 2022 Federal-State Partnership for Intercity Passenger Rail Program (FSP) for projects NOT located on the Northeast Corridor (Updated NOFO)	Updated NOFO	2/2/2023	NOFO URL	4,566,300,000	4/21/2023	TBD	TBD	TBD	FR Notice 3 February 2023
	FY2022 CRISI ME Northern Rail	NOFO	2/23/2023	NOFO URL	12,960,000	3/10/2023	TBD	TBD	TBD	Congressionally Directed Funding to the State of Maine.
	FY 2023 Supplemental for Amtrak	NOFO	4/28/2023	NOFO URL	878,172,428	5/5/2023	N/A	N/A	N/A	Amtrak is the only entity eligible to apply.
	FY 2023 Supplemental for Amtrak's Northeast Corridor	NOFO	4/28/2023	NOFO URL	1,065,313,888	5/5/2023	N/A	N/A	N/A	Amtrak is the only entity eligible to apply.
	FY 2022/2023 Rail Research & Development Center of Excellence (CoE)	NOFO	5/1/2023	NOFO URL	5,000,000	7/3/2023	N/A	N/A	N/A	
	FYs 2022/2023 Competitive Grants for Rail Vehicle Replacement Program	NOFO/AWARD	10/12/2022	NOFO URL	600,000,000	1/5/2023	703,093,337	AWARD URL	5/5/2023	Note: \$300 m for each of FYs 2022/2023.
	Interstate Rail Compacts Grant Program	NOFO	5/8/2023	NOFO URL	5,815,800	7/10/2023	TBD	TBD	TBD	FR Noticed 9 May 2023.
US DEPT. OF LABOR										
	Building Pathways to Infrastructure Jobs Grant Program	NOFO	4/5/2023	NOFO URL	80,000,000	7/7/2023	TBD	TBD	TBD	
FTA										
	FY 2023 Areas of Persistent Poverty Program	NOFO	1/6/2023	NOFO URL	20,041,870	3/10/2023	TBD	TBD	TBD	
	FY 2023 Low or No Emission Grant Program	NOFO	1/26/2023	NOFO URL	1,221,350,117	4/13/2023	TBD	TBD	TBD	
	FY 2023 Grants for Buses and Bus Facilities Program	NOFO	1/26/2023	NOFO URL	469,445,424	4/13/2023	TBD	TBD	TBD	
	FY 2022 Ferry Grant Programs (3 Separate Programs Combined)	NOFO/AWARD	7/8/2022	NOFO URL	294,500,000	9/6/2022	384,354,926	AWARD URL	1/26/2023	List of Awards
	FY 2022 Safe Streets and Roads for All (SS4A) Grant Program	NOFO/AWARD	5/16/2022	NOFO URL	1,000,000,000	9/15/2022	800,000,000	AWARD URL	2/1/2023	473 Action Plan Awards and 37 Implementation Grant Awards
	FY 2021 Mobility, Access, Transpo. Insecurity-Creating Links/Opportunity Demo.	NOFO/AWARD	8/8/2022	NOFO URL	6,000,000	10/11/2022	6,000,000	AWARD URL	2/8/2023.	
	FTA Emergency Relief Funding for Cys 2017, 2020, 2021, 2022	NOFO	3/24/2023	NOFO URL	212,301,048	5/26/2023	TBD	TBD	TBD	FR Notice 27 March 2023.
MARAD										
	2023 Port Infrastructure Development Program (PIDP)	NOFO	12/31/2022	NOFO URL	662,203,512	4/28/2023	TBD	TBD	TBD	Full NOFO Published on 2/8/23.
	FY 2023 Small Shipyard Grants Program	NOFO/AWARD	1/17/2023	NOFO URL	20,800,000	2/27/2023	20,800,000	AWARD URL	5/3/2023	Maritime NOFO
	FY 2023 US Marine Highway Program	NOFO	2/28/2023	NOFO URL	12,423,000	4/28/2023	TBD	TBD	TBD	

**SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS
(TG&A SCORECARD for CY 2023)**

5/9/2023

	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
NHTSA / FMCSA										
	FY 2023 High Priority Program – Innovative Technology Deployment	NOFO	2/1/2023	NOFO URL	2,000,000	4/3/2023	TBD	TBD	TBD	
	FY 2023 Commercial Motor Vehicle Operator Safety Training Program	NOFO	2/1/2023	NOFO URL	3,200,000	4/3/2023	TBD	TBD	TBD	
	FY 2023 Commercial Driver's License Program Implementation	NOFO	2/1/2023	NOFO URL	70,400,000	4/3/2023	TBD	TBD	TBD	
	FY 2023 High Priority Program – Commercial Motor Vehicle	NOFO	2/1/2023	NOFO URL	43,300,000	4/3/2023	TBD	TBD	TBD	
	Collegiate Impaired Driving Learning Collaborative (CIDLC) Program	NOFO	2/15/2023	NOFO URL	750,000	5/15/2023	TBD	TBD	TBD	
OPERATION LIFESAVER										
	Public Safety Awareness Campaigns in 12 States	AWARD	N/A	N/A	N/A	N/A	230,925	AWARD URL	3/30/2023	
	Innovative Rail Safety Competitive Grant for Xing Safety in New York	AWARD	N/A	N/A	N/A	N/A	50,000	AWARD URL	4/6/2023	
	Crossing Safety Public Awareness Campaigns in 12 States	AWARD	N/A	N/A	N/A	N/A	214,075	AWARD URL	4/25/2023	
US DHS / FEMA										
	FY 2022 Assistance to Firefighters Grants	NOFO	1/9/2023	NOFO URL	324,000,000	2/10/2023	TBD	TBD	TBD	AFG Grants.Gov Reference
	FY 2022 Assistance to Firefighters Grants (SAFER) Program	NOFO	2/6/2023	NOFO URL	360,000,000	3/17/2023	TBD	TBD	TBD	
	FY 2022 AFG Program, Fire Prevention and Safety Grants Program (FP&S)	NOFO	2/22/2023	NOFO URL	36,000,000	3/31/2023	TBD	TBD	TBD	
	FY 2023 Port Security Grant Program (PSGP)	NOFO	2/27/2023	NOFO URL	100,000,000	5/18/2023	TBD	TBD	TBD	
	FY 2023 Intercity Passenger Rail Program (IPR)	NOFO	2/27/2023	NOFO URL	10,000,000	5/18/2023	TBD	TBD	TBD	
	FY 2023 Intercity Bus Security Grant Program (IBSGP)	NOFO	2/27/2023	NOFO URL	2,000,000	5/18/2023	TBD	TBD	TBD	
	FY 2023 Transit Security Grant program (TSGP)	NOFO	2/27/2023	NOFO URL	93,000,000	5/18/2023	TBD	TBD	TBD	
US DOT										
	FY 2023 National Infrastructure Investments (Local/Reg. Proj. Asst.) - RAISE Grants	NOFO	12/1/2022	NOFO URL	2,275,000,000	2/28/2023	TBD	TBD	TBD	NOFO updated 1/6/23 to reflect added FY '23 Omnibus funding of \$800 million.
	University Partnership Program	NOFO	1/20/2023	NOFO URL	590,000	3/13/2023	TBD	TBD	TBD	
	FY 2022 National Infrastructure Project Assistance (Mega Projects)	NOFO/AWARD	3/25/2022	NOFO URL	1,000,000,000	5/23/2022	1,172,171,053	AWARD URL	1/31/2023	
	Reconnecting Communities Pilot (RCP) Discretionary Grant Program	NOFO/AWARD	6/30/2022	NOFO URL	195,000,000	10/13/2022	185,000,000	AWARD URL	2/28/2023	Award Press Release.
	Thriving Communities Technical Assistance (Dept. of Housing/Urban Development)	NOFO	3/1/2023	NOFO URL	5,000,000	3/2/2023	TBD	TBD	TBD	
	FY 2022/FY 2023 Charging and Fueling Infrastructure (CFI) Discretionary Grant Pgm.	NOFO	3/14/2023	NOFO URL	700,000,000	5/30/2023	TBD	TBD	TBD	
	FY 2022 Strengthening Mobility & Revolutionizing Transportation Grants Pgm.	NOFO/AWARD	9/19/2022	NOFO URL	100,000,000	12/18/2022	94,783,781	AWARD URL	3/21/2023	
	FY 2023 Safe Streets and Roads for All Funding Opportunity (SS4A)	NOFO	3/31/2023	NOFO URL	1,177,213,000	7/10/2023	TBD	TBD	TBD	
	FY 2022 Thriving Communities Program	NOFO/AWARD	10/6/2022	NOFO URL	25,000,000	11/29/2022	21,150,000	AWARD URL	4/7/2023	LOI Announcement
	FY 2022/2023 Regional Infrastructure Accelerator (RIA) Grant Program	NOFO	4/26/2023	NOFO URL	24,000,000	5/30/2023	TBD	TBD	TBD	

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 4

INFORMATION

Rail Safety Presentation

Background:

A rail safety presentation will be provided to the Board at the May 19, 2023, board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024

Background:

In order to continue the administrative responsibilities of the San Joaquins, the San Joaquin Joint Powers Authority (SJJPA) must develop an Annual Business Plan during the term of the ITA as required by AB 1779 and submit the Plan by April 1 of each year to the Secretary of the California State Transportation Agency (CalSTA). The Annual Business Plan must be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year. The purpose of establishing the later date for the final version is to allow Amtrak time to finalize operating cost estimates. The final version of the Annual Business Plan is then reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Staff is recommending board action to “adopt” the Final 2023 SJJPA Business Plan Update. Section 7.1(d) of the SJJPA Joint Exercise of Powers Agreement (JEPA) requires adoption of the Business Plan by two-thirds vote of the SJJPA Board Membership. The Draft 2023 SJJPA Business Plan Update was unanimously approved at the March 24, 2023, SJJPA Board Meeting.

On April 11, 2023, Kern COG requested SJJPA edit page 67 “to add four free EV charging stations as station amenities”. Kern COG state it believes it is important for other stations to consider offering EV charging stations (free or metered) to encourage first and last-mile zero-emission connections. Page 66 of the Final 2023 SJJPA Business Plan includes new text acknowledging the four free EV charging stations at the Bakersfield Station. The SJJPA FY 2023/24 and 2024/25 Action Plan, page 46 of the Final 2023 SJJPA Business Plan includes the following action for SJJPA: “Identify locations and funding for electric car charging stations at San Joaquins stations”.

On May 5, 2023, Caltrans Division of Rail and Mass Transportation (DRMT) provided comments on the Draft 2023 SJJPA Business Plan. Please see the Caltrans comments attached and the SJJPA responses to each comment, including the various minor edits made to the Draft 2023 SJJPA Business Plan based on these comments.

Please see the Final 2023 SJJPA Business Plan at the end of this packet.

Key Updates of the Final 2023 SJJPA Business Plan Update:

- Updated cost for Railroad Liability Insurance Premiums
 - Annual Business Plan Other Operations request increase from \$800,000 to \$900,000
- Addition of Zero Emission Multiple Unit Study for Stockton Rail Maintenance Facility
 - Annual Business Plan Other Operations request of \$1,240,000

Fiscal Impact:

Adoption of the 2023 SJJPA Business Plan is required for the SJJPA to continue managing the San Joaquins and receive funding from the State for the administration, marketing, and operations for the San Joaquins.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024.

SJJPA RESOLUTION 22/23-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY ADOPTING THE FINAL 2023 SAN JOAQUIN JOINT POWERS AUTHORITY BUSINESS PLAN UPDATE AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS ASSOCIATED WITH THE MASTER FUND TRANSFER AGREEMENT SUPPLEMENTS FOR OPERATIONS, ADMINISTRATION, AND MARKETING BUDGETS FOR FISCAL YEAR 2023/2024

WHEREAS, the Intercity Passenger Rail Act of 2012 provides for the creation of a San Joaquin Joint Powers Authority (SJJPA) which, if certain requirements are met, will manage the San Joaquin Intercity Rail Service; and

WHEREAS, ten (10) Member Agencies have approved a Joint Exercise of Powers Agreement to form the SJJPA and have appointed Board Members and Alternates; and

WHEREAS, the SJJPA was required to submit the final Business Plan to the Secretary of the California State Transportation Agency by April 1 each year, it is now required to be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year to allow Amtrak time to finalize operating cost estimates; and

WHEREAS, in order to continue with the administrative responsibilities of the San Joaquins, the SJJPA must develop and approve a Draft Business Plan to be submitted to the Secretary of the California State Transportation Agency by April 1 each year; and

WHEREAS, the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024 must be executed; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Adopting the Final 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024.

PASSED AND ADOPTED, by the SJJPA on this 19th day of May 2023, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

Attachment A

Caltrans 2023 SJJPA Business Plan Comments and Responses

Chapter	Page #	Comments/Questions	Resolution
3	23	Update numbers: 10 NorCal Chargers, 14 SoCal Chargers	Edit made to Chapter 3, page 23
3	23	All Amtrak P42s were replaced as of Oct 1, 2020	Edit made to Chapter 3, page 23
3	23	TYPO IN Locomotive count for Southern California CHARGER Fleet.	Edit made to Chapter 3, page 23
3	25	Please remove the reference to a Tier-IV upgrade for the F59s; the vehicles will be overhauled, but there is no viable Tier-IV path at this time, though an RFP for a typical midlife overhaul is being prepared.	Edit made to Chapter 3, page 25
4	26	Reintroduction of 7th round trip anticipated for Fall 2023 - matches COSI Model Scenario 2: Service Restoration assumptions	Confirms Draft assumption, no change needed.
4	32	"this Draft 2021 SJJPA Business Plan Update" should be updated to 2023	Edit made to Chapter 4, page 32
6	44	Chapter does not include data on the Uniform Performance Standards metrics to identify if established goals have been met	SJJPA acknowledges that Ch. 6 does not include all of the Uniform Performance Standards metrics but a subset of those metrics is included.
7	47	It would be good to include the updated Children's Discounted Fare Policy since it was implemented this year.	Edit made to Chapter 7, page 47
8	49	Are hot-food vending options being explored?	Phase 1 of the vending solution will not include hot food. Space and weight for vending machines is limited.
10	56	Venture Car maintenance is \$5.3M for FY24 (\$12.5k per unit per month). Funding allocated will only provide for maintenance costs incurred in FY24 and will not roll over into subsequent years	SJJPA acknowledges that funding allocated will be for FY24.
10	57	Minor Cap threshold should be updated to current \$388,000 threshold amount	Edit made to Chapter 10, page 57
10	57	Need to discuss Equipment Repair Fund details and how the funds will be transferred to SJJPA. Are they held by the state until needed or will SJJPA hold the funds?	SJJPA awaits guidance from Caltrans.
10	57	This paragraph states the bi-annual market analysis funds will be requested this year when this is a gap year for this funding request	Funds are requested in FY24/25.
10	58	Requested FY23/24 Amtrak Ops Contract is \$4,986,453 above the Amtrak Operating Subsidy in the COSI Model	Based on SJJPA analysis, the requested operational funding is captured in 10.1.

Chapter	Page #	Comments/Questions	Resolution
10	58	The admin request increase is from FY22 to FY23 is 6.0% which is higher than the recommended 4.1% increase from the admin escalation rate letter	Increased demands for operational/administration staff are needed to carry out increased SJJPA responsibilities.
10	58	SJJPA will need to meet with Caltrans to provide the planned expenditures of \$1,000,000 for minor cap in order for this funding to be approved	SJJPA has met with Caltrans to discuss unfunded minor capital projects and has submitted a list of unfunded projects which would benefit from additional funding.
10	58	Have other sources of funds been pursued for the HSR ETO, MITC, or Madera HSR CEQA/NEPA?	The planning/environmental work in question (HSR ETO, MITC, and Madera HSR CEQA/NEPA) were part of the 2022 SJJPA Business Plan and were all approved in the August 31, 2022 CalSTA letter. That letter from CalSTA states that for MITC, \$5,500,000 is approved for FY 2023-24.
all	all	Minor grammar corrections throughout	SJJPA requested documentation from Caltrans showing grammar corrections.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 6

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with RailPros, Inc. for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail Station Full Build Project for an Amount Not-To-Exceed \$1,987,380 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority

Background:

San Joaquin Joint Powers Authority (Authority) has been coordinating and partnering with the California High-Speed Rail Authority (CHSRA) on the development of the Merced-Bakersfield High Speed Rail (HSR) Early Operating Segment (EOS). Integration with the San Joaquins rail and Thruway Bus services maximizes the ridership and benefits of the Merced-Bakersfield HSR Interim Service. The Authority's plan is to connect to the HSR interim operating segment at a multi-modal station at downtown Merced (R Street). Once the HSR interim operating segment is operating, the San Joaquins rail service would terminate at Merced and would provide rail connectivity for the HSR interim operating segment to Sacramento and the Bay Area until HSR is extended. Future San Joaquins service improvements focus on increasing service from Merced to the North. In coordination with CHSRA, California State Transportation Agency (CalSTA), Madera County, Madera County Transportation Commission (MCTC) and the City of Madera, SJJPA has been working to relocate the existing San Joaquins Madera Station (at Madera Acres) to a location along Avenue 12. This relocated Madera Station would then be expanded to allow for it to become the future Madera HSR Station. Once EOS service is initiated, Madera County will only have direct access to passenger rail from HSR service at the proposed Madera HSR Station along Avenue 12.

CHSRA identified Madera as a location for a proposed California High-Speed Rail (CAHSR) station for the first time in its 2016 Business Plan. The environmentally-cleared CAHSR Project section from Merced to Fresno does not include a Madera HSR Station. In January 2021, the Authority's California Environmental Quality Act (CEQA) Initial Study and Mitigated Negative Declaration (IS/MND) document for the Madera Station Relocation Project provided the clearance for relocating the San Joaquins station and for the improvements needed to accommodate the Madera HSR Station for the EOS anticipated service of eighteen (18) roundtrip trains per day (<https://sjjpa.com/final-initial-study-mitigated-negative-declaration-documents/>). These improvements are envisioned to be in place when HSR service commences as part of the planned Merced-Bakersfield HSR EOS (as described in the 2022 CHSRA Business Plan). The proposed HSR improvements as part of that Project could support overall EOS operation of a high-speed rail service, which is expected to be operated by the Authority. The Authority and CHSRA completed a memorandum of understanding (MOU) in 2020 that identifies the Authority as the expected operator of the Merced-Bakersfield HSR EOS.

According to the 2022 CHSRA Business Plan, following interim operations, CHSRA intends to implement "Silicon Valley to Central Valley" service which would extend HSR service to the Bay Area. Following "Silicon Valley to Central Valley" service, plans are to extend HSR service to

Southern California. As part of the proposed expansion of HSR service, it is expected that the Madera HSR Station will need to expand to allow for the potential for more frequent service than envisioned for interim operations (which would include express trains which would not stop at the Madera HSR Station). The Madera HSR Station Full-Build Project will require CEQA for the additional improvements needed for full-build HSR, and NEPA for all improvements associated with HSR operations.

Procurement Approach:

On February 24, 2023, the Authority released a Request for Proposals (RFP) via vendor portal Planet Bids. In addition to Planet Bids, a Notice Inviting Proposals was also shared with surrounding Chambers of Commerce and certified Disadvantage Business Enterprise (DBE) firms which directed interested proposers to Planet Bids. Seventy-seven (77) firms showed interest.

On the due date of March 28, 2023, one (1) proposal was received from the following firm:

- RailPros, Inc.

The proposal received was reviewed for completeness and responsiveness by the Procurement and Contracts Department. The proposal was deemed responsive in meeting the RFP requirements and was evaluated by a panel consisting of the Authority's staff and Madera County Transportation Commission's Principal Regional Planner.

Due to receiving one responsive proposal, staff reached out to those vendors that expressed interest to see why they did not submit a proposal. The Authority received twenty-four (24) responses at the time of the Board mailout, and the reasons were that they were subconsultants, the scope was too big, no time/busy, scope was not within their services offered, or potential conflict of interest from pursuing future work.

After reviewing the responses, and based on previous work history with RailPros, Inc., staff deemed that there is not adequate competition available to justify resoliciting for the service. Therefore, it is in the Authority's best interest to move forward with recommending the single proposal received. The Authority and RailPros, Inc. negotiated and agreed to an exact scope and price.

The agreement will be effective upon Caltrans Independent Office of Audits and Investigations (IOAI) Indirect Cost Rates (ICR) Acceptance and execution by both parties. The base contract amount of \$1,987,380 is for two (2) years with the option to renew for up to two (2), 12-month periods. The two (2), 12-month period options are at the sole discretion of the Authority which will be negotiated in advance.

The Notice of Intent to Award was published on May 4, 2023. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on May 18, 2023, at 2:00 P.M. PDT. As of the date of this staff report, no Proposal Protests have been received. Staff will provide an update to the Authority at the May 19th Board meeting as to the latest status of any Proposal Protests received.

Fiscal Impact:

Project	Madera HSR Station Full Build
Capital Project Budget Line Item	Madera HSR Station Full Build
Phase for this Agreement	PA&ED
Funding Sources for this Phase	SJJPA Business Plan (PTA)
Budget for this Phase	\$2,000,000
Encumbrances for this Phase	\$0
Budget Remaining for This Phase	\$2,000,000
Agreement Amount	\$1,987,380
Budget Remaining For this Phase if Approved	\$12,620

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with RailPros, Inc. for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail Station Full Build Project for an Amount Not-To-Exceed \$1,987,380 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

SJJPA RESOLUTION 22/23-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AGREEMENT WITH RAILPROS, INC. FOR ENVIRONMENTAL REVIEW, PLANNING, AND PRELIMINARY ENGINEERING SERVICES FOR THE MADERA HIGH-SPEED RAIL STATION FULL BUILD PROJECT FOR AN AMOUNT NOT-TO-EXCEED \$1,987,380 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, San Joaquin Joint Powers Authority (Authority) has been coordinating and partnering with the California High-Speed Rail Authority (CHSRA) on the development of the Merced-Bakersfield High Speed Rail (HSR) Early Operating Segment (EOS); and

WHEREAS, integration with the San Joaquins rail and Thruway Bus services maximizes the ridership and benefits of the Merced-Bakersfield HSR Interim Service; and

WHEREAS, once the HSR interim operating segment is operating, the San Joaquins rail service would terminate at Merced and would provide rail connectivity for the HSR interim operating segment to Sacramento and the Bay Area until HSR is extended; and

WHEREAS, the Madera HSR Station Full-Build Project will require CEQA for the additional improvements needed for full-build HSR, and NEPA for all improvements associated with HSR operations; and

WHEREAS, following procurement procedures, staff deemed RailPros, Inc. as the most responsive and responsible proposer to the Request for Proposals (RFP) released on February 24, 2023; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves an Agreement with RailPros, Inc. for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail Station Full Build Project for an Amount Not-To-Exceed \$1,987,380 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

PASSED AND ADOPTED, by the SJJPA on this 19th day of May 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of May 19, 2023

STAFF REPORT

Item 7

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$3,200,000 for the Burlington Northern Santa Fe (BNSF) 100% design of Lake to West Escalon Track Improvements

Background:

Senate Bill 1 (SB 1) created the State Rail Assistance (SRA) Program by directing a portion of new revenue specifically to intercity rail and commuter rail. SB 1 directs a 0.5% portion of new diesel sales tax revenue for allocation, with half going to the five commuter rail providers and half to intercity rail corridors. SRA was created to provide operating and capital assistance for commuter and intercity rail agencies. The SRA guidelines permit projects that cover a full range of transportation planning and mass transportation purposes, with the direction that rail agencies spend these funds in a cost-effective manner to provide operations and capital improvements for the benefit of the public.

The San Joaquin Joint Powers Authority (Authority) has an available balance in SRA funding of \$11,783,036 to program to projects. Staff recommends SRA funding be requested for the final BNSF Lake to West Escalon double main track design (\$2.4 million) and \$800,000 towards the construction phase of the project.

The estimated funding distribution for the intercity rail agencies from Fiscal Year 2020-21 through Fiscal Year 2024-25 can be seen below.

Intercity Rail Agency	Estimated Distribution				
	2020-21	2021-22	2022-23	2023-24	2024-25
Capitol Corridor Joint Powers Authority	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
LOSSAN Rail Corridor Agency (Pacific Surfliner)	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
San Joaquin Joint Powers Authority	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
Flexible for intercity rail agencies, public agencies authorized to plan an/or manage intercity rail operations	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M

for aspiring corridors, and Caltrans					
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Lake to West Escalon Project:

The \$23 million component project will connect two existing segments of double track on the BNSF Stockton Subdivision by adding a second main track and related improvements between Lake and West Escalon in Escalon, California. The 3.8 miles of new double track – when combined with the existing double track between West Stockton and Lake and an existing segment of double track through Escalon will create approximately twenty (23) miles of continuous double-track on the BNSF corridor.

Specific project scope includes construction of 3.8 miles of second main track, modification of six at-grade crossings, and extension of nine culverts.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$3,200,000 for the Burlington Northern Santa Fe (BNSF) 100% design of Lake to West Escalon Track Improvements.

SJIPA RESOLUTION 22/23-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT AND EXECUTE ANY AND ALL GRANT APPLICATIONS, AGREEMENTS, CERTIFICATIONS, AND ASSURANCES AND ANY OTHER DOCUMENTS NECESSARY TO THE CALIFORNIA STATE TRANSPORTATION AGENCY TO OBTAIN STATE RAIL ASSISTANCE (SRA) FUNDING IN THE AMOUNT OF \$3,200,000 FOR THE BURLINGTON NORTHERN SANTA FE (BNSF) 100% DESIGN OF LAKE TO WEST ESCALON TRACK IMPROVEMENTS

WHEREAS, San Joaquin Joint Powers Authority (Authority) is an eligible project sponsor and may receive state funding from the State Rail Assistance (SRA) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the California State Transportation Agency (CalSTA) as the administrative agency for the SRA; and

WHEREAS, CalSTA has developed guidelines for the purpose of administering and distributing SRA funds to agencies identified as eligible recipients of these funds; and

WHEREAS, the Authority wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director; and

WHEREAS, Authority staff recommends that SRA funding be requested for the final Burlington Northern Santa Fe (BNSF) Lake to West Escalon double main track design (\$2.4 million) and \$800,000 towards the construction phase of the project; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Authorizes the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$3,200,000 for the Burlington Northern Santa Fe (BNSF) 100% design of Lake to West Escalon Track Improvements.

PASSED AND ADOPTED, by the SJIPA on this 19th day of May 2023, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 8

INFORMATION

Marketing Program Overview

In its management and administration of the San Joaquins service, the San Joaquin Joint Powers Authority (SJJPA) is responsible for the marketing, promotion, and customer experience of the service. The goal of the marketing and outreach program is to grow awareness, lower ridership barriers, and increase service performance for the San Joaquins. To reach this goal, staff and consultants strategically employ a wide variety of tactics in a collaborative manner to reach the vast geography and demographic spread of the service and ridership.

The San Joaquins train service area features 365 miles of track, 17 station cities, and 11 counties. In addition, the San Joaquins Thruway Bus service area expands the geography to 22 additional counties and 80+ bus stop cities. When considering how the service translates to ridership onboard, the following table represents a geographic split of ridership across the service area:

MARKET	RIDERS	%
San Joaquin Valley	353,348	48.5%
Bay Area/Silicon Valley	100,969	13.9%
Los Angeles Area	74,496	10.2%
Sacramento Area	48,611	6.7%
Inland Empire/High Desert	20,888	2.9%
North Coast	17,626	2.4%
San Diego Area	12,290	1.7%
Central Coast	11,716	1.6%
Northern CA	6,494	0.9%
Other	83,583	11.2%
Total	728,016	100.0%

With such a vast service territory, the SJJPA marketing team uses an integrated marketing and communications approach to reach various audiences along the route. The marketing and outreach program is comprised of a variety of strategies including advertising, social media, public relations, promotions, communications, partnerships, and customer experience which are, collectively, designed to expand the brand of the San Joaquins, increase ridership, and elevate satisfaction of the service. The team also leverages market research and data analytics to help inform the creative direction and measures the performance of the program as well as individual tasks.

When looking to optimize the program tasks, SJJPA has historically engaged marketing support services to assist staff in performing certain functions with a balance of advertising and grassroots outreach services. The marketing support services teams provide subject matter and geographic expertise to expand the reach of the marketing and outreach program. With such a large service area and diversity of ridership, geographically expanding the footprint of the marketing staff team by working with marketing support service contractors ensures more community members come into direct contact with the message of the San Joaquins.

As a part of the SJJPA Business Plan, SJJPA requests \$1.5M to fund the annual marketing and outreach plan. SJJPA has traditionally used its budgets to fund advertising and grassroots outreach contracts to expand the reach of the marketing and outreach plan. In items 9, 10, and 11 of this agenda, agreements for focused marketing support services are submitted for approval for the following focus areas:

- Item 9: Corridor-Wide Advertising Services – The advertising and social media program for the San Joaquins has been established for several years. The advertising and social media contractor deploys a marketing and advertising strategy across the entire geography of the San Joaquins and Thruway Bus service. Separate messages are deployed in the train and Thruway markets to ensure proper display of passenger experience.
- Item 10: Central Valley Outreach Service: With 55% of passengers from the Central Valley and Sacramento Areas, this is a key geography for ridership and revenue performance. The Central Valley team deploys a combination of grassroots strategies to reach corridor communities. The Central Valley team also assists staff with outreach to Route 3.
- Item 11: Bay Area Outreach Services: The Bay Area plays an important role for the San Joaquins as both a destination market, as well as, a home market for 13.9% of passengers. Similar to the Central Valley team, the Bay Area team is tasked with deploying a variety of strategies to reach Bay Area communities and develop strategic partnerships with destinations.

In addition to the items on the May 19, 2023, agenda, anticipated on the July 21, 2023, agenda will be the final marketing and outreach services contract – Southern California Outreach Services. As with the Bay Area, Southern California is a destination and origination market with 10% of San Joaquins ridership. SJJPA has deployed advertising strategies in the Southern California market and staff have led Thruway Bus corridor outreach. With the opportunity to generate additional ridership from Southern California, the Southern California team will assist staff in assessing the current ridership, creating a messaging and marketing plan for the Southern California market, and working with the advertising consultant and deploying its own strategies to increase ridership and revenue.

The combination of the SJJPA staff and the above consultants provide coverage across the geography and diversity of the San Joaquins train and Thruway Bus corridors. The collective team works collaboratively to ensure marketing campaigns and initiatives are translated to the appropriate channels, localized for context, and creatively distributed to unify while contextualizing the message across California.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 9

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Jeffrey Scott Agency for Advertising and Creative Services for an Amount Not-To-Exceed \$4,005,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority

Background:

As part of the San Joaquin Joint Powers Authority (Authority) Marketing Department's effort to support corridor-wide advertising to promote service, and increase ridership and revenue for the San Joaquins, the Authority solicited to retain the services of a creative, out-of-the-box thinking team. Jeffrey Scott Agency (JSA) will work in tandem with staff and consultants to perform advertising, social media, and creative services for the entire San Joaquins area, including areas serviced by connecting Amtrak Thruway Bus service.

Advertising Services:

Advertising efforts will focus on a mix of media from traditional (print, radio, tv, and out-of-home) and digital (display, pre-roll, social media, and search). The diversification of media channels allows tailored messages to be delivered based on the audience demographics. In addition, deploying advertising on a diverse range of media channels will increase the likelihood of target audiences seeing messages repeatedly.

Social Media:

Social Media offers an opportunity for highly customizable and tailored content to be delivered to passengers and prospects at a high frequency and relatively low-cost. Social Media offers the capability to deliver content to users both in "organic" posts, as well as advertisements. A combination of tactics can be used to reach a wide range of users that both follow the agency's accounts and users that do not.

Creative Services:

At times, the Authority needs assistance with graphic design. It is important for graphic design projects to maintain and further the San Joaquins brand. Potential projects include advertising, creative, social content, onboard posters, station posters, Wi-Fi portal graphics, website and other collaborative help when necessary.

Under the scope of services, the Advertising, Social Media, and Creative Services provider will perform, but not limited to, the following:

- Collaborate with Authority staff on planning and designing a creative advertising program.
- Develop and maintain social media content calendars for all active social media accounts with content contributions from staff and other consultants.
- Design and source printing of outreach materials for staff and other consultants.
- Collaborate with the Authority's web design consultant on most effective ways to track digital campaign effectiveness.

- Utilize social listening tools to monitor social channels for indirect mentions of the San Joaquins.
- Assist staff with e-mail marketing program.
- Present progress reports to the Board.

Procurement Approach:

On January 4, 2023, the Rail Commission, as the managing agency for the Authority, released a Request for Proposals (RFP) via vendor portal Planet Bids. In addition to Planet Bids, a Notice Inviting Proposals was also shared with surrounding Chambers of Commerce and certified Disadvantage Business Enterprise (DBE) firms which directed interested proposers to Planet Bids. Eighty-four (84) firms showed interest.

On the due date of February 28, 2023, seven (7) proposals were received from the following firms:

- A's Better Solution
- Advance Local Holding Corp
- Celtis Ventures, Inc.
- D2 Creative
- Jeffrey Scott Advertising, Inc.
- Pulsar Advertising, Inc.
- Two Q, Inc. dba JP Marketing

The proposals received were reviewed for completeness and responsiveness by the Procurement and Contracts Department. All proposals received were deemed responsive in meeting the RFP requirements. The responsive proposals were evaluated by a panel consisting of the Rail Commission's Staff.

Following the initial evaluation of the written proposals the following two (2) firms were invited for interviews and presentations:

- Advance Local Holding Corp
- Jeffrey Scott Advertising, Inc.

The firms were evaluated on their presentations, responses to the evaluation panel's questions and demonstration. After combining the scores from the written proposals and interviews, staff deemed Jeffrey Scott Advertising, Inc. as the most responsive and responsible proposer.

The agreement will be effective upon execution by both parties and shall continue for five (5) years and one (1) month. Once the base term is concluded, the Authority will be able to utilize one-year option periods for up to three (3) additional years.

The base contract amount is \$4,005,000 and the option years are at the sole discretion of the Authority, which will be negotiated in advance.

The Notice of Intent to Award was published on April 17, 2023. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on May 2, 2023, at 2:00 P.M. PDT. No Proposal Protests were received.

Fiscal Impact:

Expenses and Revenues for this agreement are identified in the Approved FY 2022/2023 Operating Budget in the SJJPA Marketing Expenses Line – Community Engagement & Marketing.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Jeffrey Scott Agency for Advertising and Creative Services for an Amount Not-To-Exceed \$4,005,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

SJJPA RESOLUTION 22/23-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AN AGREEMENT WITH JEFFREY SCOTT AGENCY FOR ADVERTISING AND CREATIVE SERVICES FOR AN AMOUNT NOT-TO-EXCEED \$4,005,000 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, as part of the San Joaquin Joint Powers Authority (Authority) Marketing Department's effort to support corridor-wide advertising to promote service, and increase ridership and revenue for the San Joaquins, the Authority solicited to retain the services of a creative, out-of-the-box thinking team; and

WHEREAS, following procurement procedures, staff deemed Jeffrey Scott Agency (JSA) as the most responsive and responsible proposer to the Request for Proposals (RFP) released on January 4, 2023; and

WHEREAS, JSA will work in tandem with staff and consultants to perform advertising, social media, and creative services for the entire San Joaquins area, including areas serviced by connecting Amtrak Thruway Bus service; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves an Agreement with Jeffrey Scott Agency for Advertising and Creative Services for an Amount Not-To-Exceed \$4,005,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

PASSED AND ADOPTED, by the SJJPA on this 19th day of May 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 10

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Winter Consulting Group, LLC for Bay Area Region Marketing and Outreach Services for an Amount Not-To-Exceed \$843,782 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority

Background:

Since the inception of the San Joaquin Joint Powers Authority (Authority), an important aspect of marketing and outreach efforts has been grassroots community outreach and stakeholder engagement. Boots on the ground is a key effort to educate the community regarding the service and ensure stakeholders have the resources to help the Authority reach the broad San Joaquin Intercity Passenger Rail Service (San Joaquin) service area. Local, committed stakeholders are vital to promote the service, improve local presence, and activate communities to ride the train. To carry out continued community and stakeholder engagement, the Authority has historically retained local, embedded grassroots outreach teams. This contract is for efforts in the Bay Area region.

There are several key groups, chambers, California visitor bureaus partnerships, local agencies, universities, and organizations within the corridor that are an essential component of awareness and messaging multiplication. The Bay Area Outreach Team will be leveraging its contacts, Authority contacts, and placing emphasis on new stakeholder acquisition. Stakeholders will be engaged to share San Joaquin content, support service initiatives, and plan organization group trips.

Local attractions, destinations, businesses, and convention and visitor bureaus are key targets for strategic partnerships for the Authority. As a predominantly leisure service, curating a diverse range of strategic partnerships throughout the corridor will aid in creating attractional messages to San Joaquin riders and potential riders. In addition, these strategic partnerships will be utilized to spread San Joaquin messaging to their stakeholders and customers, thereby, multiplying the message.

Earned Media is an essential component to reaching current and potential passengers with key messages regarding service changes, improvements, and offerings. With a diverse train corridor that spans 365 miles with 4 Designated Market Areas (DMA), local media relationships are key to earned media success. The Bay Area Outreach Team will leverage its regional media relationships to ensure appropriate coverage of earned media opportunities throughout the Bay Area Region.

Procurement Approach:

On January 12, 2023, the Authority released a Request for Proposals (RFP) via vendor portal Planet Bids. In addition to Planet Bids, a Notice Inviting Proposals was also shared with surrounding Chambers of Commerce and certified Disadvantage Business Enterprise (DBE) firms which directed interested proposers to Planet Bids. Seventy-seven (77) firms showed interest.

On the due date of February 23, 2023, four (4) proposals were received from the following firms:

- Convey, Inc.
- Craig Communications
- Uptown Studios, Inc.
- Winter Consulting Group

The proposals received were reviewed for completeness and responsiveness by the Procurement and Contracts Department. All proposals received were deemed responsive in meeting the RFP requirements. The responsive proposals were evaluated by a panel consisting of the Authority's Staff and Los Angeles-San Diego-San Luis Obispo Rail Corridor's (LOSSAN) Senior Marketing Specialist.

Following the initial evaluation of the written proposals the following two (2) firms were invited for interviews and presentations:

- Convey, Inc.
- Winter Consulting Group

The firms were evaluated on their presentations and responses to the evaluation panel's questions. After combining the scores from the written proposals and interviews, staff deemed Winter Consulting Group as the most responsive and responsible proposer.

The agreement will be effective upon execution by both parties and shall continue for five (5) years and one (1) month. Once the base term is concluded, the Authority will be able to utilize one-year option periods for up to two (2) additional years.

The base contract amount is \$843,782 and the option years are at the sole discretion of the Authority, which will be negotiated in advance.

The Notice of Intent to Award was published on April 17, 2023. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on May 2, 2023, at 2:00 P.M. PDT. No Proposal Protests were received.

Fiscal Impact:

Expenses and Revenues for this agreement are identified in the Approved FY 2022/2023 Operating Budget in the SJJPA Marketing Expenses Line – Community Engagement & Marketing.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Winter Consulting Group, LLC for Bay Area Region Marketing and Outreach Services for an Amount Not-To-Exceed \$843,782 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

SJJPA RESOLUTION 22/23-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AN AGREEMENT WITH WINTER CONSULTING GROUP, LLC FOR BAY AREA REGION MARKETING AND OUTREACH SERVICES FOR AN AMOUNT NOT-TO-EXCEED \$843,782 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, since the inception of the San Joaquin Joint Powers Authority (Authority), an important aspect of marketing and outreach efforts has been grassroots community outreach and stakeholder engagement; and

WHEREAS, to carry out continued community and stakeholder engagement, the Authority has historically retained local, embedded grassroots outreach teams; and

WHEREAS, following procurement procedures, staff deemed Winter Consulting Group, LLC as the most responsive and responsible proposer to the Request for Proposals (RFP) released on January 12, 2023; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves an Agreement with Winter Consulting Group, LLC for Bay Area Region Marketing and Outreach Services for an Amount Not-To-Exceed \$843,782 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

PASSED AND ADOPTED, by the SJJPA on this 19th day of May 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 11

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with KP Public Affairs for Central Valley Region Marketing and Outreach Services for an Amount Not-To-Exceed \$1,379,967 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority

Background:

Since the inception of the San Joaquin Joint Powers Authority (Authority), an important aspect of marketing and outreach efforts has been grassroots community outreach and stakeholder engagement. Boots on the ground is a key effort to educate the community regarding the service and ensure stakeholders have the resources to help the Authority reach the broad San Joaquin Intercity Passenger Rail Service (San Joaquin) service area. Local, committed stakeholders are vital to promote the service, improve local presence, and activate communities to ride the train. To carry out continued community and stakeholder engagement, the Authority has historically retained local, embedded grassroots outreach teams. This contract is for efforts in the Central Valley.

There are several key groups, chambers, California visitor bureaus partnerships, local agencies, universities, and organizations within the corridor that are an essential component of awareness and messaging multiplication. The Central Valley Outreach Team will be leveraging its contacts, Authority contacts, and placing emphasis on new stakeholder acquisition. Stakeholders will be engaged to share San Joaquin content, support service initiatives, and plan organization group trips.

Local attractions, destinations, businesses, and convention and visitor bureaus are key targets for strategic partnerships for the Authority. As a predominantly leisure service, curating a diverse range of strategic partnerships throughout the corridor will aid in creating attractional messages to San Joaquin riders and potential riders. In addition, these strategic partnerships will be utilized to spread San Joaquin messaging to their stakeholders and customers, thereby, multiplying the message.

Earned Media is an essential component to reaching current and potential passengers with key messages regarding service changes, improvements, and offerings. With a diverse train corridor that spans 365-miles with 4 Designated Market Areas (DMA), local media relationships are key to earned media success. The Central Valley Outreach Team will leverage its regional media relationships to ensure appropriate coverage of earned media opportunities throughout the Central Valley Region.

Procurement Approach:

On January 20, 2023, the Authority released a Request for Proposals (RFP) via vendor portal Planet Bids. In addition to Planet Bids, a Notice Inviting Proposals was also shared with surrounding Chambers of Commerce and certified Disadvantage Business Enterprise (DBE) firms which directed interested proposers to Planet Bids. Sixty-one (61) firms showed interest.

On the due date of March 7, 2023, four (4) proposals were received from the following firms:

- DKS Associates
- IMAGEN LLC
- KP Public Affairs, LLC
- Southwest Strategies

The proposals received were reviewed for completeness and responsiveness by the Procurement and Contracts Department. All proposals received were deemed responsive in meeting the RFP requirements. The responsive proposals were evaluated by a panel consisting of Authority Staff and Merced County Association of Governments Public Affairs Manager.

Following the initial evaluation of the written proposals, the following two (2) firms were invited for interviews and presentations:

- KP Public Affairs, LLC
- Southwest Strategies

The firms were evaluated on their presentations and responses to the evaluation panel's questions. After combining the scores from the written proposals and interviews, staff deemed KP Public Affairs, LLC as the most responsive and responsible proposer.

The agreement will be effective upon execution by both parties and shall continue for five (5) years and one (1) month with three (3), 1-year option periods.

The five-year and one-month base contract amount is \$1,379,967 and the 1-year options are at the sole discretion of the Authority which will be negotiated in advance.

The Notice of Intent to Award was published on May 3, 2023. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on May 17, 2023, at 2:00 P.M. PDT. As of the date of the staff report, no Proposal Protests have been received. Staff will update the Authority at the May 19th Board meeting as to the latest status of any Proposal Protests received.

Fiscal Impact:

Expenses and Revenues for this agreement are identified in the Approved FY 2022/2023 Operating Budget in the SJJPA Marketing Expenses Line – Community Engagement & Marketing.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with KP Public Affairs for Central Valley Region Marketing and Outreach Services for an Amount Not-To-Exceed \$1,379,967 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

SJJPA RESOLUTION 22/23-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AN AGREEMENT WITH KP PUBLIC AFFAIRS FOR CENTRAL VALLEY REGION MARKETING AND OUTREACH SERVICES FOR AN AMOUNT NOT-TO-EXCEED \$1,379,967 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, since the inception of the San Joaquin Joint Powers Authority (Authority), an important aspect of marketing and outreach efforts has been grassroots community outreach and stakeholder engagement; and

WHEREAS, to carry out continued community and stakeholder engagement, the Authority has historically retained local, embedded grassroots outreach teams; and

WHEREAS, After combining the scores from the written proposals and interviews, staff deemed KP Public Affairs, LLC as the most responsive and responsible proposer to the solicitation released on January 20, 2023; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves an Agreement with KP Public Affairs for Central Valley Region Marketing and Outreach Services for an Amount Not-To-Exceed \$1,379,967 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority.

PASSED AND ADOPTED, by the SJJPA on this 19th day of May 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 12

INFORMATION

Amtrak San Joaquins Student Ambassador Program

Background:

The Student Ambassador Program was conceived in Fiscal Year (FY) 21/22 and launched in FY 22/23. To date, there are a total of 6 ambassadors representing 5 colleges and universities throughout the San Joaquins corridor. Student Ambassadors are responsible for promoting the service to their online community through social media content, facilitating peer conversations, and tabling at campus and San Joaquins outreach events.

To allow them to have first-hand experience with the service, Ambassadors are onboarded with a San Joaquins branded box full of swag and round-trip tickets each semester. For events, Ambassadors meet with staff prior to outreach events to be educated on the San Joaquins train and thruway bus routes, stations, everyday discounts, and frequently asked questions they may encounter. Additionally, to expand the exposure of the service, staff works with on campus transportation departments to establish a partnership with student workers and interns who are interested in transportation. These departments work with staff to receive and store branded outreach materials.

The main objective of this program is to create brand awareness, share real-life experiences through reviews of train travel, and to encourage ridership from college and university students.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.



SAN JOAQUIN JOINT POWERS AUTHORITY

2023 BUSINESS PLAN UPDATE

PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FY 2023/2024 & FY 2024/2025

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EXECUTIVE SUMMARY

The purpose of this 2023 San Joaquin Joint Powers Authority (SJJPA) Business Plan Update (“Business Plan”) is to identify SJJPA’s intentions for State Fiscal Year (FY) 2023/24 and FY 2024/25 in its management of the San Joaquins Intercity Passenger Rail Service (San Joaquins) and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. This Business Plan also describes planned service and capital improvements to ensure the continued success and future growth of the San Joaquins. This Business Plan was submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form before April 1st, 2023 and will be submitted in final form by June 30th, 2023.

Administrative Role

The primary role of SJJPA is the day-to-day management of the San Joaquins. In 2019, SJJPA selected the San Joaquin Regional Rail Commission (SJRRRC) as its Managing Agency for an additional five-year term (September 27, 2019 – September 27, 2024). SJRRRC’s consolidated agency approach results in the most efficient and cost-effective management of the San Joaquin Valley’s two passenger rail services. SJJPA will provide the level of service consistent with funding appropriated by the State and any cost savings identified by SJJPA or revenues in excess of the Business Plan projections, which may be used by SJJPA for service improvements in the San Joaquins Corridor.

Operating Plan, COVID-19 Impacts, 8th and 9th Daily Round-Trips, and Short-Term Service Improvements

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA is currently implementing a number of strategies to improve the San Joaquins. Some of the strategies require little or no additional resources, including improved schedules and reduced trip lengths, reduced travel times, improved train monitoring, train and connecting bus schedule adjustments, and improved service coordination. SJJPA is also in the process of pursuing a significant expansion of service for the San Joaquins, including implementation of the 8th and 9th Daily Round-Trips. Planned expansion of the San Joaquins Service is fully coordinated and consistent with the 2018 California State Rail Plan and the CHSRA’s 2022 Business Plan. Safety continues to be a focus and SJJPA is engaging in partnerships with Amtrak and the host railroads to reduce incidents along the corridor.

COVID-19’s Impact on the San Joaquins: On March 4, 2020, Governor Gavin Newsom declared a state of emergency in response to the COVID-19 outbreak. On March 19, 2020, the Governor issued a statewide mandatory stay-at-home order to reduce the spread of the outbreak in California. On March 26, 2020, SJJPA staff directed Amtrak to reduce San Joaquins service from 7 daily round-trips to 4 daily round-trips, reduce Thruway Bus service, and to institute other various health and safety measures to ensure the safety of San Joaquins passengers and operational staff onboard trains that remained in service. Café Car Service was suspended to reduce risks from food handling and unnecessary onboard passenger movement, with emergency snack packs and water being distributed to passengers free of charge. With anticipation of long-term suspension of food service on certain daily trains due to removal of Horizon Diners from the equipment pool and lack of food service cars for the initial operations of the Siemens Venture Cars, SJJPA launched a more substantial, locally sourced Snack Box on July 14, 2021. Several stations were temporarily closed, and the thruway bus network was reduced in both corridors served and frequencies in response to the severe ridership reductions the San Joaquins experienced during the pandemic.

As with passenger rail and transit services across the country, the San Joaquins have experienced a sharp, sustained decline in ridership and revenue during the COVID-19 pandemic. Though the San Joaquins has sustained a significant decline, it has consistently performed at the top of the Amtrak National Network due to its core ridership depending on it for essential transportation needs. The San Joaquins reached its low in ridership in the third week of April 2020 at –90% compared to the previous year. In FY20/21 and FY21/22, the San Joaquins slowly recovered ridership with a few setbacks during periods of increased COVID-19 cases and subsequent health orders restricting travel. The San Joaquins reached a peak in ridership recovery in October 2022 by recovering 86% of ridership when compared to October 2019. The San Joaquins continues to progress in ridership return month-over-month with forecasted numbers to reach 84% recovery for FY23. The San Joaquins ridership performance is particularly positive considering it is operating with one less round-trip and a reduced thruway bus network.

In State Fiscal Year 2021/2022, SJJPA staff, in coordination with Caltrans, CalSTA and the other JPAs, created a service restoration plan to return San Joaquins service back to pre-pandemic levels from the 4 daily round-trips and the reduced thruway bus network. The effort resulted in the 5th round-trip between Bakersfield and Oakland returning to service on June 22, 2021, and the restoration of direct train service to Sacramento with the 6th round-trip on October 18, 2021. The 7th pre-pandemic round-trip is planned to be restored in the fall of 2023. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service. In addition to the restoration of train service, SJJPA oversaw the reintroduction of suspended Thruway Bus service to complement the restored round-trips and respond to increases in demand in select corridors. On September 24th, 2021, SJJPA approved changes to the Thruway Bus network to maintain the viability of the overall Thruway Bus Network by reducing operational costs on underperforming routes while maintaining services in strong ridership corridors and markets.

8th and 9th Daily Round-Trips: A significant increase in ridership is anticipated if the frequency of service to Sacramento can be increased and offered at the right times of the day. SJJPA is currently working to implement the improvements needed to enable the 8th and 9th Daily Round-Trips, which will allow a doubling of trains serving Sacramento from two to four. As part of this effort, SJJPA explored using the Sacramento Subdivision between Sacramento and Stockton for expanded passenger rail service in coordination with CalSTA, CHSRA, Caltrans, Central Valley Rail Working Group, and Sacramento Regional Rail Working Group. This resulted in SJJPA's Board formally adopting the Sacramento Subdivision as the preferred corridor for future passenger rail expansion in 2017. To implement the 8th and 9th Daily Round-Trips and necessary improvements along the Sacramento Subdivision, SJJPA submitted a Transit and Intercity Rail Capital Program (TIRCP) grant application in January 2018. On April 26, 2018, CalSTA awarded \$500.5 million to SJJPA/SJRRRC for the "Valley Rail" project which is funding these improvements. The schedule to be developed for 8th and 9th Daily Round-Trips will be based on a pulsed-service approach, which provides more efficient operations, better use of infrastructure, and improved on-time performance.

Additional key short-term programs for the San Joaquins include:

Thruway Bus Partnerships: SJJPA is exploring ways to maximize the utilization of the San Joaquins' Thruway Bus network and other connecting bus services. SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. After the impacts of COVID-19 were reduced, SJJPA began working in coordination with private intercity bus providers and public local and regional bus providers to resume the implementation of the provisions of SB 742. Through coordination with the State and regional transportation agencies, SJJPA is currently pursuing partnerships with several regions to optimize bus connections for San Joaquins passengers that would allow non-train passengers to utilize excess seating capacity in key corridors, or utilize the services of an existing outside bus provider. SJJPA and the Shasta Regional Transportation Agency (SRTA) are in the process of creating a partnership that would allow SJJPA to shorten Thruway Bus Route 3 by terminating in Chico rather than in Redding, while San Joaquins passengers traveling to Red Bluff or Redding would be able to take SRTA's new North State Express Bus service. SJJPA would support the operations of the new service with cost savings realized from the reduction in the length of Thruway Bus Route 3. SJJPA is also coordinating with Butte County Association of Governments (BCAG) about the possibility of BCAG incorporating a portion of Thruway Bus Route 3 (between Chico and Stockton) into their proposed intercity bus service between Chico and Sacramento in exchange for SJJPA operating support. The COVID-19 pandemic has delayed progress on these efforts.

Renewable Diesel Implementation: SJJPA is committed to helping meet California's Greenhouse Gas (GHG) emission reduction goals. Utilizing renewable diesel in locomotives and in the Thruway Bus fleet will help to advance this objective. Testing of renewable diesel in Northern California Fleet locomotives has been completed and the results have been processed and documented. All locomotives are utilizing renewable diesel of 2023. SJJPA is also planning to require the use of renewable diesel for all future Amtrak Thruway Bus contracts to further reduce the San Joaquins system's carbon footprint.

Relocate Madera Station: SJJPA is working with Madera County, Madera County Transportation Commission, and CalSTA to relocate the Madera Amtrak Station to a more accessible location. Additionally, the station will be further improved to become the Madera HSR Station by 2030 - 2033. SJJPA approved the Madera Station Relocation Project environment review document at the January 22, 2021, Board Meeting and final design is underway. SJJPA is taking the lead in 2023 in getting CEQA/NEPA for the full-build HSR Madera Station. SJJPA received funding in FY 2022/23 to carry out this additional environmental work.

Reduce Running Times between Northern California and Bakersfield: SJJPA will continue to explore ways to reduce travel times for trains running between Northern California and Bakersfield. As part of this program, SJJPA is considering a variety of strategies, including implementing measures to reduce schedule recovery time, and increasing operating speeds (up to 90 mph).

Merced to San Jose Thruway Bus Route Pilot Program: SJJPA is requesting funding from the state for a pilot program to operate a new Thruway bus service between Merced and San Jose (with stops at Los Banos and Gilroy). The Merced to San Jose Thruway Bus Pilot Program will begin service in conjunction with the reintroduction of the 7th daily round-trip anticipated in fall 2023. The service will start initially with two daily round-trips.

Integration with High-Speed Rail: Like other high-speed rail (HSR) services throughout the world, California will need to have extensive networks of conventional intercity and commuter rail networks that complement and provide “feeder” service to the proposed HSR system for it to be successful. SJJPA believes the San Joaquins provide important connectivity that is critical to the phased implementation of HSR in California. A Joint Policy Statement, which was adopted by CHSRA, SJJPA, and Caltrans on July 26, 2013, is intended to ensure cooperation and input of local communities on all decisions related to any changes in the San Joaquins service and consistent planning between these agencies. SJJPA coordinated and partnering with CHSRA on the development of their 2022 Business Plan which proposes Merced-Bakersfield HSR Early Operating Service (EOS) in advance of completing their Valley –Valley Initial Operating Segment between San Francisco and Bakersfield. Integration with the San Joaquins rail and Thruway Bus services maximizes the ridership and benefits of the Merced-Bakersfield HSR Interim Service. SJJPA’s plan is to connect to the HSR interim operating segment at a multi-modal station at downtown Merced (R Street). Once the HSR EOS is operating, the San Joaquins rail service would terminate at Merced and would provide rail connectivity for the HSR interim operating segment to Sacramento and the Bay Area until HSR is extended. Future San Joaquins service improvements would focus on increasing service from Merced to the North. SJJPA is also working with CHSRA and CalSTA towards SJJPA becoming the operating agency for the Merced-Bakersfield HSR EOS. SJJPA is requesting additional planning funding in FY 2024/25 to continue to develop detailed agreements with CHSRA and CalSTA and to advance interim station and operations planning for interim HSR service.

Merced Intermodal Track Connector (MITC) Project: SJJPA received funding in FY 2022/23 and is requesting funding in FY 2023/24 for the detailed design and environmental clearance of the MITC Project. The MITC project will enable the San Joaquins to connect with interim HSR operations at Merced by creating a direct link between the BNSF alignment and the Merced HSR Station. This project is critical for integrating the San Joaquins with the Merced-Bakersfield HSR Early Operating Segment (EOS). The CEQA process for the MITC Project began on January 5, 2023.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. In partnership with the SJJPA, SJRRC and Caltrans pursued and received \$120 million in state and federal funding in 2020 to implement this critical project. Valley Rail funding will be used as match funding. The environmental and detailed design are being funded through ITIP funds appropriated in 2020. The environmental impact report (EIR) was certified by SJRRC on June 4, 2021. The environmental assessment (EA) for NEPA Clearance was completed in August 2022.

Cross-Valley Corridor: As a result of the “South of Merced Integration Study” effort, SJJPA has entered into an MOU with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. SJJPA also committed to working with KCAPTA and Visalia Transit to seek state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia. In 2023, SJJPA partnered with the City of Hanford, King-Tulare MOU partner agencies, and CHSRA on a Caltrans

Sustainable Communities Planning grant for Kings-Tulare HSR station area and Cross Valley Rail (Porterville – Huron) planning. The City of Hanford will be the lead agency for this study effort if funding is awarded.

Caltrans-owned Venture Railcars: The State, pursuant to a grant provided by the Federal Railroad Administration (“FRA”), is purchasing from Sumitomo Corporation of America (“SCOA”) and subcontractor builder Siemens Mobility, Inc. (“Siemens”), forty-nine (49) Venture single-level Railcars for use in the Northern California San Joaquin Fleet (“Venture Railcars”). Caltrans will transfer custody and control of the Caltrans-owned Venture Railcars to SJJPA to perform Venture Railcar Maintenance, in addition to administering oversight of Amtrak Operations of the Venture Railcars that are deployed exclusively on the San Joaquin Corridor. The first Venture Car train set is anticipated to begin revenue service in Summer 2023, with additional trainsets entering service every six (6) weeks contingent on delivery of the Cab Cars.

Performance Standards and Action Plan

CalSTA created a set of uniform performance standards in 2014 for all state-supported intercity passenger rail corridors in an effort to control costs and improve efficiency. The three primary uniform performance standard measures used are: usage, cost efficiency, and service quality. SJJPA has adopted the CalSTA performance standards, and will continue to develop strategies to maintain the successful performance of the San Joaquins. In addition to meeting CalSTA’s performance standards, SJJPA is also focused on the environmental benefit of the San Joaquins and its role in helping to create a more sustainable California by working to reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development.

SJJPA’s FY 2023/24 and FY 2024/25 “Action Plan” includes:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Reinvest savings to improve service.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, Interim Service operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR Interim Service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels.
- Lead the environmental and detailed design work for the MITC Project and the Madera full-build HSR Station.
- Implement Valley Rail improvements needed to accommodate the planned 8th and 9th Daily Round-Trips and Oakley Station and Relocated Madera Station in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR Interim Service.
- Deploy San Jose to Merced Thruway Bus Pilot Program.
- Work with UPRR, BNSF, Amtrak, and the State to improve ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Deploy and market new Venture Car trainsets.
- Explore new partnerships with public or private bus operators and implement SB 742 provisions with the goals of allowing non-train passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Actively partner with Butte CAG in their state funded “North Valley Passenger Rail Strategic Plan” of the potential extension of the San Joaquins (and ACE) services north to Butte County.
- Actively partner with Kings/Tulare MOU partner agencies in the Cross-Valley Corridor Phase 1 Bus Study and with a Sustainable Communities planning grant for studying transit-oriented development and connectivity to the Kings-Tulare HSR Station which includes planning for the Cross-Valley Corridor Rail Service .

- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and in partnership with local/regional agencies pursue a Caltrans Sustainable Planning grant(s) in 2023 and 2024 to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.

Capital Improvement Programs

Based upon the planned service expansions and enhancements, SJJPA has developed a “10-Year Capital Improvement Program”. The program includes SJJPA’s overall vision for the implementation of the 8th and 9th Daily Round-Trips, and running eight round-trips between Sacramento and Merced within the next 10 years, while also increasing service to the Bay Area and providing critical connectivity to the HSR EOS.

SJJPA is currently implementing its Short-Term Capital Improvement Program (0-5 years), which has a five-year horizon. This program focuses on the improvements needed for the 8th and 9th Daily Round-Trips, several other station projects, and corridor and other projects to improve the San Joaquins Service. In January 2018, SJJPA submitted a Transit and Intercity Capital Program (TIRCP) grant application (jointly with the San Joaquin Regional Rail Commission) to fund a program of capital improvements associated with the implementation of the 8th and 9th Daily Round-Trips. On April 26, 2018, CalSTA announced that the SJJPA/SJRRRC “Valley Rail” Application was awarded \$500.5 million to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, a new layover facility will be constructed in Natomas (in Sacramento) and the Stockton Regional Maintenance Facility will be expanded to accommodate San Joaquins trainsets. Two additional trainsets are expected to be procured by the state for the expanded service. Other projects include additional parking, a new station in Oakley, and a relocated Madera Station (see Table ES-1). In 2020, in partnership with SJJPA, SJRRRC and Caltrans pursued and secured \$120 million in additional state and federal funding to complete the Stockton Diamond Grade Separation Project. On January 31, 2023, CalSTA announced that the Valley Rail Program had been awarded an additional \$142 million to fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging significant federal and local investments.

SJJPA also has a Longer-Term Capital Improvement Program (5-10 years), which envisions improvements to achieve eight round-trips between Sacramento and Merced, the Merced Intermodal Track Connector (MITC) Project, as well as to the extension of service north of Sacramento to Butte County (Chico), and additional intercity service to the Bay Area. Expanded service will require additional capacity enhancement projects such as double-tracking, improvements at the Robert J. Cabral Station in downtown Stockton, the grade separation of the Stockton Diamond, a new maintenance facility, additional track work and/or capital access fees, and additional rolling stock. Extensions of the San Joaquins being planned include, rail service north of Sacramento along the UPRR rail line from Sacramento to Chico with stations at Plumas Lake, Marysville/Yuba City, Gridley (to connect to Oroville) and Chico in the mid-term horizon, and utilization of the Altamont Corridor to bring intercity service to additional Bay Area markets is also being planned that would terminate at a new Union City/BART station. Beyond the ten-year horizon, SJJPA is considering the extension of service past the Amtrak Oakland Station to serve the Amtrak Coliseum/Airport Station, and working with Caltrans, CCJPA and the City of Sacramento to study a direct connection for Valley Rail service to Sacramento Valley Station (SVS).

Tables ES.1/5.1: Summary of State Funding Request for the San Joaquins

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions Construction Year)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Cabral Station Expansion (Additional Parking/Safety and Security Amenities)	\$6.89	\$6.36	CMAQ/SGR/SRA	SJJPA/SJRRRC	Design
Station Enhancements - Security Cameras	\$8	\$0.8	Cal OES/PTA	SJJPA	Construction
Minor Capital – Station/Service Enhancements	\$5.0	\$5.0	PTA	SJJPA	Construction
8th and 9th Daily Round-Trips					
Track Improvements - BNSF Stock. Sub	\$27.50	\$20.00	TIRCP	SJJPA/BNSF	Design
Valley Rail North (Stations/Track, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas)	\$456.46	\$408.15	TIRCP/ITIP	SJRRRC/SJJPA/UPRR	Design
Track Extension (RMF to Cabral Station)	\$50.00	\$43.37	Prop 1A/CMAQ/FTA 5307/ FTA 5309/ 2016 Earmark/ Measure K	SJRRRC/UPRR	Construction
Modesto and Turlock-Denair Double Platforms	\$112.11	\$53.08	ITIP	Caltrans/BNSF	Design
San Joaquin St. Layover Project	\$7.0	\$7.0	ITIP	SJJPA	Design
Other Station Projects					
Madera Station Relocation/Expansion	\$36.13	\$36.13	TIRCP/SRA	SJJPA	Design
New Oakley Station Platform	\$8.28	\$8.28	TIRCP/SRA	SJJPA	Design/Const.
Corridor and Other Projects					
Stockton Wye	\$19.06	\$19.06	SRA	UPRR	Design
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	STIP	Caltrans/SJJPA	Construction
Cal PIDS Replacement/Upgrade	\$0.7	\$0.7	Cal OES	SJJPA/CCJPA	Design
Stockton Diamond Grade Separation	\$290.55	\$290.55	TCEP/BUILD/ITIP/SB 132/Measure K	SJRRRC/SJJPA/UP/BNSF	Design
UPRR South Stockton Yard Crossovers	\$10.00	\$2.00	SRA	SJRRRC/SJJPA/UPRR	Design
Stockton Rail Maintenance Facility Expansion	\$30.22	\$30.22	ITIP/SJJPA SRA/ Caltrans SRA/ Prop 16/CalOES	SJRRRC/SJJPA	Construction
Merced Intermodal Track Connector (MITC)	\$320.65	\$4.50	PTA/SRA	SJJPA	Planning
Merced Layover	\$100.49		TBD	SJJPA/SJRRRC	Planning

Source: Caltrans Division of Rail and Mass Transportation and SJJPA, 2023.

Fare Policy

SJJPA will work to develop fares that ensure the service is attractive and competitive with other modes of transportation along the corridor. The San Joaquins have a single, “one-bucket” fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance-based methodology with a descending per mile rate as the length of the trip increases.

Due to reduced available seating capacity from multiple equipment overhaul and retrofit programs, SJJPA has reinstated reserved ticketing to reduce the likelihood of standees onboard the trains and Thruway busses. Reinstating reserved ticketing alerts ticket purchasers of “at-capacity” trains and Thruway Buses encouraging passengers to purchase tickets for a less impacted train or another date.

Service Amenities and Food Service

The San Joaquins service boasts many great amenities that are integral to the attraction of riders and are a key component of the marketable features of the service. These features add value to the customer experience and SJJPA is working with Caltrans, Amtrak and the other JPAs to improve current amenities and add additional services. Current service amenities include: free Wi-Fi, bicycle storage, comfortable seating, and a generous baggage policy.

On June 22, 2021, SJJPA reintroduced cafe service onboard the bi-level trainsets after suspending the service due to COVID-19. Due to lack of Horizon Diners in the equipment pool, a New Snack Box and water are provided free of charge to passengers on train numbers operating Comet Equipment. The new locally sourced Snack Box provides a more robust snack for passengers and provide an opportunity to promote California grown/produced products. The new snack box will continue to be provided free of charge. SJJPA is also considering providing the Snack Boxes on the longer distance Thruway Bus routes. SJJPA will continue to evaluate the food and beverage service to provide high quality options in the most efficient and cost-effective manner.

As a part of the Siemens Venture Car project, SJJPA is reevaluating food service delivery and procuring a vending solution to be installed in 14 cars. To maintain customer satisfaction by providing a similar product mix to the concurrent attended service (which will continue to operate on the current fleet), SJJPA envisions the vending solution to provide the following product mix: coffee, water, soda, snacks, fresh sandwiches, and salads. The intention is for the vending solution to provide a seamless customer experience in relation to the modern aesthetic and environment of the new Siemens cars. The vending solution should feel like a natural extension of the overall travel experience onboard the train.

Marketing Strategies

During the COVID-19 pandemic, it was an essential function of SJJPA to strategize, create, and implement several different marketing and communication plans to properly educate stakeholders and passengers on the operations of the San Joaquins and the health and safety response. The marketing and communications plans help to inform stakeholders of the steps taken within the corridor to ensure compliance with health orders, inform essential travelers of the health and safety policies and grows trust in the market for future travelers of the service.

SJJPA's marketing and communication strategy includes, but is not limited to the following tactics: email communication, social media, advertising, station signage, and targeted stakeholder communication documents. All of these strategies work together to effectively disseminate essential response messaging. The precise strategies and examples of creative are included in the proceeding chapters of this report. As the COVID-19 pandemic has continued, SJJPA has begun to employ attractional ridership messages in its communication plans, while still maintaining an appropriate level of health and safety messaging to build confidence in the market.

For FY 2023/24 and FY 2024/25, SJJPA assumes \$1,500,000 each fiscal year for marketing to increase awareness and use of the service along the corridor. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers are from the Bay Area and 9.4% of are from the Los Angeles Region. This amounts to over 20% of San Joaquins passengers are from high-cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three Intercity Passenger Rail Services. With vital Thruway Bus services originating in communities as far north as Arcata and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The \$1,500,000 budget allows SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors. The SJJPA Marketing and Outreach Plan employs advertising, social media, and grassroots strategies to market and conduct outreach for the San Joaquins. SJJPA will be focusing a portion of its marketing efforts in FY 23/24 on the promotion of the launch of the Siemens Venture Cars and continued deployment of the balance of the order. The launch of new rail cars will be a significant marketable opportunity to attract new and returning riders.

SJJPA is also carrying out specific strategies for reaching out to minority, non-English-speaking constituencies, and disadvantaged communities along the San Joaquins Corridor. With Hispanics comprising over 38% of California's population and representing a similar segment of San Joaquins' ridership, a concerted effort has been made to tailor promotional materials in Spanish and utilize informational outlets that are more effective. The grassroots strategy has helped SJJPA identify and address other markets throughout the San Joaquins Corridor that are underserved, or lacking information.

Annual Funding Requirement

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. Table ES.2 summarizes the funding request by the SJJPA.

Table ES.2/10.1

SJJPA State Funding Request for the San Joaquins (FY 2022/23 - FY 2024/25)			
Expense Category	FY 2022/23 (Approved Current)	FY 2023/24 (Requested)	FY 2024/25 (Projected)
Operating			
-Amtrak Contract	\$58,485,672	\$69,516,150	\$71,137,022
-Operations Contingency	\$3,509,140	-	-
-Other Operations	\$4,693,474	\$4,055,000	\$4,255,000
Venture Car Transfer and Maintenance	-	\$5,300,000	\$8,000,000
Administrative	\$3,559,487	\$3,773,056	\$3,999,440
Marketing	\$1,500,000	\$1,500,000	\$1,500,000
Marketing Analysis	\$300,000	-	\$300,000
Minor Capital	\$500,000	\$1,000,000	\$1,000,000
High Speed Rail/Early Train Operator Coordination Support*	\$2,000,000		\$2,000,000
Merced Intermodal Track Connection (MITC) Env. /Design	\$3,500,000	\$5,500,000	-
Madera Station High Speed Rail CEQA/NEPA	\$2,000,000	-	\$2,000,000
Total Request	\$80,047,773	\$90,644,206	\$94,227,462

*SJJPA Anticipates the State to fund ETO Coordination through Caltrans.

Safety and Security

The primary objectives of SJJPA's Safety and Security Program include continuing a broad-based program of educational activities, increasing public awareness of rail safety and security along the San Joaquins corridor, and aggressively pursuing capital improvements that help improve the safety of the infrastructure.

SJJPA will leverage a network of rail safety education resources through California Operation Lifesaver, materials and resources provided by the Transportation Security Administration (TSA), and safety and security grant programs. SJJPA will also continue collaborative efforts with the State, SJJPA member agencies, Amtrak, UPRR, BNSF, California Operation Lifesaver, Transportation Security Administration (TSA), local law enforcement and first responders along the San Joaquins Corridor to address safety and security issues impacting the service.

In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. California's Office of Emergency Services has provided much of the funding for SJJPA's program of Safety and Security capital improvements. Important capital projects that SJJPA is currently implementing or pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Increased lighting at stations and parking lots, as well as installing blue light phone towers (originally developed for use on college campuses); and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

Increased development near San Joaquins stations promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. The responsibility and powers needed to focus growth and produce station area development reside primarily with local government. To help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles, SJJPA will:

1. Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote transit-oriented development (TOD) in the vicinity of San Joaquins stations.
2. Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations.
3. Require new San Joaquins stations be developed as multi-modal transportation hubs.
4. Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high-potential for TOD around the station area.
5. Work with communities and organizations to support TOD and with developers to implement TOD.
6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development and TOD.
7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also encouraging transit agencies to promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to implement transit-transfer programs for San Joaquins passengers. In partnership with local/regional agencies, SJJPA will pursue Caltrans Sustainable Planning grant(s) in 2023 and 2024 to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquin Corridor.

1. INTRODUCTION

The purpose of this 2023 San Joaquin Joint Powers Authority Business Plan Update (“Business Plan”) is to identify the San Joaquin Joint Powers Authority’s (SJJPA) intentions for State Fiscal Year (FY) 2023/24 and FY 2024/25 in its management of the San Joaquins Intercity Passenger Rail Service (San Joaquins), and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. The State of California requires that an Annual Business Plan Update be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1 of each year, and final form by June 30 of each year to allow Amtrak time to finalize operating cost estimates. This Business Plan will be reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Business Plan Requirements

This Business Plan Update includes State-required information, including the following:

- Service performance;
- Operating and action plan strategies;
- Short-term and long-term capital improvements;
- Funding requirements for the upcoming fiscal year;
- External factors affecting the service;
- Plans for service expansion and enhancement efforts;
- Marketing and outreach efforts;
- Establishment of fares; and
- Delineation of how proposals to expand or modify service, including funding and accounting, are separate from locally-sponsored services in the corridor.

This Business Plan must also be consistent with the 2018 California State Rail Plan and the California High-Speed Rail Authority (CHSRA) Draft 2022 Business Plan.

Regional Governance of the San Joaquins

In 2012, transportation planning agencies throughout the San Joaquin Valley worked together in order to set up a regional Joint Powers Authority and to support legislation that would enable regional governance of the San Joaquins. To protect the existing service and to promote its improvement, local and regional agencies throughout most of the San Joaquins Corridor sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority to take over the administration and management of the San Joaquins from the State. AB 1779 was passed by the Legislature on August 30, 2012 with bi-partisan support, and was signed by Governor Brown on September 29, 2012. The first SJJPA Board Meeting was held on March 22, 2013 in Merced.

The SJJPA Governing Board includes elected representatives of ten Member Agencies, which include Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments, and Tulare County Association of Governments.

AB 1779 defines the composition of SJJPA, as well as requiring that the interagency transfer must result in administrative or operating cost reductions. AB 1779 also requires SJJPA to protect the existing service and facilities and seek to expand service as warranted by ridership and available revenue.

Roles and Responsibilities

On July 1, 2015, SJJPA became the primary managing entity of the San Joaquins. The SJJPA is responsible for the following:

- Oversight and management of the day-to-day San Joaquins operations, which includes entering into an operating agreement with the current contract operator, the National Railroad Passenger Corporation (Amtrak);
- Negotiating changes to the current contract or selecting another qualified operator;
- Advising the Capitol Corridor Joint Powers Authority (CCJPA) on the management and administration of the State-owned and other rolling stock (passenger cars and locomotives) assigned to the San Joaquins;
- Overseeing the dedicated feeder bus system for the San Joaquins, which is subcontracted to private bus operators through the Amtrak contract;
- Planning for future service improvements;
- Coordinating with CCJPA and Los Angeles-San Diego-San Luis Obispo (LOSSAN) JPA and the State on issues such as scheduling, connecting buses, and ticketing; and
- Marketing for the San Joaquins.

The State and Amtrak share operating responsibility for the San Joaquins with SJJPA. Under the provisions of AB 1779, the State continues to provide the funding necessary for service operations, administration, and marketing. Furthermore, Caltrans Division of Rail and Mass Transportation remains responsible for the development of the California State Rail Plan; coordination and integration between the three state-supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests. The State also remains the owner of the trainsets used for the San Joaquins and Capitol Corridor Services and continues to be responsible for the procurement of new equipment for the state-supported intercity passenger rail services. Amtrak continues to serve as the operator of the San Joaquins.

The San Joaquin Regional Rail Commission (SJRRRC), the managing body for the Altamont Corridor Express (ACE) Service between Stockton and San Jose, was selected by the SJJPA Board to be the Managing Agency at the July 26, 2013 SJJPA Board Meeting in Fresno for an initial 3-year term (September 27, 2013 – September 27, 2016) and was later extended for an additional 3-year term (September 27, 2016 – September 27, 2019). At the November 22, 2019 SJJPA Board Meeting, the SJJPA Board approved SJRRRC as the Managing Agency for an additional 5-year term (September 27, 2019 – September 27, 2024).

Advocacy

In addition to more cost-effective administration and operations, there are many benefits to regional governance of the San Joaquins. Train riders and San Joaquin Valley residents now have a stronger voice in deciding what happens with the service, as local decision-making is more responsive and adaptive to passenger issues. SJJPA, which is made up of elected officials throughout the San Joaquins Corridor, is a strong voice in advocating for service improvements and expansions – particularly in Washington D.C. and in Sacramento. SJJPA is taking advantage of joint marketing and partnerships with local agencies throughout the San Joaquin Valley. Since SJJPA's Board Members are part of the communities in the San Joaquins Corridor, they are able to facilitate the engagement of local communities throughout the corridor to use and support the San Joaquins.

Public Outreach for this Business Plan

Public outreach of the Draft 2023 SJJPA Business Plan will include briefings for key stakeholder groups, electronic outreach to the SJJPA stakeholder list, and posting a public review draft on sjjpa.com. This process is meant to engage with the public and stakeholders to provide information about this document and the opportunity for public comment.

Briefings were held during the development and will be held during the comment period of the Business Plan. These briefings provide an opportunity to engage key stakeholder groups within the corridor. Briefings will be held with the SJJPA Board, Central Valley Rail Working Group, CalSTA, Caltrans, Freight Railroads, San Joaquin Valley Rail Committee,

and Amtrak. SJJPA will seek input from these and other agencies and organizations that have an interest in intercity passenger rail.

As a part of its Stakeholder Engagement Strategy, SJJPA has developed an extensive stakeholder email list that it employs to notice board meetings, service updates, and to engage stakeholders to participate in the Business Plan process. SJJPA will send electronic communications to its stakeholder list requesting public comment and provide links to the document. This process ensures those invested in intercity passenger rail are engaging with SJJPA in the San Joaquin Valley, Sacramento, and the Bay Area, and have an opportunity to provide comments to the Business Plan. Finally, SJJPA posted the Public Review Draft Business Plan to its website (sjjpa.com) on March 3, 2023, for public review of the document and was circulated to SJJPA's stakeholder list.

2023 SJJPA Business Plan Update Approval Process

This Business Plan is similar to the 2022 SJJPA Business Plan. The changes include providing current numbers for the San Joaquins operating expenses and bringing the plan up-to-date. The SJJPA Board discussed the general outline and highlighted changes planned for the 2023 Business Plan at its January 27, 2023, Board Meeting. Following the incorporation of comments from the public review period, an updated Draft Business Plan was presented to the SJJPA Board at the March 24, 2023, Board Meeting for approval. Following approval, the Draft Business Plan was submitted to CalSTA before April 1, 2023. A final version of the Business Plan, which includes revised operating cost estimates from Amtrak, will be presented at the May 19, 2023, SJJPA Board Meeting. The Business Plan will be submitted to CalSTA by June 30, 2023.

2. HISTORICAL PERFORMANCE OF THE SERVICE AND ROUTE CHARACTERISTICS

Beginning with the introduction of the Amtrak national network in the early 1970s, passenger train service has been expanding in California. The State initiated, co-funded, and operated intercity rail service under the authority of Section 403(b) of the Federal Rail Passenger Services Act. Amtrak operates all three state-supported intercity rail services.

San Joaquins Intercity Rail Service (“San Joaquins”)

The San Joaquins extends 364 miles and provides direct rail service to 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Between Oakland and Bakersfield, the San Joaquins route is 315 miles long and has 13 intermediate stops. The San Joaquins route is 49 miles between Sacramento and Stockton with one additional intermediate stop. The San Joaquins has seven daily round-trip trains (five between Oakland and Bakersfield and two between Sacramento and Bakersfield). The current minimum scheduled San Joaquins running time between Oakland and Bakersfield is 6 hours and 16 minutes. Between Sacramento and Bakersfield, the San Joaquins has a minimum 5 hours and 23 minutes running time. Maximum speed for the San Joaquins is 79 mph.

In 1979-80, the San Joaquins only operated two daily round-trips between Oakland and Bakersfield and annual ridership was a little over 123,000. Ridership steadily increased over the years, reaching a peak in FY 2013/14 when it recorded over 1.2 million passengers. In recent years, ridership has slightly decreased or held flat. Potential reasons for this include low gas prices in certain years, competition from new private intercity bus carriers, and periods of declining on-time performance (OTP). SJJPA is addressing these concerns through service changes and other planning efforts described in this Business Plan. In FY 2018/19, the San Joaquins Service was the sixth most used intercity service within the Amtrak system. Table 2.1 presents historical annual operating performance of the San Joaquins between FY 1973/74 and FY 2021/22.

Table 2.1: San Joaquins Historic Operating Performance

San Joaquins Routes Annual Operating Performance - State Fiscal Years								
State Fiscal Year	Ridership Data		Financial Data for Operations					
	Ridership	PM/TM	Revenue	Expense	Loss	State	Amtrak	Farebox Ratio
						Calculated Service Costs		
		(F1)		(F2)		(F3)	(F4)	(F5)
1973-74 (S1)	38,770	83.6						
1974-75	66,990	44.2						
1975-76	66,530	43.8						
1976-77	87,642	56.0						
1977-78	80,611	52.7						
1978-79	87,645	60.2						
1979-80 (S2)	123,275	63.6	\$1,174,065	\$3,975,185	\$2,801,120	\$518,206		29.5%
1980-81	159,498	55.3	\$2,224,137	\$6,940,934	\$4,716,797	\$1,360,391		32.0%
1981-82	189,479	65.3	\$3,115,710	\$7,774,029	\$4,658,319	\$2,228,585		40.1%
1982-83	186,121	62.9	\$3,342,137	\$7,991,697	\$4,649,560	\$2,490,275		41.8%
1983-84	248,275	85.3	\$4,730,431	\$8,094,789	\$3,364,358	\$2,518,066		58.4%
1984-85	269,837	94.6	\$5,210,951	\$8,641,293	\$3,430,342	\$2,802,955		60.3%
1985-86	280,798	101.1	\$5,425,329	\$8,610,554	\$3,185,225	\$2,658,895		63.0%
1986-87	304,668	106.1	\$6,084,677	\$9,179,133	\$3,094,456	\$2,929,148		66.3%
1987-88	340,573	121.1	\$7,457,686	\$9,633,659	\$2,175,973	\$2,605,572		77.4%
1988-89	370,190	133.7	\$9,527,268	\$10,968,216	\$1,440,948	\$1,887,450		86.9%
1989-90 (S3)	418,768	116.9	\$11,84,743	\$15,286,520	\$3,440,777	\$3,544,332		77.5%
1990-91	463,906	104.1	\$12,691,986	\$18,456,785	\$5,764,799	\$5,803,565		68.8%
1991-92	483,593	104.3	\$12,369,805	\$18,633,777	\$6,263,972	\$6,472,598		66.4%
1992-93 (S4)	516,113	109.6	\$12,628,496	\$22,227,149	\$9,598,653	\$10,789,651		56.8%
1993-94	558,569	94.6	\$13,894,624	\$26,678,861	\$12,784,237	\$12,335,021	\$3,937,150	52.1%
1994-95	524,680	88.8	\$12,244,668	\$25,077,153	\$12,832,485	\$12,668,018	\$3,705,069	48.8%
1995-96	526,088	86.6	\$12,477,497	\$25,386,099	\$12,908,602	\$14,483,048	\$1,360,327	49.2%
1996-97	652,544	106.1	\$13,817,681	\$34,528,165	\$20,710,484	\$16,265,387	\$5,672,236	40.0%
1997-98	702,178	118.0	\$15,230,966	\$36,517,290	\$21,286,324	\$17,190,515	\$4,493,597	41.7%
1998-99 (S5)	680,687	102.8	\$16,496,457	\$37,269,835	\$20,773,378	\$19,938,254	\$1,712,168	44.3%
1999-00	671,295	92.7	\$18,061,512	\$41,791,782	\$23,730,270	\$24,232,326	\$652,236	43.2%
2000-01	710,833	97.9	\$19,667,681	\$43,404,325	\$23,736,644	\$24,350,127	\$540,809	45.3%
2001-02 (S6)	733,152	96.9	\$20,114,693	\$46,503,548	\$26,388,855	\$26,281,035	\$396,392	43.3%
2002-03	769,708	89.9	\$20,318,564	\$50,552,529	\$30,233,965	\$29,729,650	\$504,315	40.2%
2003-04	752,227	87.2	\$22,100,796	\$50,061,460	\$27,960,664	\$27,960,664	\$89,345	44.1%
2004-05	743,245	85.1	\$22,590,880	\$49,883,689	\$27,292,809	\$27,292,809	-	45.3%
2005-06	801,242	91.1	\$25,869,979	\$55,226,742	\$29,356,763	\$29,356,763	-	46.8%
2006-07	789,641	88.8	\$26,862,994	\$61,188,078	\$34,325,084	\$34,325,084	-	43.9%
2007-08	894,346	88.2	\$28,945,651	\$65,474,253	\$36,528,602	\$36,528,602	-	44.2%
2008-09	958,946	90.0	\$30,671,510	\$68,232,766	\$37,561,256	\$37,561,256	-	45.0%
2009-10	967,437	103.7	\$32,117,615	\$62,689,957	\$30,572,342	\$30,572,342	-	51.2%
2010-11	1,032,579	112.9	\$36,571,173	\$69,578,077	\$33,006,904	\$33,006,904	-	52.6%
2011-12	1,133,654	124.0	\$40,161,170	\$74,360,735	\$34,199,565	\$34,199,565	-	55.0%
2012-13	1,195,898	127.5	\$41,415,960	\$73,685,365	\$32,269,405	\$32,269,405	-	56.2%
2013-14	1,202,624	125.8	\$41,421,102	\$79,263,729	\$37,842,627	\$37,842,627	-	52.3%
2014-15	1,181,639	123.8	\$41,020,415	\$80,023,410	\$39,002,995	\$39,002,995	-	51.3%
2015-16 (S7)	1,135,424	118.6	\$39,040,339	\$77,388,218	\$38,347,879	\$38,347,879	-	50.4%
2016-17	1,125,626	100.1	\$38,880,344	\$78,939,791	\$40,059,447	\$40,059,447	-	49.3%
2017-18	1,090,200	97.4	\$36,073,870	\$83,878,638	\$47,804,768	\$47,804,768	-	43.0%
2018-19	1,076,454	93.9	\$35,217,711	\$85,840,487	\$50,622,776	\$50,622,776	-	41.0%
2019-20	794,634	77.4	\$27,174,389	\$81,462,210	\$53,945,006	\$53,945,006	-	33.4%
2020-21	392,538	56.7	\$12,801,388	\$59,002,225	\$43,141,698	\$43,141,698	-	21.7%
2021-22	656,469	74.4	\$23,774,562	\$73,870,832	\$50,096,271	\$50,096,271	-	32.2%

Table 2.1 Notes

(S1) Service started 3/6/74 with one round-trip between Oakland and Bakersfield Data is for four months only.

(S2) State support started 10/1/79. Data is for nine months, during which time ridership totaled 93,206.

(S3) Third round-trip added 12/17/89 between Oakland and Bakersfield.

(S4) Fourth round-trip added 10/25/92 between Oakland and Bakersfield.

(S5) Fifth round-trip added 2/21/99 between Sacramento and Bakersfield.

(S6) Sixth round-trip added 3/18/02 between Sacramento and Bakersfield.

(S7) Seventh round-trip added 6/20/16 between Oakland and Bakersfield.

(F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.

(F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all trains billed on short term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Includes cost of connecting buses. Depreciation and interest (equipment capital cost) included in operating cost under solely-related cost basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.

(F3) Calculated service costs shown here may not reflect actual State contract cost. From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation and interest (equipment capital cost). For the fourth round trip, State cost was 70 percent of train operating loss plus equipment capital cost. Between October 1995 and September 1996, State cost was 100 percent of train operating loss and 60 percent of equipment capital cost. Between October 1996 and September 1997, State cost was 65 percent of train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak for use of equipment, and State payment of entire net cost of all connecting bus routes.

(F4) Between State Fiscal Years 1993-94 and 2003-04, Amtrak cost is based on billings submitted and reflects cost basis and Amtrak shares as stated in notes (F2) and (F3) above. However, Amtrak does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available/ beginning in FY 2004-05, no Amtrak share is billed.

(F5) Farebox Ratio – The ratio of Operating Revenue to Operating Expense.

Amtrak operates the state-supported San Joaquins on track owned by the UPRR and the BNSF through operating agreements with the UPRR and BNSF. UPRR owns the 49 miles of track used by the San Joaquins between Stockton and Sacramento, and 39 miles between Oakland and Port Chicago, whereas the remaining 276 miles (between Port Chicago and Bakersfield) are owned by BNSF (see Table 2.2). The UPRR track is primarily single track, while the BNSF line has approximately 65.7 miles of double-track divided among five segments.

Table 2.2: San Joaquins Ownership and Track Characteristics

San Joaquins Route Ownership and Track Characteristics								
Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max Speed	Signal System
Oakland Jack London Square	7.0	Oakland 10th St.	4.2	2.8	UP	2	50	CTC
Oakland 10th St.	2.2	Martinez	31.7	29.5	UP	2	79	CTC
Martinez	34.7	Port Chicago	41.3	6.6	UP	1	79	CTC
Port Chicago	1163.5	Stockton	1120.7	42.8	BNSF	1-2	79	CTC
Sacramento	89.0	Elvas	91.8	2.8	UP	2	35	CTC
Elvas	38.8	Stockton	84.7	45.9	UP	1	60	CTC
Stockton	1120.7	Bakersfield	886.9	233.8	BNSF	1-2	79	CTC

TOTAL 364.2

Source: California Department of Transportation

Notes: *General Number of Mainline Tracks

Owners:

BNSF - BNSF Railway Company

UP - Union Pacific Railroad Company

Signal Systems: CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.

Assessing the ridership patterns of the San Joaquins is critical to monitoring performance and conducting effective service planning. Table 2.3 shows passenger ons/off (i.e. boardings/alightings) at San Joaquins train stations for Federal FY 2019. These numbers include trips with a Thruway bus connection (which comprise a considerable number of the trips at Bakersfield, Stockton [San Joaquin Street], Sacramento, Hanford, Martinez, and Emeryville Stations). Table 2.4 illustrates how ons/off can differ significantly from the true origins/destinations points of passengers by excluding ons/off of passengers making transfers between a bus and train. While ons/off are useful for planning station capacity and design issues, origins/destinations statistics are far more useful (and accurate) for service planning. For example, in Table 2.3, Bakersfield is shown as having the most (426,056) passenger ons/off in FY 2019. However, nearly 75% of these passengers took a connecting bus between Southern California, reducing the number of passengers who actually traveled to/from Bakersfield as an origin/destination point to 123,947 (see Table 2.4). Stockton (San Joaquin Street) Station is shown as having the third highest ridership with 276,880 passengers in Table 2.3, but about 50% of these passengers took a connecting Thruway bus, reducing the number of passengers who actually traveled to/from Stockton (San Joaquin Street) Station as an origin/destination point to 139,006 (see Table 2.4, see prior note on this table). Many of those taking a Thruway bus at Stockton (San Joaquin Street) Station were actually traveling to/from Sacramento (about 48,000 passengers). For Sacramento Station, the total number of passengers (rail + Thruway bus) actually traveling to/from Sacramento was nearly 80,655 passengers. The Thruway bus station with the greatest number of riders is by far Los Angeles Union Station with over 195,000 San Joaquins passengers in FY 2019.

Table 2.3

San Joaquins Train Station Ridership Report - FY 2019* (Includes Passengers Making Thruway Bus Transfers)		
	Station	Passenger Ons/Offs (FY 19)**
1	Bakersfield	426,056
2	Fresno	369,129
3	Stockton (San Joaquin St.)	276,880
4	Hanford	182,143
5	Merced	133,720
6	Modesto	116,610
7	Martinez	102,358
8	Sacramento	100,062
9	Emeryville	99,855
10	Oakland	70,451
11	Richmond	51,404
12	Wasco	39,411
13	Antioch	34,618
14	Turlock-Denair	32,717
15	Madera	27,636
16	Corcoran	26,993
17	Stockton (Downtown)	16,600
18	Lodi	11,342

TOTAL PAX ON/OFFS 2,117,985

TOTAL RIDERSHIP 1,058,993

Source: Amtrak, 2019

*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

**The above figures are total ons (boardings) and offs (alightings) at each station for both directions of travel. Since each trip contains two endpoints, total ridership is equal to half of total boardings and alightings.

Table 2.4

San Joaquins Train Station Ridership Report - FY 2019* (Does Not Includes Passengers Making Thruway Bus Transfers)		
	Station	Passenger Ons/Offs (FY 19)**
1	Fresno	361,248
2	Hanford	162,481
3	Stockton (San Joaquin St.)	139,006
4	Merced	128,294
5	Bakersfield	123,947
6	Modesto	116,610
7	Sacramento	80,655
8	Oakland	70,451
9	Martinez	54,262
10	Richmond	51,404
11	Emeryville	48,496
12	Wasco	39,411
13	Antioch	34,618
14	Turlock-Denair	32,717
15	Madera	27,636
16	Corcoran	26,993
17	Stockton (Downtown)	13,402
18	Lodi	11,342

Source: Amtrak, 2019

*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

Table 2.5 provides Federal FY 2018 ridership for the top San Joaquins “city pairs” (including trips that start or end on an Amtrak San Joaquins Thruway Bus stop). This data includes the true origins/destinations of riders, providing an accurate picture of ridership markets. Tables 2.3, 2.4, and 2.5 highlight the importance of incorporating Thruway Bus travelers when discussing San Joaquins ridership.

Table 2.5

San Joaquins City Pair Ridership - FY 2018 (Includes Key Train Stations and Thruway Bus Stops)	
City Pair	Ridership
Fresno - Hanford	62,695
Sacramento – Fresno	39,181
Oakland - Stockton (San Joaquin St.)	26,985
Fresno – Bakersfield	22,886
Fresno - Los Angeles (Union Station)	22,375
Sacramento – Bakersfield	16,677
Richmond - Stockton (San Joaquins St.)	16,152
Oakland – Fresno	14,985
Martinez – Fresno	13,506
Richmond – Fresno	13,060
San Francisco* - Fresno	12,987
Sacramento – Hanford	12,054
San Francisco* - Stockton (San Joaquin St.)	11,984
Sacramento – Modesto	10,257
Hanford – Corcoran	9,862
Sacramento – Merced	9,810
Hanford - Los Angeles (Union Station)	9,311
Sacramento - Los Angeles (Union Station)	7,991
San Francisco* - Los Angeles (Union Station)	2,847
San Francisco* - Yosemite**	2,255

*Includes all bus stops in San Francisco

**Data for Yosemite includes all bus stops within the boundaries of Yosemite National Park and El Portal.

Source: Amtrak, 2018

San Joaquins Amtrak Thruway Bus Service

The extensive network of dedicated Amtrak Thruway Buses connecting with the San Joaquins to and from destinations around California and Nevada is critical to the performance of the overall service. In addition to the Thruway Bus service connections in Bakersfield, other Amtrak Thruway Bus service connections are provided at Sacramento, Stockton, Lodi, Oakland, Emeryville, Martinez, Merced, Hanford, and Fresno. In Federal FY 2016, over 55 percent (625,835) of San Joaquins passengers used an Amtrak Thruway Bus on at least one end of their trip. San Joaquins ridership to/from key Amtrak Thruway Bus stops can be found in Table 2.6.

All trains either initiating or terminating at Bakersfield are met by Amtrak Thruway Buses connecting south to Southern California. In FY 2016, over 366,000 San Joaquins passengers used an Amtrak Thruway Bus between Bakersfield and Southern California, with over 30% of these passengers traveling to or from Los Angeles Union Station (over 195,000 passengers).

Table 2.6

San Joaquins Ridership at Key Thruway Bus Stops - FY 2019		
	Bus Stop	Passenger Ons/Offs
1	Los Angeles (Union Station)	195,797
2	Sacramento	97,034
3	San Francisco*	48,942
4	San Jose	32,123
5	Van Nuys	12,377
6	Las Vegas**	11,991
7	Oxnard	11,700
8	Davis	10,479
9	Santa Rosa	9,898
10	Riverside	9,512
11	Chico	9,262
12	UCLA/Westwood	8,915
13	San Bernardino	8,787
14	Arcata	7,417
15	Long Beach	7,225
16	Yosemite Valley***	4,236

*Aggregate of all 4 San Francisco bus stops.

**Aggregate of both Las Vegas bus stops.

***Aggregate of all Yosemite Valley bus stops

Note: The above figures are total ons (boardings) and offs (alightings) at each bus stop.

Source: Amtrak, 2019

The Thruway Bus system extends north to Redding; east to Reno and Las Vegas, Nevada; south to Indio; and all along the California coast from Arcata to San Diego. SJJPA contracts with Amtrak for dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as part of the San Joaquins, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system in the same manner as the trains. In 2020, as a result of the pandemic, SJJPA took action to make some significant reductions to the San Joaquins Thruway Bus network in order to create a much more cost-effective service. In September 2021, SJJPA took additional action to maintain many of these measures for the foreseeable future. These changes included: truncating Route 19 at San Bernardino (it had previously served two split lines beyond San Bernardino that terminated in Indio and in Hemet); truncating Route 1c (deleting stops at Westchester, El Segundo and Torrance) and adding a terminus stop at Santa Monica; eliminating Route 1b (and adding more Route 1 service to Los Angeles Union Station); eliminating Route 12 (between Bakersfield and the Antelope Valley); eliminating Route 34 (between Stockton and San Francisco); eliminating the McKinleyville and Rio Dell Scotia stops along Route 7 and adding a new terminus stop at Humboldt State University; and working with Amtrak to have Routes 10, 9, and 18 provided by private operators with revenue-sharing interline agreements with Amtrak (which eliminate most of the annual costs to the San Joaquins for these routes). FY 2019 ridership for these routes (including routes that have been suspended indefinitely) is shown on Table 2.7. The FY 2021 Thruway bus routes and their origins/destinations are as follows:¹

¹ Cities designated with asterisks (*) are not serviced by all schedules on the route.

Route 1 – Los Angeles Basin/San Diego (from Bakersfield Station):²

1–Bakersfield-Los Angeles-San Diego*;

Route 1c – West Los Angeles: Bakersfield – Van Nuys – Santa Monica

Route 3 – Redding (from Stockton/Sacramento Stations): Stockton-Sacramento-Redding*;

Route 6 – South Bay (from Stockton Station): Stockton-San Jose;

Route 7 – North Bay/Redwood Empire (from Martinez Station): Martinez-Vallejo-Napa-Santa Rosa-Eureka*-Humboldt State University (Arcata)*;

Route 10 – Santa Barbara & Las Vegas (from Bakersfield Station): Las Vegas - Bakersfield-Oxnard-Santa Barbara;

Note: Route 10 buses are operated by an interline agreement through Amtrak.

Route 15 – Yosemite National Park (from Merced/Fresno Stations):

15a–Merced-Yosemite National Park;

15b–Fresno-Yosemite National Park (Summer Only)

Note: Route 15 buses operated by YARTS - Yosemite Area Regional Transportation System;

Route 18 – Central Coast/Visalia (from Hanford Station): Visalia – Hanford – San Luis Obispo – Santa Maria

Note: Route 18 buses are operated by an interline agreement through Amtrak.

Route 19 – Inland Empire (from Bakersfield Station): Bakersfield – Pasadena – San Bernardino

Route 20 – Reno/South Lake Tahoe (from Sacramento Station):³

Route 20a–Sierra Foothills/High Sierra, Sacramento-Auburn/Reno/Sparks;

Route 20c–Lake Tahoe, Sacramento-South Lake Tahoe/Stateline;*

Route 35 – Santa Cruz (from San Jose Station): San Jose-Santa Cruz (buses operated by Santa Cruz Metropolitan Transit District). Note: Route 6 connects passengers to Route 35 via Stockton to San Jose Station;

Route 40 – San Jose (from Merced): Merced-Los Banos-Gilroy-San Jose (starting fall 2023);

Route 56 – Stockton (from San Jose Station): San Jose - Stockton (Note: three one-way trips, Monday-Friday via the Altamont Corridor Express train);

Route 99 – San Francisco (from Emeryville Station): Emeryville-San Francisco.

² Route 1 serves the Pacific Surfliner and San Joaquins routes.

³ Route 20 provides connectivity to San Joaquins trains but is managed by CCJPA.

Table 2.7: San Joaquins Thruway Bus Route Ridership

San Joaquins Thruway Bus Route Ridership - FY 2019		
Thruway Bus Route		Ridership
Route 1*	(Fresno - Bakersfield - Van Nuys - Los Angeles - Long Beach - San Diego)	263,051
Route 3	(Stockton - Sacramento - Redding)	129,573
Route 6	(Stockton - San Jose)	39,034
Route 7	(Martinez - Napa - Santa Rosa - Eureka - McKinleyville)	46,607
Route 9	(Bakersfield - Las Vegas)	13,347
Route 10	(Bakersfield - Oxnard - Santa Barbara)	24,749
Route 12	(Bakersfield - Victorville)	11,994
Route 15a/15b	(Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley)	4,976
Route 18a /18b	(Visalia - Hanford - San Luis Obispo - Santa Maria)	23,298
Route 19a/19b	(Bakersfield - Riverside - Hemet / Bakersfield - Riverside - Palm Springs - Indio)	43,461
Route 34	(Stockton - Oakland - San Francisco)**	1,089
Route 56	(San Jose - Stockton)	2,416
Route 99	(Emeryville - San Francisco)	49,072
	Total Ridership	652,667

Source: Amtrak, 2019

Notes: The above figures are total ons/offers (boardings/alightings) for each bus route, and includes ridership for both directions. Additionally, for shared Thruway bus routes, riders transferring to/from the Capitol Corridor and Pacific Surfliner trains are included in the ridership figures.

* Route 1 is made up of three sub-routes (1a, 1b, and 1c) which serve locations within the Los Angeles Basin and the Greater Southern California region.

** Route 34 did not operate from April 2019 to September 2019 of Fiscal Year 2019 due to Morning Express.

3. EXISTING TRAINSETS, NEW EQUIPMENT, AND MAINTENANCE

Due to the COVID-19 pandemic and the associated decrease in ridership the San Joaquins Service currently utilizes seven trainsets for the six daily round-trip service. This is a reduction from the Pre-COVID-19 pandemic of eight consists for seven daily round-trips. The fleet consists of a mix of locomotive types and train cars. The State of California owns or leases all locomotives and train cars utilized by the San Joaquins. With ridership recovery progressing on the San Joaquins, SJJPA anticipates reintroducing the 7th daily round-trip in the fall of 2023 which would require additional equipment to operate. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service.

Existing Equipment

The San Joaquins and Capitol Corridor currently share a combined fleet of 13 F59 PHI Locomotives, 10 Charger Locomotives, and 78 bi-level passenger coaches and cab cars. The San Joaquins also utilizes 14 State-owned Comet Car coaches, as well as, 12 Venture Cars and 4 F40 Cabbage cars (which the State leases from Amtrak). Taken together, this equipment is referred to as the Northern California Fleet.

California Cars

The San Joaquins primarily utilizes bi-level California Cars. The bi-level equipment was purchased by the State in the 1990's for use on the three California Intercity Passenger Rail Corridors. The Northern California Fleet is shared between the San Joaquins and Capitol Corridor services to allow for maximum flexibility in seating capacity. Bi-level equipment assignments for the Northern California Fleet is currently being studied to see if there can be further optimization of equipment based upon peak loads of paired trains.

An essential feature of the bi-level coaches is the ability for doors to be operated remotely on either side of the train from a single point of control. This feature allows the operator to maximize passenger flow in boarding and alighting operations, and thereby minimizing station dwell time.

Comet Cars

The San Joaquins currently have available one trainset that utilizes refurbished Comet Cars consisting of seven cars each. The State has 14 Comet Cars for service on the San Joaquin Corridor and the vehicles have proven to be a valuable resource in providing needed seating capacity while Caltrans Division of Rail and Mass Transportation pursues the procurement of a large order of new rail cars for the Northern California Fleet. While the use of Comet Car trainsets has accomplished the goal of increasing seating capacity, this equipment has presented some challenging operational aspects. High-level boarding (which requires all passengers to climb a steep set of stairs), narrow doors, and use of a manually cranked wheelchair lift at all stations often cause boarding delays, increasing dwell times and reducing on-time performance. Additionally, Comet Car coach doors are all manually operated, requiring additional staff to be onboard while also preventing some doors in the trainset from being used when the trains are at stations. SJJPA is working with the state on planning for the retirement of the Comet Cars from regular service on the San Joaquins once the new Siemens Venture Cars begin revenue service.

Charger Locomotives

Caltrans recently procured 24 new Siemens Tier IV Charger diesel-electric locomotives, 10 of which were delivered for use in the Northern California Fleet. The 8 locomotives are shared between the San Joaquins and Capitol Corridor trains. The Charger Locomotives meet EPA Tier IV emission standards and are capable of operating at 125 mph in revenue service. These locomotives replaced the P42 locomotives which were being leased from Amtrak. The remaining 14 Charger Locomotives are in revenue service on the LOSSAN Corridor in Southern California.

New Equipment

Caltrans, in partnership with the Federal Railroad Administration and States for Passenger Rail Coalition, is working to provide new rail equipment to meet increased demand from growth on existing services and plans for service expansions on the three State-supported services. With the Charger Locomotive order complete, Caltrans is now in the process of accepting delivery of Siemens Single-Level Venture Passenger Rail Cars for the San Joaquin Corridor in the Northern California Fleet. Caltrans was successful in bringing together Federal High-Speed Intercity Passenger Rail (HSIPR) program funding, American Recovery and Reinvestment Act (ARRA) funding, and Prop 1B funds to acquire this additional equipment.

Siemens Single-Level Passenger Rail Cars

Caltrans in agreement with Sumitomo Corporation of Americas (SCOA) will provide 49 single-level rail cars for use on the San Joaquin Corridor in Northern California. Siemens Mobility, Inc. (Siemens) is the car builder of this contract. Delivery of these new cars began in March 2020 with the balance of the cars scheduled to be delivered by the end of 2024. The structure and design of these new rail cars is based on the passenger cars being used on the Brightline Service, which runs between West Palm Beach and Miami in Florida. The first Venture Car train set is anticipated to begin revenue service in Summer 2023, with additional trainsets entering service every six (6) weeks contingent on delivery of the Cab Cars.

The Siemens Venture Cars are single-level, modern passenger rail cars. The Venture Cars are semi-permanently coupled, meaning the cars that make up a trainset are intended to be kept together as a consist due to the significant time it takes to uncouple them. The advantage of semi-permanently coupled cars is a more seamless gangway between cars to allow for easier movement from car-to-car including the ability to move between cars in a wheelchair. The interior of the cars features comfortable seats, workstation tables, automatic passenger announcements, passenger information screens, panoramic windows, overhead storage, luggage racks, bicycle storage racks, and ADA-accessible restrooms.

Accessibility of Equipment

SJJPA supports the State's goal to provide total accessibility to the State-owned equipment including all its features and amenities. No person shall be denied access on the basis of physical ability. Accessibility features for bi-level coaches include onboard wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each passenger coach.

Prior to the Covid-19 Pandemic, the State had deployed Comet Car trainsets on the San Joaquin. Since the Comet Car trainsets have high-floors and do not have onboard wheelchair lifts, hand-cranked mobile wheelchair lifts are currently utilized to provide accessibility at all San Joaquin stations. Each single-level Comet Car coach has one wheelchair-accessible lavatory. SJJPA will continue to closely monitor the performance of the Comet Car trainsets in relation to accessibility. Currently, the Comet Cars are deployed into service on the lowest ridership trains.

As with the Comet cars, the new single-level Siemens passenger rail cars have high-floors. In-terms of accessibility, SJJPA is currently working with the State and its consultants to explore more efficient ways to provide accessibility than the hand-cranked mobile wheelchair lifts. SJJPA and Caltrans are working together to construct temporary mini-high platforms at the existing stations to allow for level boarding on the Venture Cars. Caltrans is working on the design of the portable bridge plate that will be stored on the cars. In addition, Siemens is working on the car-borne bridge plate both solutions will accommodate level-boarding. Further planning will need to be undertaken to ensure that single-level rail cars are integrated effectively into the Northern California Fleet.

Passenger Information Displays and Wi-Fi

Currently, each passenger coach is equipped with electronic passenger information displays that provide the train number and destination, plus other public information. In FY 2017/18, Amtrak informed SJJPA that it had planned changes to its Wi-Fi program, which resulted in the cancellation of Wi-Fi service support and maintenance. In response, SJJPA worked with Caltrans, CCJPA, and LOSSAN JPA to ensure passengers do not experience a disruption in service, with the CCJPA taking the lead and responsibility for future management of Wi-Fi service in coordination with SJJPA and Caltrans. A Wi-Fi system upgrade was completed by CCJPA and its contractors in FY 20/21 to provide improved Wi-Fi service to San Joaquins and Capitol Corridor passengers.

Renewable Diesel Implementation

SJJPA is committed to helping meet California's Greenhouse Gas (GHG) emission reduction goals. SJJPA worked with the Capitol Corridor to test the use of renewable diesel. Testing began for the older F59 Locomotives in November 2017, but unfortunately needed to be redone due to fuel contamination. Testing in Tier IV Charger Locomotives was completed in 2021. Results were documented in a report produced by the CCJPA. Renewable diesel is being used in all the locomotives of the Northern California Fleet as of 2023.

SJJPA is also committed to utilizing renewable diesel in locomotives and bus fleet used to run the extensive Thruway Bus system. Several transit agencies, including the San Francisco Municipal Transportation Agency, are already successfully using renewable diesel in bus and automobile fleets, and the San Joaquin Regional Rail Commission (SJRRRC) began using renewable diesel on all ACE trains starting November 2022. SJJPA is working with Amtrak to require use of renewable diesel in all future contracts with bus operators.

Maintenance and Renovation

Currently, SJJPA and CCJPA are responsible for the administration and maintenance supervision of the State-owned fleet of passenger cars and locomotives assigned to Northern California. CCJPA is the lead agency in the maintenance program of the Northern California Fleet, with SJJPA serving in a monitoring role to ensure the fleet is operated and maintained to the high standards of reliability, cleanliness, and safety. SJJPA will continue to work closely with CCJPA, Caltrans, and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet.

Caltrans, Amtrak, SJJPA, and CCJPA have created a program for identifying overhaul projects to the existing fleet that will result in improved performance and reliability. For example, a midlife overhaul project on the existing State-owned fleet of F59 Locomotives will be advertised in the Summer 2023. All locomotives are now equipped with inward and outward-facing cameras to improve safety and security. In addition, 14 California Cab Cars have been converted to Cab/Baggage/Bike cars similar to the five newer Surfliner Cabs, to provide greater baggage storage and 13 additional bicycle racks.

Caltrans entered into an agreement with SJRRRC for acceptance activities of the Siemens Venture Cars at the SJRRRC Rail Maintenance Facility (Stockton RMF). As the Venture Cars are accepted by Caltrans and move into revenue service, the SJJPA will provide the daily maintenance of the new vehicles in Oakland, Bakersfield, and Sacramento, while all federally required inspections and maintenance will be completed at the SJRRRC Rail Maintenance Facility in Stockton. SJJPA will continue their management and oversight of Amtrak for the Caltrans Venture Cars.

Additionally, Caltrans entered into an agreement with SJJPA on a Truck Overhaul Program for the 88 State owned Bi-level Passenger Rail vehicles with work being done at the Stockton RMF. This program will overhaul the trucks, diaphragms, and coupler systems of the State-Owned vehicles.

Additional projects underway include replacing HVAC units to provide better air quality and climate control using new environmentally-friendly technology and refrigerants; rehabbing the upper level of diner cars to improve seating capacity, food storage, lighting, and counter top space; improving monitoring equipment in cab cars and locomotives; and replacing door mechanics and side paneling on certain passenger cars.

4. OPERATING PLAN AND STRATEGIES

SJJPA is in the process of a significant optimization and expansion effort of the San Joaquins Service. SJJPA is pursuing a significant increase in the frequency of the San Joaquins between Sacramento and the San Joaquin Valley. This aggressive program is needed to serve existing market demand (to capture a larger share of the business and leisure travel market to/from Sacramento) and to enable the San Joaquins to provide better connectivity to the HSR infrastructure under construction in the San Joaquin Valley. The most immediate priority for the expansion of service is the implementation of the 8th and 9th Daily Round-Trips. Details about capital improvements associated with the 8th and 9th Daily Round-Trips can be found in Chapter 5, along with information on the joint SJJPA/San Joaquin Regional Rail Commission (SJRRRC) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application, which was successful in funding this expansion of service.

SJJPA introduced a new schedule in Spring 2019 which returned the San Joaquins to full-corridor service for 7 daily round-trips and initiated a “slotted” schedule and distributed pad-time for improved on-time performance. In terms of optimizing operations, the slotted schedule SJJPA developed for Spring 2019 is based on a bi-hourly pulse system, providing statewide connectivity and consistent service frequency throughout the day. The pulse approach not only allows for improved service but is also more effective operationally and makes better use of infrastructure investments. The schedule results in a fixed interval between trains, and symmetrical northbound and southbound operations that reduce the number of locations needed for passenger-on-passenger train meets. BNSF simulations show high on-time performance with this schedule.

Due to the COVID-19 pandemic, San Joaquins service was reduced from 7 daily round-trips to 4 daily round-trips. As of October 22, 2021, the San Joaquins are operating 6 daily round-trips. The 7th daily round-trip is anticipated to be reintroduced in the fall of 2023. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service. The COVID-19 service changes put SJJPA’s previous plans for increased service speeds and reductions in operating time on hold while the service builds back ridership and revenue. SJJPA plans to continue to advance efforts to reduce trip times and improve on-time performance once the San Joaquins can be restored to the pre-Covid service levels.

To enhance the current service of the San Joaquins, SJJPA is committed to working with CalSTA, Caltrans, CCJPA, LOSSAN, San Joaquin Regional Rail Commission, Amtrak, BNSF, UPRR, and regional and local transit providers to improve connections to local/regional transit service to trains and connecting bus service along the San Joaquins Corridor. To help achieve this, SJJPA will utilize its Member Agencies to assist in coordinating improved communications and connectivity. SJJPA will also work to optimize the San Joaquins Thruway Bus services by implementing the provisions of SB 742 (Allen), adjusting routes to promote higher ridership and be more cost-effective, and pursuing partnerships with public and private bus operators to reduce operating expenses and increase ticket revenue.

The CHSRA’s 2023 Project Update Report (PUR) anticipates HSR operations beginning on the Merced-Bakersfield HSR EOS by 2030 - 2033. SJJPA is working with CHSRA, CalSTA, Caltrans, and SJRRRC to ensure that improvements and service expansions for the San Joaquins and ACE services integrate with interim HSR service in the San Joaquin Valley and with the future expanded Valley-to-Valley HSR service between San Francisco and Bakersfield. SJJPA is also working in partnership with CHSRA and CalSTA towards the goal of SJJPA being the operating agency for the Merced-Bakersfield HSR EOS.

The FY 2023/24 and FY 2024/25 operating plan for San Joaquins includes the return of full-corridor service for seven daily round-trips.

Service Pattern in FY 2023/24 and FY 2024/25

Northbound Trains:

Bakersfield – Sacramento: 2 daily trains

Bakersfield – Oakland: 5 daily trains

Southbound Trains:

Sacramento – Bakersfield: 2 daily trains

Oakland – Bakersfield: 5 daily trains

Operating Plans Beyond FY 2024/2025

Commencement of the 8th and 9th Daily Round-Trips

Beyond FY 2024/25, SJJPA plans to launch the 8th and 9th Daily Round-Trips. This expansion of service will increase the total number of daily round-trip trains serving Sacramento from two to four (while maintaining five daily round-trips to the Bay Area). One of the round-trips serving Sacramento will originate/terminate at the San Joaquin Street Station in Stockton and will serve as a connecting train (with a timed transfer) for passengers traveling on San Joaquin Valley – Bay Area trains.

Between Sacramento and Stockton, two of the four daily round-trips will utilize the UPRR Fresno Subdivision (which the San Joaquins currently use for service to the Sacramento Valley Station), while the other two will utilize the UPRR Sacramento Subdivision, a corridor currently not used by passenger rail services. While the Sacramento Subdivision does not connect to the Sacramento Valley Station, it does allow for the San Joaquins to provide service to six planned new stations, including four in Sacramento (Natomas, Old North Sacramento, Midtown, and City College), as well as in Elk Grove and Lodi. A shuttle serving the Natomas Station will also meet each San Joaquins train to provide a convenient connection to the Sacramento International Airport.

SJJPA long-range operating plans center on seeking capital and operational funding to increase the frequency of San Joaquins trains between Sacramento and Merced to achieve hourly service, while maintaining adequate service levels to locations in the Bay Area. With these frequencies, the San Joaquins will be well-positioned to provide robust feeder service to future high-speed rail service between Sacramento and Merced, while truly transforming travel options between Sacramento and the San Joaquin Valley. SJJPA is also planning for expanding service north of the Sacramento Region.

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA has implemented a number of strategies to improve the San Joaquins. Some of the strategies listed are being pursued with little or no additional resources.

Increasing On Time Performance (OTP)

Staff has worked closely with Amtrak and host railroads to improve OTP, employing collaborative strategies and open channels of communication to resolve issues impacting OTP. This resulted in significant improvement in OTP between FY 2015 (73.6%) and FY 2016 (84%). Unfortunately, due to a significant amount of weather-related delays, OTP declined to 76.5% in FY 2017 (see Table 4.1). In FY 2018, OTP increased slightly to 77.7%. Much of the OTP issues in FY 2018 can be attributed to issues associated with the implementation of Positive Train Control (PTC). In FY 2019, the San Joaquins experienced a considerable drop in on-time performance compared to previous years. This was due to a combination of factors including higher levels of third-party delays such as trespasser events and police activity, as well as, a higher level of maintenance activities that brought an uptick in slow orders (mandated speed restrictions from the host railroads) which all contributed to the OTP of 63.7% in FY 2019. In response to this poor OTP, SJJPA staff in partnership with BNSF, Amtrak, and DB E&C carried out a schedule performance monitoring project that reviewed operational performance data and developed action plans which were targeted to increase OTP for the San Joaquins. With these efforts to increase OTP, FY 2020 saw a significant increase in OTP, which rose to 83% and continue to increase in FY 2021 to nearly 85%. Operational action plans, along with decreased freight demand during the pandemic, and the reduced amount of passenger train frequencies contributed to the rise in OTP. Similar to 2018 and 2019, due to third-party impacts such as trespasser interference and maintenance activities, BNSF managed maintenance efforts OTP decreased in FY 2022 to 76.3%. SJJPA understands how critical OTP is for attracting and growing additional ridership markets, including business travel, and is committed to achieving the highest level possible.

Specific strategies for improving OTP include:

1. Deployed a slotted/pulsed schedule with pad-time distributed throughout the route in coordination with CalSTA, Caltrans, Amtrak, BNSF and UPRR.
2. Worked with Amtrak, BNSF and UPRR to resolve recurring issues related to the operation of PTC which cause unnecessary delays.
3. Coordinating with the host railroads and Amtrak to provide computer displays with real-time viewing of all train movement (freight and passenger) on the San Joaquins Corridor.
4. Conducting conference calls with the host railroads, Amtrak, and Caltrans to discuss the types of delays, reasons for delays, and identifying potential solutions so future delays can be prevented.
5. Coordinating with the host railroads to bring dispatchers out to tour the San Joaquins Corridor and ride the trains to develop an understanding of the territory being dispatched.
6. Working with the host railroads and Amtrak to identify capital and/or system improvements to improve on-time performance.
7. Working with Host Railroads to develop strategies and incentives that will lead to improved OTP, including providing additional incentive-based access payments between SJJPA and the host railroads similar to what has proven to be extremely successful with the Capitol Corridor over many years.

Table 4.1

On-Time Performance of the San Joaquins (Based on Federal Fiscal Year)	
FY 2012	88.1%
FY 2013	77.7%
FY 2014	75.4%
FY 2015	73.6%
FY 2016	84.0%
FY 2017	76.5%
FY 2018	77.7%
FY 2019	63.7%
FY 2020	83.0%
FY 2021	84.8%
FY 2022	76.3%

Source: Amtrak, 2022

Reduce Travel Times between Northern California and Bakersfield

Currently, labor agreements limit the maximum scheduled trip time between two crew change points to six hours. Scheduled trips exceeding six hours from end to end, per current labor agreements, require a planned mid-route crew change. If a train consistently violates the agreement by running longer than six hours without a crew change, then crew penalties are incurred until the train reliably runs under the six-hour threshold.

Today’s San Joaquins service between the Oakland Station in the Bay Area and Bakersfield is scheduled to run just over the six-hour threshold. In order to meet labor requirements, a crew change is currently scheduled at Merced. This is a significant expense for the operating budget. Given the significant cost and schedule implications of continuing to have a crew change in Merced, SJJPA is committed to continuing to study the opportunities to reduce travel times on the San Joaquins.

A few strategies to reduce operating times to under six hours between Northern California and Bakersfield will continue to be investigated during FY 2023/24, including but not limited to the following:

- Implementing measures that would allow for a reduction in schedule recovery time at strategic locations; and
- Exploring the feasibility of increased speeds along portions of the corridor.

Other Rail Service Coordination Strategies

- SJJPA will continue to evaluate existing train and connecting bus schedules and determine if there are potential changes which could improve ridership, revenue, and cost effectiveness. Schedule adjustments have the potential to improve the San Joaquins performance without additional resources.
- Assess operational impacts and potential schedule changes from the implementation of planned and potential new stations along the existing San Joaquins Route, including Oakley, and Madera.
- Explore the feasibility and operational impacts of shifting service from the Stockton “San Joaquin Street” station location to the Cabral (ACE) Station in downtown Stockton or to a location in the vicinity (eastern side) of the Stockton Diamond Grade Separation.

- Represent the San Joaquins at monthly Capital Improvement Team (CIT) meetings with the Union Pacific Railroad (UPRR). Operational issues encountered over the prior month and any upcoming capital and system projects that could affect train performance are discussed at these meetings.
- Participate in quarterly CIT meetings with the BNSF and UPRR to discuss operational issues encountered over prior months and any upcoming capital and system projects that could affect train performance.
- Work with the Capitol Corridor JPA, LOSSAN JPA, and Caltrans to provide improved connections to the Capitol Corridor and Pacific Surfliner.
- In Coordination with SJJPA and CCJPA, Caltrans is leading a study to enable trains to be turned at Martinez that can provide operating flexibility and optimize capacity in the corridor between Martinez and Oakland. In 2023, SJJPA will continue to work with Caltrans and CCJPA to complete a Project Study Report and develop a funding plan and timeline for implementation of the project.
- Participate in the Bi-Monthly Construction meetings with LOSSAN and Caltrans to identify potential maintenance projects and projects required to increase service to 9 daily round-trips, as well as to monitor progress on projects in construction.
- Work with the Federal Railroad Administration on regulatory requirements associated with the San Joaquins, i.e. Positive Train Control.
- Work with Butte CAG to complete the Far North Rail study to explore the potential for future extension of San Joaquins service north of Natomas to Butte County.
- Work with SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority on future use of a shared universal corridor over the Altamont Pass with ACE, San Joaquins, and Valley Link.

Thruway Bus Operating Strategies

Thruway Bus service is a key component of San Joaquins operations, providing important connections to transit systems and tourist destinations, such as Yosemite, San Francisco, and Southern California. Additionally, many routes operate through rural communities, offering corridor-wide connections to San Joaquins trains. However, Thruway Bus service was restricted to ticketed Amtrak train passengers which results in underutilization of bus capacity and high operating costs. Opening key segments of Thruway Bus service to non-rail passengers could reduce operating expenses, increase ticket revenue, increase public and environmental benefits, and complement/augment local and regional bus services.

To accomplish this, SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. SJJPA is working in coordination with private intercity bus providers and public local and regional bus providers to implement the provisions of SB 742. SJJPA is also pursuing partnerships with public and private operators that would allow San Joaquins passengers to utilize intercity bus services of other agencies/companies, while allowing non-Amtrak passengers to utilize the same services. By increasing the load factor on connecting bus services (i.e. the number of seats filled on each bus), SJJPA anticipates a significant reduction in operating expenses and higher ticket revenue. As required by SB 742, SJJPA submitted a "Report to the Legislature" on December 27, 2022, regarding the progress of the implementation of the provisions of this bill and its impacts on private intercity bus carriers which is available on the SJJPA website.

Partnership with the Shasta Regional Transportation Agency on the “North State Intercity Bus System”

Shasta Regional Transportation Agency (SRTA) is planning a new express bus service between Redding and Sacramento as part of the proposed North State Intercity Bus System. To fund the necessary capital investments (including several electric buses), SRTA received a TIRCP award in 2018. SJJPA and SRTA have formed a partnership to that would allow San Joaquins passengers currently traveling on Amtrak Thruway Buses from Sacramento to Red Bluff or Redding to utilize the new SRTA express bus instead. Correspondingly, SJJPA staff is planning to terminate the Thruway Bus Route 3 in Chico (approximately 75 miles south of the current terminus in Redding) to save on operating costs, which would enable SJJPA to financially support the operations of express bus service. A MOU will be negotiated between the two agencies that will outline the parameters of SJJPA’s financial support, while ensuring San Joaquins passengers have seamless access/ticketing on the new SRTA express bus. The service will provide much faster travel times between Sacramento and Redding as the new line would run along I-5 corridor rather than the more circuitous SR 99 corridor. Due to COVID-19, implementation of SRTA’s North State Intercity Bus System has been delayed.

Potential Partnership with Butte County Association of Governments

A similar partnership is being explored with the Butte County Association of Governments (BCAG). BCAG is planning a new commuter bus service between Chico and Sacramento. SJJPA and BCAG are exploring the possibility of BCAG incorporating the remainder of the Thruway Bus Route 3 (from Chico – Stockton) into new bus operations in exchange for operating support. SJJPA would produce the cost savings by eliminating the entire Thruway Bus Route 3. BCAG recently completed a study to analyze a potential regional bus service between Chico and the Sacramento region that could replace SJJPA’s Thruway Bus Route 3 in the future. However, the COVID pandemic has impacted the timing of such a partnership between BCAG and the SJJPA. Currently, BCAG and SJJPA are coordinating on the North Valley Rail Study, but a part of that effort will also be considering the timing and opportunity for future partnerships for bus service as well in the Route 3 corridor.

Potential Partnerships with North Coast Stakeholders to Optimize Thruway Bus and Other Bus Services

Stakeholders in Marin and Sonoma Counties and farther north along the North Coast have expressed a strong interest in optimizing the Thruway Bus service (Route 7) that currently operates between Arcata and Martinez. SJJPA has engaged in initial discussions with representatives in various cities, State Senator McGuire’s office, and officials from Sonoma-Marín Area Rail Transit (SMART) on developing strategies for improving utilization of the existing Thruway Bus service and to provide connecting Thruway Bus service to SMART trains. In 2023, SJJPA, Greyhound, local/regional agencies and other interested stakeholders along the corridor will complete work on a Caltrans led study for service integration and improvement along the North Coast (Route 7 Corridor) to increase the usefulness of intercity bus services and other connecting bus services in the North Coast Corridor. This study is exploring partnerships with SMART to improve connectivity with Route 7.

Implementation of SB 742 Provisions

SB 742 (Allen) was signed by Governor Newsom on October 8, 2019, and its provisions became law on January 1, 2020. The implementation of SB 742 will need to be phased in over time. SJJPA approved bus-only ticketing for Routes 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville) at the January 24, 2020 SJJPA Board Meeting and Route 1c (Bakersfield – West Los Angeles), Route 19 (Bakersfield – Inland Empire) and Route 40 (new route between Merced and San Jose) at the March 27, 2020 SJJPA Board Meeting. As specified in SB 742, before offering bus-only tickets on Thruway bus routes, SJJPA consults with and considers local and regional public transit operators to determine if a local or regional public transit operator can provide the planned service and attempt to avoid conflicts with existing public transit services. SJJPA also makes a good faith effort to coordinate with private motor carrier services to provide timely connections with intercity rail services, including agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing services. The implementation of SB 742 is expected to enhance existing intercity private bus services and to avoid damage to these services if possible. SJJPA’s efforts to implement SB 742 are documented, presented, and available for public comment at applicable SJJPA Board Meetings. Due to the COVID-19 pandemic, implementation of SB 742 was put on hold as to reserve seating capacity for train passengers while overall seating capacity was reduced on both trains and thruway buses at 50% of normal capacity. SJJPA continued with implementation of SB 742 in late 2021, after restrictions on seating capacity had been lifted and ridership was increasing. At the September 24, 2021, SJJPA Board Meeting, SJJPA took action to provide bus-only

ticketing to the new Route 1c terminus stop at Santa Monica, and received a report from staff on the status of SB 742 implementation. Staff reported that bus-only ticketing would be available on most routes by December 2021 (1c, 7, 9, 10, 15, 16, 19, and 40). At the November 19, 2021, SJJPA Board Meeting bus-only ticketing was approved for Route 7 (Martinez – Santa Rosa – Arcata) for bus-pairs not served by Greyhound. Approval for routes 1 and 3 is expected to be sought at future SJJPA Board Meetings, but this may occur after FY 2023/24 (since SJJPA is focusing on the Caltrans North Coast Integrated Study and partnerships with SRTA and Butte CAG for Route 3).

Thruway Bus Changes to Create a More Cost-Effective Network

As highlighted in Chapter 2, based on detailed analysis provided by staff, SJJPA took action to make some significant changes to the San Joaquins Thruway bus network in order to create a much more cost-effective network at the May 29, 2020, Board Meeting during most severe effects of the pandemic. Pre-pandemic data from Amtrak showed that several of the San Joaquins Thruway Bus routes were not meeting the state's standards for cost-effectiveness even prior to the pandemic. On September 24, 2021, SJJPA took additional action to maintain many of these measures for the foreseeable future in order to promote a more viable Thruway Bus Network. These changes save the state millions of dollars annually:

1. Truncating Route 19 at San Bernardino
2. Truncating Route 1c and adding a new terminus stop at Santa Monica
3. Not running Route 1b (between Los Angeles Union Station and San Pedro), Route 12 (between Bakersfield and the Antelope Valley); and Route 34 (between Stockton and San Francisco)
4. Eliminating the McKinleyville and Rio Dell Scotia stops along Route 7 and adding a new terminus stop at Humboldt State University in Arcata
5. Having Routes 10 (Bakersfield to Santa Barbara), Route 9 (Bakersfield – Las Vegas), and Route 18 (Visalia – Hanford – San Luis Obispo – Santa Maria) be provided by private operators with interline agreements with Amtrak. These interline agreements eliminate most of the annual costs to the San Joaquins for these routes since they are based on revenue-sharing to subsidize the service rather than annual fees paid by the state. Operational costs are shifted to the bus vendor in exchange for a portion of the bus revenues generated from these routes

Coordination of Operations with Future High-Speed Rail Service

Recognizing the complimentary nature of the San Joaquins and the future high-speed rail system, a Joint Policy Statement was adopted by CHSRA, SJJPA, and Caltrans in 2013 that ensures cooperation and input of local communities on all decisions related to any changes in the San Joaquins and consistent planning between these agencies. As required by the enabling legislation for SJJPA, this 2023 SJJPA Business Plan Update is consistent with the Draft 2023 California State Rail Plan (DCSRP) and the CHSRA's 2022 Business Plan.

With California's phased approach to implementing the State's high-speed rail (HSR) project, conventional rail services are particularly critical to the success of the interim service of the proposed HSR system. The San Joaquins (including the Thruway Buses), with its desirable rail connectivity to the Bay Area, Sacramento, and the northern San Joaquin Valley, provides strong support for the proposed HSR Interim Service, which would run from Merced to Bakersfield. With billions of dollars being invested in the California HSR project, the improvement and expansion of the San Joaquins as a feeder network should be a very high priority for SJJPA, California High-Speed Rail Authority (CHSRA), the State, the regions, and the FRA, in consultation with the BNSF and UPRR.

SJJPA, along with CalSTA, Caltrans, and the Central Valley Rail Working Group worked cooperatively on the CHSRA's "Merced to Sacramento Connected Corridors North Study." The purpose of this study was to identify elements of an integrated investment program that aligns the goals of rail-planning efforts by SJJPA and the region more closely with the phased implementation of the High-Speed Rail (HSR) program. By collaborating to align regional goals, better passenger rail service can be delivered to the Northern San Joaquin Valley Region, from Merced to Sacramento, than would not be possible with uncoordinated efforts. The Study concluded that an incremental and well-coordinated approach to service expansion and capital investment leading to full HSR deployment will allow the region to achieve better, faster, and more-frequent service, sooner than would occur if each agency pursued their interests independently.

The Connected Corridors North Study and CHSRA's coordination with SJJPA resulted in an approach for phased regional investment which is fully consistent with SJJPA's planning for service improvements. This collaborative effort enabled CHSRA to strongly support the joint SJJPA/SJRRRC 2018 TIRCP application for providing additional passenger service to Sacramento which will serve as a complementary "feeder" service to HSR and is an important first step towards bringing direct HSR service to Sacramento.

SJJPA strongly supports Governor Newsom's and CHSRA's proposed Merced-Bakersfield HSR Early Operating Segment (EOS) with intermediate stops at Fresno, Madera, and Kings/Tulare. SJJPA has been working with SJRRRC, CHSRA, Caltrans, CalSTA, and the CHSRA's Early Train Operator (ETO) on planning for integrating the San Joaquins and ACE services with the Merced-Bakersfield HSR EOS. Both the San Joaquins and ACE rail services would directly connect with HSR services at a multi-modal station in downtown Merced. For the San Joaquins, this will require a new track connection between the BNSF and UPRR mainlines known as the Merced Intermodal Track Connection (MITC) Project (see Figure 4.1). In coordination with CHSRA and the City of Merced, the proposed multi-modal station at Merced would be elevated and have a western boundary at "R" Street. SJJPA is taking the lead in the environmental clearance/detailed design for the MITC Project (CHSRA is environmentally clearing the Merced Multimodal Station). To most efficiently integrate the San Joaquins and the interim HSR services, Merced will become the southern terminus for San Joaquins rail service once operations begin on the HSR infrastructure during the envelope between 2030 - 2033. SJJPA is coordinating with SJRRRC to plan and environmentally clear a layover and maintenance facility for ACE and San Joaquins services in Merced as part of the MITC Project (see Figure 4.1). The environmental review process for MITC formally began on January 5, 2023, with the release of the Notice of Preparation (NOP). The NOP and more information for this important project are available on the SJJPA website.

The San Joaquins and ACE rail services will be key feeder services for the Merced-Bakersfield HSR EOS, providing important connectivity to the Northern San Joaquin Valley, Sacramento and to the Bay Area. In addition, the extensive San Joaquins Thruway Bus Network, will provide equally important connectivity to Southern California and the rest of the state (see figure 4.2). The initiation of the Merced-Bakersfield HSR EOS will lead to substantially improved intercity passenger rail service throughout California, with much higher frequencies of service, shorter travel times, better on-time performance, reduced emissions and GHG, improved safety, higher ridership and reduced state subsidies. SJJPA is committed to continuing to work with CHSRA, Caltrans, CalSTA and SJRRRC to implement a fully integrated statewide intercity service which utilizes the HSR infrastructure between Merced and Bakersfield that will bring great benefits to the state, demonstrates electrified HSR operations, and leads to the expansion of the statewide HSR network. To help move the implementation of HSR in California forward, SJJPA approved an initial MOU with CHSRA and CalSTA at the November 20, 2020 SJJPA Board Meeting in which each agencies committed on working toward the goal of having SJJPA be the operating agency for the Merced-Bakersfield HSR Interim Service.

Key points from the MOU include:

- CHSRA would be responsible for implementing and providing access to, and maintenance for the HSR infrastructure (including track and railway systems, bridges, platforms) and HSR trainsets.
- SJJPA would act as the operator (indirectly, by contract) of the Interim HSR Service. SJJPA will identify and propose a delegate "Operator", to be approved by CHSRA, to operate trainsets and stations.
- SJJPA would pay CHSRA a System Access Fee for usage of CHSRA infrastructure and related assets in an amount sufficient to cover the portion of CHSRA's maintenance and overhead costs that are related to the Interim Service.
- SJJPA would work to have a joint Operator for ACE, San Joaquins and HSR.
- CalSTA will work with SJJPA on the best approach for its business plan under this new model. CalSTA will review and approve SJJPA business plans that include plans and budgets for SJJPA to operate Related Services after ensuring that all legal requirements have been met.

In FY 2023-24, and FY 2024-25, SJJPA will continue to work with CHSRA and CalSTA on more detailed agreements, and planning for network integration, interim HSR stations and connectivity, and service operations for the Merced-Bakersfield HSR EOS. In FY 2022-23, SJJPA received the funding needed to environmentally clear (CEQA & NEPA) the full-build Madera HSR Station and will be the CEQA lead for this effort that will begin in 2023.

Figure 4.1 – Merced Intermodal Track Connection (MITC) Project

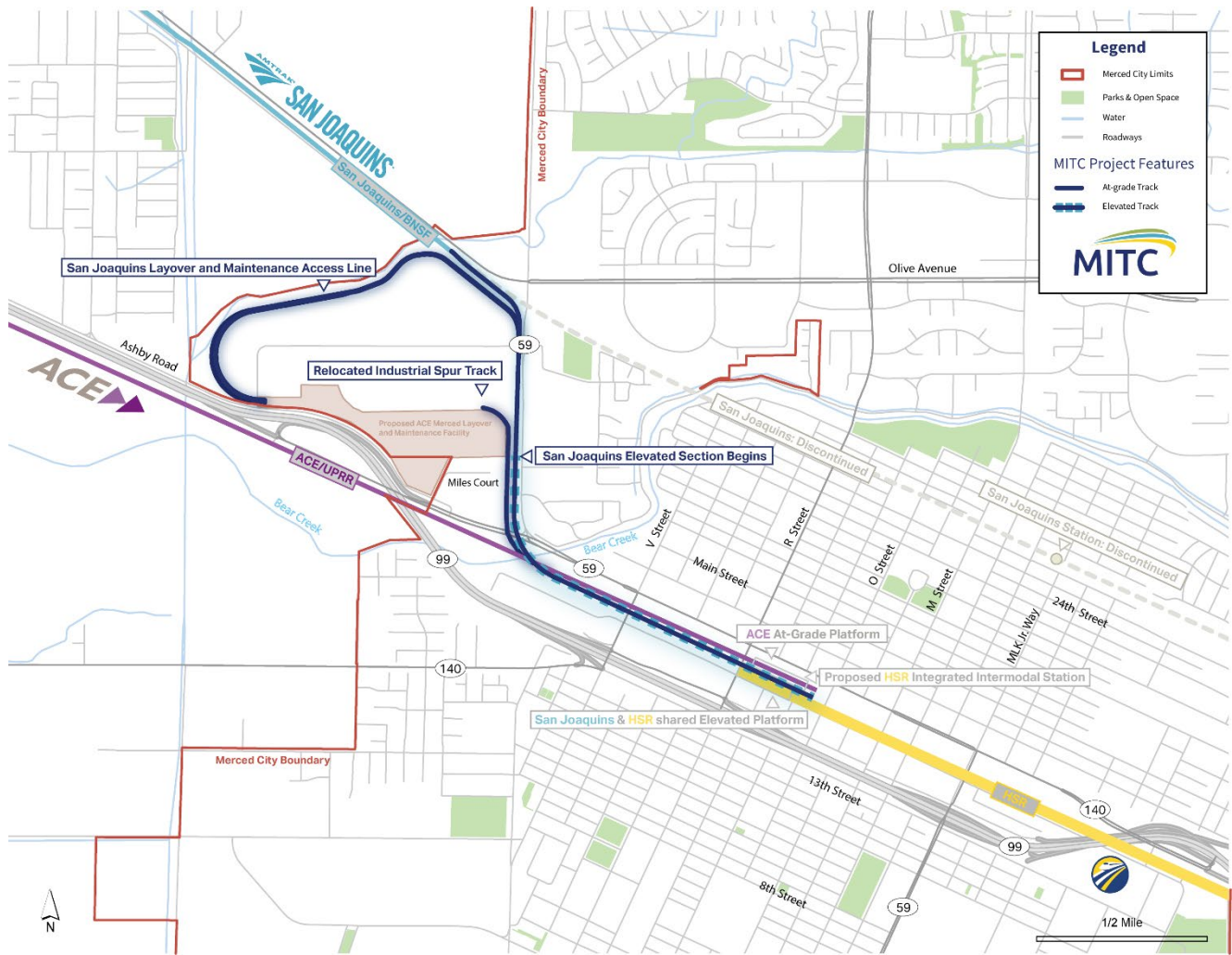


Figure 4.2



5. SHORT-TERM AND LONGER-TERM CAPITAL IMPROVEMENT PROGRAMS

A key goal of SJJPA is to build upon the State's efforts to improve the performance and increase the frequency of the San Joaquins and expand ridership through increased awareness of the service and the development of new ridership markets. SJJPA has developed an aggressive "Estimated 10-Year Capital Improvement Program" to expand the capacity of the San Joaquins Corridor and prepare the San Joaquins to best complement and integrate with future HSR service. This chapter details this program, as well as identifies specific projects in SJJPA's Short-Term and Longer-Term Capital Programs.

Estimated 10-Year Capital Improvement Program

In coordination with the State, BNSF, and UPRR, SJJPA is in the process of implementing its Estimated 10-Year Capital Improvement Program, which will transform the San Joaquins Corridor into one that will not only vastly improve intra-Central Valley and inter-Central Valley-Bay Area travel, but also performs as an efficient feeder service to the State's future high-speed rail (HSR) system. The improvements for this program will benefit multiple agencies and other rail services, and are consistent with the Draft 2023 California State Rail Plan and the 2022 CHSRA Business Plan. A major feature of this program is the creation of a new passenger rail corridor along UPRR's Sacramento Subdivision between Sacramento and Stockton, on which San Joaquins trains are envisioned to share tracks and stations with Altamont Corridor Express (ACE) rail service. Improvements associated with Sacramento Subdivision are consistent with CHSRA's Connected Corridor North Study to bring early implementation of HSR to Sacramento. The Estimated 10-Year Capital Improvement Program also maintains and optimizes service to the Bay Area and improves safety and security along the San Joaquins Corridor. This program of improvements is being designed to allow for eight intercity round-trips from Sacramento to Merced, enable increased intercity service to the Bay Area on the existing San Joaquins route and via the Altamont Corridor, extend some service north of Sacramento to Chico, and provide for direct connectivity with the Merced-Bakersfield HSR Early Operating Segment along the BNSF route through the implementation of the MITC Project.

Elements of the Estimated 10-Year Capital Improvement Program include:

Corridor Capacity Enhancements for Additional Daily Round-Trips: This program includes the improvements needed for the 8th and 9th Daily Round-Trips, which are detailed in the Short-Range Capital Improvement Program. It also includes improvements for additional round-trips to enable eight daily intercity round-trips between Sacramento and Merced and additional intercity trips to the Bay Area, which are discussed in the Longer-Term Capital Improvement Program.

New Maintenance and Layover Facilities: To support the 8th and 9th Daily Round-Trips, two layover facilities will also be needed as part of the Short-Term Capital Improvement Program. To provide additional service between Sacramento and Merced (eventually hourly), a new maintenance facility, and an expanded Stockton Regional Maintenance Facility, will be needed as part of the Longer-Term Capital Improvement Program.

Safety and Improvements: SJJPA is in the process of planning and implementing projects that will improve safety throughout the San Joaquins Corridor, including station lighting upgrades, improved pedestrian crossings at the tracks, new fencing along sections of the corridor with high incident rates, etc. Additionally, SJJPA is working with Amtrak and the host railroads to reduce trespasser and vehicle/crossing incidents along the corridor.

New Stations: As part of the 8th and 9th Daily-Round Trips and establishing service along the Sacramento Subdivision, the SJJPA is currently working to implement up to six new stations north of Stockton, including Lodi, Elk Grove, and four in Sacramento (City College, Midtown, Old North Sacramento, and Natomas). A new station in Oakley is also being implemented, as is a relocated station in Madera. These are contained in the Short-Term Capital Improvement Program. New stations are also being planned for as part of any extension of service north of Sacramento (Plumas Lake, Marysville-Yuba City, Gridley, and Chico). SJJPA is also implementing numerous station enhancement and parking projects to ensure a high-quality passenger experience.

New Equipment: To enable additional round-trips and extensions of service, additional trainsets will be necessary beyond what is currently being procured by the State of California. In the Short-Term Capital Improvement Program,

additional trainsets are included for the 8th and 9th Daily Round-Trips. To reach hourly service between Sacramento and Merced, additional trainsets will be needed (see the Longer-Term Capital Improvement Program).

Service Extensions: In conjunction with the 8th and 9th Daily Round-Trips, SJJPA is working to extend service along the Sacramento Subdivision to new locations in Sacramento. Details are contained in the Short-Term Capital Improvement Program. In the longer-term, extensions north of the Sacramento Region (to serve Yuba, Sutter, and Butte counties) and to provide additional intercity round trips via the Altamont Corridor which would terminate at a new Union City/BART Station are being planned. A future extension of service to the Oakland Coliseum/Airport will also be considered as a longer-term possibility.

During implementation of this ambitious capital improvement program, SJJPA will continue to work with the State to:

- Secure funding for future projects;
- Ensure that projects meet the delivery schedule;
- Minimize the construction impacts of projects;
- Maximize the benefits of projects on overall service performance; and
- Coordinate with CHSRA regarding MITC Project and Merced Intermodal Station, the Madera Relocated Station, and grade separations or improvements being done to the BNSF track as a result of the implementation of the initial construction of the HSR system.

The Estimated 10-Year Capital Improvement Program consists of a Short-Term Capital Improvement Program (0-5 years) and a Longer-Term Capital Improvement Program (5+ years), both of which are detailed below.

Short-Term Capital Improvements

SJJPA is currently focused on implementing a substantial Short-Term Capital Improvement Program over the next five years. The Program contains four areas of improvement: 8th and 9th Daily Round-Trips, Other Station Projects, and Corridor and Other Projects (see Table 5.1).

8th and 9th Daily Round-Trips

The deployment of the 7th Daily Round-Trip between Oakland and Bakersfield on June 20th, 2016 was the first step in increasing San Joaquins service frequency. SJJPA is now focusing on improvements needed to increase the frequency of service to Sacramento, with the next step being the implementation of the 8th and 9th Daily Round-Trips.

Many of the required capacity improvements for the 8th Daily-Round Trip are completed or will be completed shortly between Stockton and Fresno. These improvements consist primarily of double-tracking projects (see Tables 5.2). There are also plans to install second platforms at four stations over the next few years, which will reduce holdouts, thereby increasing capacity.

Determining improvements needed between Sacramento and Stockton for the 8th and 9th Daily Round-Trips has been more complicated. Running additional passenger trains on the UPRR's Fresno Subdivision would be very difficult. Given this situation, SJJPA began exploring the option of utilizing the Sacramento Subdivision, a parallel UPRR-owned rail corridor to the west in coordination with CalSTA, CHSRA, Caltrans, SJRRC, and the Central Valley Rail Working Group. Feasibility studies by SJJPA/SJRRC and CHSRA determined that the Sacramento Subdivision was the most viable alternative for expanded passenger rail service from the San Joaquin Valley to Sacramento, and UPRR indicated there is potential to provide passenger service on this corridor. In 2017, SJJPA's Board adopted the Sacramento Subdivision as the preferred corridor to pursue future service expansion to Sacramento.

SJJPA was engaged in planning and environmental work to determine needed improvements to establish passenger rail service along the Sacramento Subdivision as part of the development of the 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application. SJJPA worked in partnership with San Joaquin Regional Rail Commission (SJRRC) on the TIRCP application, as the SJRRC-managed Altamont Corridor Express (ACE) rail service would share the tracks and stations along the Sacramento Subdivision with San Joaquins trains between Sacramento and Stockton. On January 12,

2018, SJPPA and SJRRC submitted the joint TIRCP to CalSTA. On April 26, 2018, CalSTA announced that the SJJPA/SJRRC “Valley Rail” application was awarded \$500.5 million to expand San Joaquins and ACE services.

The following improvements related to the 8th and 9th Daily Round-Trips (see Table 5.1) were developed and included in the TIRCP application:

- Track Improvements (UPRR Sacramento Subdivision);
- New Stations (six along the Sacramento Subdivision, including Natomas, Old North Sacramento, Midtown, City College, Elk Grove, and Lodi);
- Track Extension (Stockton Cabral Station to the ACE Maintenance Facility);
- Layover Facilities (in Natomas for the Northern Terminus, in Merced, and a temporary facility in Fresno for the Southern Terminus of the expanded service);
- New Rolling Stock for the San Joaquins (two new 6-car trainsets); and
- TIRCP application also included Capital Access Fees.

Since the TIRCP funds were awarded, SJJPA-SJRRC has been moving forward toward constructing improvements and stations for the Stockton-Sacramento segment along the Sacramento Subdivision. These improvements will also lay the groundwork for additional round-trips to Sacramento in the future for the San Joaquins and ACE services.

On January 31, 2023, CalSTA awarded SJJPA and SJRRC an additional \$142 million for the Valley Rail Program. These additional funds will ensure the completion of 3 project areas, encompassing 9 individual components, including: (1) Natomas, Elk Grove, North Lathrop, Manteca, Modesto, Ceres, and Madera Valley Rail stations, (2) the Stockton Diamond Grade Separation, and (3) ACE platform extensions at Lathrop/Manteca, Tracy, Vasco Rd, Livermore, and Pleasanton stations. The projects awarded funding in this sixth TIRCP cycle received grants in previous TIRCP cycles. The additional state resources will help fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging significant federal and local investments.

Other Station Projects

In addition to the station projects associated with the 8th and 9th Daily Round-Trips, SJJPA is currently involved in several other station projects.

Wasco Station: The high-speed rail alignment goes directly through the Wasco Station site, necessitating a re-design and re-construction. SJJPA is working to ensure that high-quality access to the station is preserved by CHSRA during and after its construction is completed.

Relocated Madera Station: SJJPA is working with CHSRA, Madera County, Madera CTC and the City of Madera to relocate the Amtrak station in Madera County. A new station location off Avenue 12 is being implemented to support the potential for greater ridership and transit-oriented development, improve connectivity and accessibility for transit and automobiles. The new station is being designed and environmentally cleared to enable future high-speed rail operations at this location. Funding for the Relocated Madera Station was included in the 2018 TIRCP award. The formal CEQA environmental review process for the relocated station was certified at the January 22, 2021 SJJPA Board Meeting. While the CEQA process included clearance for the improvements needed for HSR Interim Service, CHSRA has requested that SJJPA take the lead in getting environmental clearance for the full-build Madera HSR station which will begin in 2023. CHSRA is expected to be the NEPA lead for this process using its NEPA delegation from the FRA.

New Oakley Station: SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be completing the design phase of the project in 2023. Construction is slated to begin for the Oakley Station Platform Project in 2023.

SJJPA included and was awarded the station platform and trackwork in its portion of the 2018 TIRCP application. The City of Oakley is providing matching funds for parking and other station facilities.

Other Station Projects Include:

- Station Enhancement Projects – lighting, signage, landscaping, repairs, parking, etc.

Corridor and Other Projects

Stockton Wye: This project will provide a connector track between the UPRR Fresno Subdivision and the BNSF Stockton Subdivision, which will result in enhanced capacity of train movement within the busy rail environment of Stockton. This project supports SJJPA goals of increasing capacity in the San Joaquins Corridor and the frequency of San Joaquins trains.

Platform Accessibility for High-Floor Cars: With the historical operations of the single-level Comet Cars and the launch of the Siemens Venture Cars both which have high-floors, SJJPA is working on solutions to improve passengers' experience boarding/deboarding the cars that require passengers to utilize steep stairs. The high-floor cars limit accessibility and slow boarding, increasing the dwell time of trains at stations. To improve accessibility and speed boarding for existing and future high-floor passenger cars, SJJPA is currently working to install modular Mini-High Platforms (small sections of the platform that are raised to the same height as the high-floor rail cars and accessible via a ramp from the lower part of the platform) at all existing and planned San Joaquins stations. The stations on the BNSF corridor will be the first to be installed with the UP stations following behind as SJJPA continues to work through the installation designs with the railroad.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. In partnership with the SJJPA, SJRRC and Caltrans pursued and received \$120 million in state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. The environmental and detailed design are being funded through ITIP funds. The environmental impact report (EIR) was certified by SJRRC on June 4, 2021. The EA for NEPA Clearance was released on July 29, 2022, and was completed in August 2022.

Merced Intermodal Track Connection (MITC) Project and Merced Layover: As described in Chapter 4, the MITC Project includes a new track connection from the BNSF corridor to the proposed integrated HSR station in downtown Merced between R and O Streets. The connection with the HSR EOS at Merced will also require the expansion of the approved ACE Merced Layover and Maintenance Facility to include new and upgraded tracks for San Joaquins trains and joint use of the initial facility for both ACE and San Joaquins trains.

Increasing Operating Speeds: Increasing the operating speed of the San Joaquins in key locations could reduce travel times, and improve reliability (i.e. on-time performance) in the San Joaquins Corridor. It could also help eliminate a costly crew change in Merced due to running times between Bakersfield and the Bay Area being just over six hours. In coordination with BNSF, UPRR, and Caltrans, SJJPA will work to identify locations along the San Joaquins Corridor where key track improvements (such as curve realignments) could increase speeds, potentially to 90 mph in certain locations. Any increase in speeds, especially if as high as 90 mph, should be balanced against the need for increased costs in maintenance of the tracks.

Cal PIDs Replacement/Upgrade: The Passenger Information Display System for California's Intercity Rail Services – or Cal PIDS – is the network of digital information signs present at all station platforms. The current generation of digital signs that make up Cal PIDS have limited capabilities and are reaching the end of their useful lifespan. This project, in partnership with CCJPA, will upgrade the entire Cal PIDS system, including the replacement and upgrade of all platform digital signs and back-office systems that support them.

Safety Improvement Projects (Lighting, Security Cameras, Fencing, At-Grade Crossing Improvements, Grade Separations, Wayside Horns, and Quiet Zones): SJJPA currently is conducting comprehensive station area assessments for safety in coordination with Amtrak and the Host Railroads. Related projects being pursued include improving lighting and security camera infrastructure at both stations and platforms, walkways, parking lots, and other station improvements. Another high priority for SJJPA is to discourage trespassing along the corridor by installing fencing in high-incident areas.

Accidents between intercity passenger rail services and vehicles predominately occur where the railroad track and a road cross at the same level. These are called “at-grade” crossings. There are hundreds of at-grade crossings along the San Joaquins Route. SJJPA will continue to work with BNSF, UPRR, CCJPA (where the route is shared), and Caltrans to develop a plan and prioritization for at-grade crossing improvements. This will include an inventory of all previous at-grade crossing incidents along the route, potential improvements, and the identification of key crossings which should be prioritized for future grade separation. Grade crossing improvements will increase safety and will also improve the performance of the San Joaquins and freight operations.

Two approaches to ensuring at-grade crossing safety while also reducing community impacts are the use of Wayside Horns and the development of Quiet Zones. Wayside Horns are mounted on poles at an at-grade crossing and emit a sound which is directed at approaching motorists, pedestrians, and bicycles on the roadway. Where these are deployed, they eliminate the need for trains to use their horns through at-grade crossings. It is estimated that the area of noise impact is about 10% of the area compared to a train mounted horn. Wayside horns have already been successfully deployed on the San Joaquins alignment in the City of Escalon (at four at-grade crossings). The deployment of Wayside horns at other locations along the San Joaquins Route will be evaluated as a way of reducing community impacts from both the San Joaquins and freight operations.

An alternative to wayside horns are quiet zones, where horns are silenced by establishing a “New Quiet Zone.” To accomplish this, the jurisdiction with authority of the grade crossing initiates a quiet zone establishment process following the procedures listed in 49 CFR Part 222. One method of establishing a Quiet Zone is to install Supplemental Safety Measures (SSMs) which are physical devices that improve crossing safety. Types of physical improvements that may be implemented to establish a quiet zone include signage, raised medians or median channelization, and/or quad gates. SJJPA will work with jurisdictions that are seeking to establish a quiet zone along the San Joaquins Corridor.

Grade separations at busy crossings are also effective in increasing safety. Given the high cost, these projects require a large effort. SJJPA will work with local jurisdictions to determine any locations that are candidates for a grade separations and to look for funding sources.

Tables ES.1/5.1: Summary of State Funding Request for the San Joaquins

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions Construction Year)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Cabral Station Expansion (Additional Parking/Safety and Security Amenities)	\$6.89	\$6.36	CMAQ/SGR/SRA	SJPPA/SJRRRC	Design
Station Enhancements - Security Cameras	\$.8	\$0.8	Cal OES/PTA	SJPPA	Construction
Minor Capital – Station/Service Enhancements	\$5.0	\$5.0	PTA	SJPPA	Construction
8th and 9th Daily Round-Trips					
Track Improvements - BNSF Stock. Sub	\$27.50	\$20.00	TIRCP	SJPPA/BNSF	Design
Valley Rail North (Stations/Track, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas)	\$456.46	\$408.15	TIRCP/ITIP	SJRRRC/SJPPA/UPRR	Design
Track Extension (RMF to Cabral Station)	\$50.00	\$43.37	Prop 1A/CMAQ/FTA 5307/ FTA 5309/ 2016 Earmark/ Measure K	SJRRRC/UPRR	Construction
Modesto and Turlock-Denair Double Platforms	\$112.11	\$53.08	ITIP	Caltrans/BNSF	Design
San Joaquin St. Layover Project	\$7.0	\$7.0	ITIP	SJPPA	Design
Other Station Projects					
Madera Station Relocation/Expansion	\$36.13	\$36.13	TIRCP/SRA	SJPPA	Design
New Oakley Station Platform	\$8.28	\$8.28	TIRCP/SRA	SJPPA	Design/Const.
Corridor and Other Projects					
Stockton Wye	\$19.06	\$19.06	SRA	UPRR	Design
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	STIP	Caltrans/SJPPA	Construction
Cal PIDS Replacement/Upgrade	\$0.7	\$0.7	Cal OES	SJPPA/CCJPA	Design
Stockton Diamond Grade Separation	\$290.55	\$290.55	TCEP/BUILD/ITIP/SB 132/Measure K	SJRRRC/SJPPA/UP/ BNSF	Design
UPRR South Stockton Yard Crossovers	\$10.00	\$2.00	SRA	SJRRRC/SJPPA/UPRR	Design
Stockton Rail Maintenance Facility Expansion	\$30.22	\$30.22	ITIP/SJPPA SRA/ Caltrans SRA/ Prop 16/CalOES	SJRRRC/SJPPA	Construction
Merced Intermodal Track Connector (MITC)	\$320.65	\$4.50	PTA/SRA	SJPPA	Planning
Merced Layover	\$100.49		TBD	SJPPA/SJRRRC	Planning

Source: Caltrans Division of Rail and Mass Transportation and SJPPA, 2023.

Longer-Term Capital Improvements

SJPPA is developing a comprehensive program of improvements to increase the frequency of trains beyond the 8th and 9th Daily Round-Trips, reduce travel time, increase ridership, and improve service reliability of the San Joaquins. Longer-term improvements are identified below. The development of these projects will require further review by SJPPA and is subject to approval from the State, Union Pacific, BNSF, local and regional agencies, and other interested parties. Table 5.2 provides the available estimated costs for longer-term capital costs and Figure 5.1 shows the service goals of the Estimated 10-Year Capital Improvement Program. In partnership with SJRRRC, SJPPA is focused on delivering these improvements and service increases in advance of the initiation of service on the HSR EOS (now expected between 2030-2033).

Expanded Service between Sacramento and Merced

SJPPA aims to continue to increase service between Sacramento and Merced. This purpose of this increase in frequency is twofold: 1) accommodate increasing demand for business travel and leisure day trips; and 2) provide a connection from Sacramento and Northern San Joaquin Valley to the high-speed rail system at the Merced Station. While improvements being planned as part of the 8th and 9th Daily Round-Trips will help prepare the corridor for the future, additional infrastructure projects will be needed to reach eight intercity round-trips, especially between Stockton and Merced.

Elements of achieving eight round-trips will include: increasing the capacity of Robert J. Cabral Station in downtown Stockton, constructing the grade separation of the Stockton Diamond (i.e. the intersection of UPRR Fresno Subdivision and the BNSF Stockton Subdivision), double-tracking projects work as necessary, the MITC Project to enable the multi-modal connection with the Merced-Bakersfield HSR Interim Operating Segment, construction of a new maintenance facility, and the procurement of additional rolling stock. The full extent of improvements required to reach eight daily round-trips are still being determined which will require additional improvements and/or capital access fees along the Sacramento Subdivision. One of the additional intercity round-trips is expected to utilize one of the slots from the ACE extension to Merced along the UPRR between Stockton and Merced. Optimization of both scheduling and equipment has the potential to reduce the need for physical infrastructure. In addition to optimization, capital access fees are being considered as another approach to constructing infrastructure directly.

Corridor Capacity Enhancements between Stockton and Oakland

Additional track improvements between Stockton and Oakland would improve the reliability of existing service as well as possibly allow for an increase in the number of daily round-trips from the five that operate today. Caltrans has previously identified a variety of improvements between Oakley and Port Chicago that SJJPA is considering. Additionally, significant investment would be required between Port Chicago and Oakland for improvements to allow additional trains to reach all the way to Oakland (from Martinez) for either the San Joaquins or Capitol Corridor. Additional specific projects still need to be identified to understand the full extent of the improvements needed. SJJPA will work with Caltrans, CCJPA, BNSF, and UPRR to determine the needs that remain beyond the current projects identified and will be continuing to work with CCJPA and UPRR on the Caltrans led study for determining what improvements would be needed in order to be able to make Martinez a future transfer station (so some additional round-trips might terminate at Martinez in the future)

Extension to Butte County (Natomas – Plumas Lake-Marysville/Yuba City-Gridley-Chico)

In addition to extension of service along the Sacramento Subdivision, SJJPA is investigating additional extensions. SJJPA is currently partnering with Butte CAG, Caltrans, and SACOG on planning work that could lead to service north of Sacramento. The 2013 State Rail Plan identified a “San Joaquin Extension to Redding” as a potential expansion of the San Joaquins, and SJJPA is examining this possibility. As first steps, the extensions to Yuba City/Marysville and Chico is now under study, led by Butte CAG (which is anticipated to be implemented as a “mid-term” project). SJJPA worked with Butte CAG to encourage Caltrans to include the extension of passenger rail service from Natomas to Chico as a mid-term project in the 2023 State Rail Plan.

Intercity Service Expansion to Bay Area via Altamont Corridor

In coordination with SJRRC, and as an expansion of the Valley Rail Program, SJJPA is planning for having some intercity service utilize the Altamont Corridor (see Figure 5.1) to bring additional connectivity for the HSR EOS to Northern San Joaquin Valley and Bay Area markets (Southern Alameda County the Silicon Valley). Two intercity round-trips are being planned between Merced and a new Tri-City Hub Station at Union City/BART that would utilize the Altamont Corridor between the Northern San Joaquin Valley and the Bay Area. Having intercity service along the Altamont Corridor has been a long-time service expansion goal of the SJJPA. SJRRC has been partnering with MTC and Caltrans on planning for the connection to Union City/BART, which is included in the Draft 2023 State Rail Plan as a mid-term project. In addition, SJJPA is coordinating with SJRRC, Caltrans District 10, San Joaquin COG, and the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link) on the potential for a new shared-use passenger infrastructure in the Altamont Corridor. SJJPA and SJRRC will also seek opportunities for private sector funding in the development of a substantially improved Altamont Corridor alignment.

Longer-Term Projects Beyond 10-Year Program (Under Development)

Beyond the ten-year planning horizon, SJJPA will considering an extension from the current terminus at Oakland Station to the Oakland Coliseum/BART Station (currently served by Capitol Corridor trains). Extending the service just five additional miles to this station would provide another direct link between the San Joaquins and BART, as well as new connections to the Coliseum complex and the Oakland Airport via the BART to OAK Automated Guideway Transit service (formerly called the Oakland Airport Connector). SJJPA will also work with Caltrans, CCJPA, the City of Sacramento,

SACOG, and Butte CAG on planning for the infrastructure needed to allow for future service to directly link between Valley Rail service along the Sacramento Subdivision with Sacramento Valley Station (SVS).

Another project under consideration beyond the ten-year planning horizon is to consolidate Stockton’s two rail stations at Cabral Station, which would enable Stockton to be served by a single station, providing a safer environment for passengers, more secure parking, a direct connection to Sacramento –San Joaquin Valley trains, ACE commuter trains, and promote transit-oriented development. An alternative being investigated for Stockton is relocating the “San Joaquins Street” station to a location in the vicinity/east of the Stockton Diamond Grade Separation Project. This alternative would enable this relocated station to provide direct service to both the Bay Area and to Sacramento.

Table 5.2

Longer-Term (5-10-Year) Capital Improvements (\$ Millions)	
Project	Cost
Corridor Capacity Enhancements - Double Track Projects to Reach 12 Round-Trips on BNSF between Merced and Stockton	\$546.4
Corridor Capacity Enhancements (Stockton-Bay Area)*	TBD
Corridor Capacity Enhancements (Stockton-Natomas)	TBD
ACE Expansion Ceres to Merced**	\$554
Natomas to Chico Service Extension***	\$500
ACE extension to Union City/BART	\$200

TOTAL: Over \$1.8 Billion

Notes:

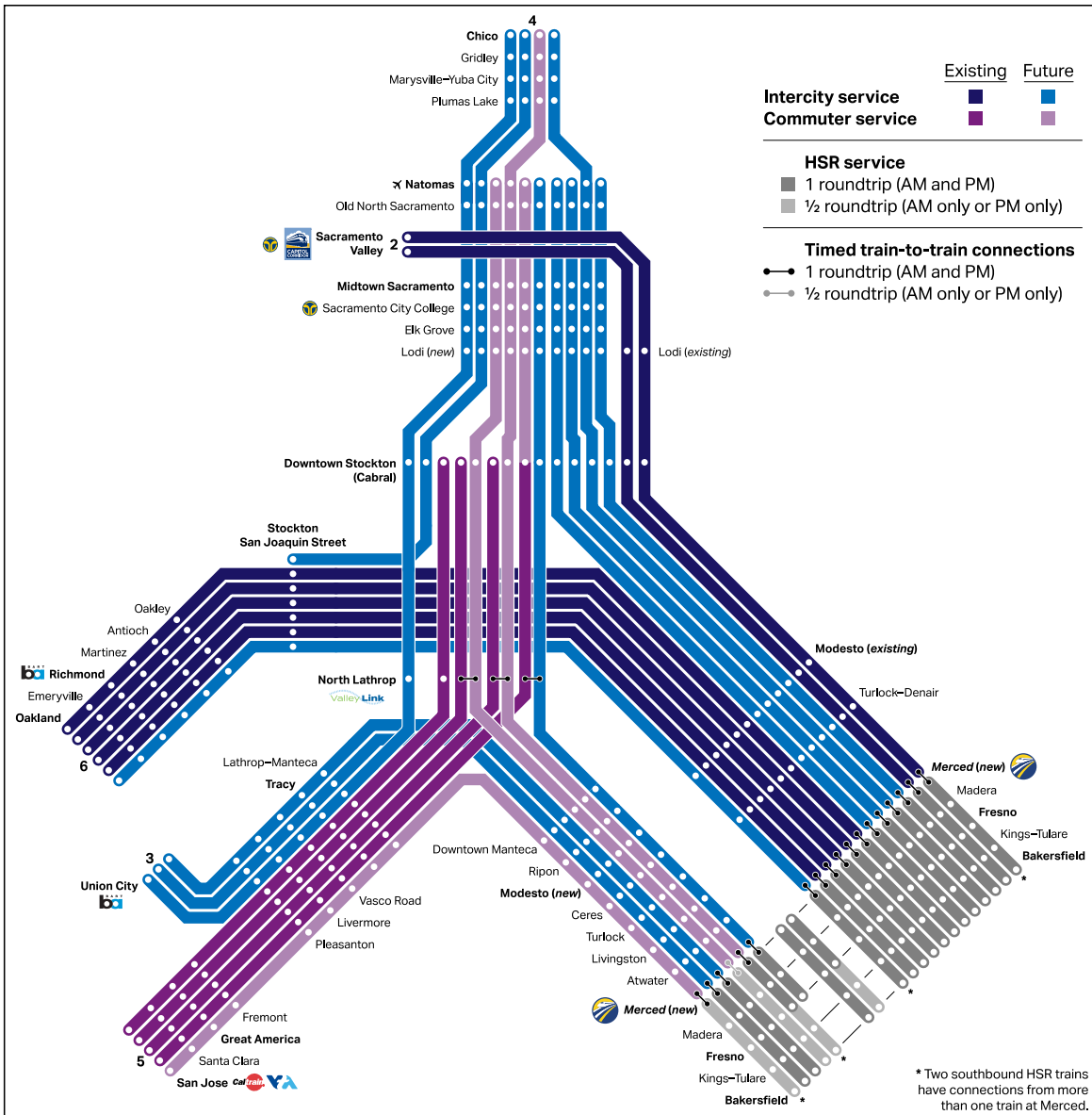
*Improvements to allow additional train slots from Stockton to Oakland/Martinez as necessary to ensure enough capacity exists for both San Joaquins and Capitol Corridor Services.

**Improvements needed to provide both intercity and commuter service round-trips. SJRRC has secured \$57 million for Ceres-Turlock extension, and has applied for a \$40 million TCEP and at \$102 million TIRCP applications for the Cere-Turlock extension.

***Capital costs may be reduced for phased service implementation or if capital access fees can be used.

Note: Does not include cost for Madera HSR Station

Figure 5.1: Estimated 10-Year Capital Improvement Program Service Goals



6. PERFORMANCE STANDARDS AND ACTION PLAN

Pursuant to AB 1779, the Secretary of CalSTA submitted a set of uniform performance standards on June 30, 2014, for all state-supported intercity passenger rail corridors. These standards require the administrators and operators of these intercity services to control cost and improve efficiency. SJJPA adopted the CalSTA performance standards on September 27, 2014.

CalSTA identified three uniform performance standards measures to be used for the State supported intercity passenger rail services: usage, cost efficiency, and service quality.

Usage – measured by passenger miles and ridership.

Cost Efficiency – measured by farebox recovery and total operating cost per passenger mile.

Service Quality – measured by endpoint on-time performance, all-station on-time performance, and operator responsible delays per 10,000 train miles.

In support of the State’s performance standards, SJJPA has developed measures to continuously monitor the financial, operational, and ridership performance, as well as outreach effectiveness of the San Joaquins. Additionally, SJJPA already has and will continue to develop strategies to maintain successful performance of the San Joaquins. Due to the COVID-19 pandemic, public transit across the United States has experienced a precipitous decline in ridership and revenue. In response to the COVID-19 ridership and revenue environment, SJJPA, along with CalSTA, Caltrans, CCJPA and LOSSAN JPA, to monitor performance of the intercity passenger rail system, develop strategies for cost control including service ramp-up from suspensions, and move the system toward ridership and revenue recovery.

In addition to the CalSTA performance standards, SJJPA has focused on the environmental impact of the San Joaquins and its role in helping to create a more sustainable California. Increases in San Joaquins ridership benefit the environment by reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development. It is estimated that in FY 2019, San Joaquins passengers (including those on Thruway Buses) traveled over 240 million passenger miles, resulting in a significant net reduction in CO2 emissions. Additionally, SJJPA is transitioning to renewable diesel fuel in all locomotives and buses, which will further reduce emissions, along with the planned 8th and 9th Daily Round-Trips and other proposed service increases.

FY 2023/24 and 2024/25 Action Plan

For FY 2023/24 and FY 2024/25, SJJPA will continuously develop action plans with service criteria and objectives to increase ridership, control costs, improve quality, increase the benefits of the San Joaquins Corridor, and better integrate all corridor public transit systems with the San Joaquins (including dedicated Thruway Bus services). Each action will be part of SJJPA’s overall management of the San Joaquins as a transportation product in a highly competitive travel market. The following is a list of areas to be covered:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Plan to reinvest these savings to improve service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, EOS operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR EOS.
- Lead the environmental and detailed design work for the MITC Project.
- Implement the transition to renewable diesel in all San Joaquins trains and Thruway Bus services.

- In coordination with Caltrans an application was submitted to the Federal Railroad Administration (FRA) for the Corridor ID Program for the intercity service envisioned in the SJJPA's 10-year capital improvement program.
- Support the California Integrated Travel Program (CalITP) efforts and the early deployment of a pilot program that would include California's intercity and commuter rail services.
- Implement Valley Rail improvements needed for the planned 8th and 9th Daily Round-Trips in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR EOS.
- Contribute to the ongoing fleet analysis being conducted by Caltrans, which is examining ways to maximize deployment and scheduling efficiencies along the San Joaquins and Capitol Corridors, allowing for increased capacity for rail service and more efficient utilization of equipment.
- Support state efforts to transition to a zero-emission fleet for rail services.
- Participate in the Statewide Working Group Fleet Management focus group that will address issues such as the retirement of the Comet Cars from regular service and the deployment of the new Siemens rolling stock (including any additional infrastructure associated with the new equipment).
- Continue the development of SJJPA policy for service standards for extensions, new station stops, train running times, station design criteria, etc.
- Continue SJJPA's Marketing and Outreach efforts.
- Develop the FY 2024 SJJPA Business Plan Update for FY 2024/25 and FY 2025/26.
- Work with Caltrans and CCJPA to complete a Project Study Report and develop a funding plan and timeline for implementation for enabling trains to be turned at Martinez. Continue to coordinate with UPRR, BNSF, and Amtrak on schedule and train performance.
- Conduct market research to solicit feedback from passengers and potential riders to understand existing ridership markets and to identify emerging markets.
- Monitor and report on the status of Business Plan commitments.
- Continue to refine SJJPA's Capital Improvement Program.
- Work to improve coordination of fares and service schedules with connecting transit systems.
- Continue to evaluate measures to improve train and Thruway Bus performance, including modifications to existing service routes and taking on the procurement and management of Thruway Bus contracts.
- Continue to work to improve areas surrounding Thruway Bus stops.
- Implement a pilot program for an additional Thruway Bus route to serve the travel market between the Southern San Joaquin Valley (Merced) and Silicon Valley (San Jose) with stops at Los Banos and Gilroy.
- Continue to explore new partnerships with public or private bus operators and implement the provisions of SB 742 with the goal of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and pursue additional Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.
- Implement a transit transfer program for San Joaquins passengers if funding permits.

- Pursue improved connectivity through partnerships with bike sharing, carsharing, ridesharing, ferry, and transportation network services, as well as increasing availability of car rental services where appropriate.
- Identify locations and funding for electric car charging stations at San Joaquins stations.
- Increase bike parking and storage (i.e. lockers) capacity at stations, as well as ensuring enough bicycle racks are available onboard trains to meet demand.
- Explore implementing a business class section and/or “Quiet Car” on trains.
- Work with Amtrak to increase performance tracking through detailed monthly reports on ticketing (including e-Ticketing), delays, and food service.
- Work with UPRR, BNSF, Amtrak, and State to grow ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements.
- Continue planning and environmental work related to additional service to Sacramento in coordination with BNSF, UPRR, CHSRA, CalSTA, and the Central Valley Rail Working Group.
- Continue working with Amtrak, CCJPA, LOSSAN, and Caltrans on identifying additional standards for equipment reliability and availability, maintenance of minimum trainset capacity, service performance, and crew size.
- Deploy and market new Venture Car trainsets.
- Coordinate with Caltrans and Amtrak to identify and implement equipment modifications to increase reliability, improve passenger amenities, and improve service.
- Coordinate with Caltrans and the Statewide Intercity Passenger Rail Working Group to identify rolling stock needed for increased service levels.
- Coordinate with the California Freight Advisory Committee and provide input on the implementation of the California Freight Mobility Plan and the California Sustainable Freight Action Plan.
- Develop and work to establish a program to provide subsidies for residents of disadvantaged communities within the San Joaquins Corridor who cannot afford the regular fares.
- Continue to work with CHSRA, Amtrak, the City and County of Madera, and CalSTA to relocate the Amtrak Madera station at Avenue 12 that would provide a seamless connection between the San Joaquins and future high-speed rail service, as well as improved access over the existing Madera Amtrak Station.
- Get CEQA/NEPA clearance for the full-build Madera HSR Station and continue to seek state and federal funds to implement the full build station. Continue to support Madera County and City of Madera efforts to carry out their successful Caltrans Sustainable Transportation grant award to develop a specific plan for the station area and much of southern Madera County.
- Continue to actively partner with Butte CAG on their Caltrans funded “North Valley Rail” study of the extension of Valley Rail (San Joaquins/ACE) services north to Butte County.
- Explore applying for and utilizing Strategic Growth Council (SGC) grants to improve San Joaquins stations located in disadvantaged communities and continue to partner with developers on SGC Affordable Housing and Sustainable Communities (ASHC) grant opportunities for affordable housing projects in the vicinity of San Joaquins stations.

7. ESTABLISHMENT OF FARES

SJJPA will work with Caltrans and Amtrak to develop fares ensuring the service is attractive and competitive with other modes of transportation along the corridor. Available ticket types on the San Joaquins are: one-way, round-trip, 10-ride tickets, and monthly passes. The multi-ride tickets, and tickets purchased by seniors, students, veterans, military personnel, the disabled, and children under the age of 15 are sold at a discounted rate. In February 2023, Amtrak removed the restriction of one discounted child per fare-paying adult. Now, children 15 and under are 50% off up-to-7 children for a fare-paying adult. Additionally, Amtrak provides reduced fares for groups of more than 15 people. A "Friends and Family" discount program has been established for the San Joaquins, enabling small groups of 2 to 6 passengers to travel for less every day of the week with the exception of a few black-out dates during peak travel periods. Passengers that buy one full-fare ticket save 50% on up to five companion fares with the Friends and Family discount. As of May 1, 2017, 10-ride tickets are valid for 60 days from the first use.

In 2018, with an initiative aimed at upholding long-established discounts for riders, the three California JPAs (CCJPA, LOSSAN, and SJJPA) collaborated to create California Everyday Discounts. Seniors, students, military (veterans and active duty), and passengers with disability are able to receive a 15% discount for any trip across the three services. This came after a decision from Amtrak to reduce the discount under their national tariff fares for these passenger types to 10%, which all three JPA's were against. Since that time, the California Everyday Discount program remains well-supported by each agency and sees regular usage from passengers, despite the fact that they required to use a discount code.

The current fare policy for the San Joaquins is reserved ticketing with no revenue management. The reserved ticketing policy requires a passenger(s) to purchase a ticket(s) for a specific train/thruway bus for a specific date of travel. Reserved ticketing helps operations better control the inventory of available seats to prevent standing conditions, especially during high traffic periods. The San Joaquins have a single, "one-bucket" fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance-based methodology with a descending per mile rate as the length of the trip increases. A 5% overbooking policy is in place to ensure no undue sold-out situations occur on short segments of the corridor. Reserved ticketing alerts ticket purchasers of "at-capacity" trains to help encourage them to purchase tickets for a less impacted train or another date.

SJJPA will look into other opportunities to increase fare revenue, including but not limited to:

- Promote and educate the community on use of bus-only trips in the corridors unlocked due to SB 742;
- Explore State or JPA controlled ticketing technology provided it can be incorporated into the Amtrak reservation and capacity technology;
- Continue and expand the transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services;
- Increase public awareness of the Service to increase ridership and revenue;
- Encourage new riders by promoting discounts for group travel and families; and
- Partner with established events to promote untapped ridership (i.e. Battle of the Bay, Allensworth State Historic Park, Hanford Winter Wonderland, Farm to Fork, etc.)
- Explore establishing a program to subsidize tickets for residents within disadvantaged communities along the San Joaquins Corridor who cannot afford to pay regular San Joaquins fares.

8. SERVICE AMENITIES AND FOOD SERVICE

The San Joaquins boasts many great amenities that are integral to the attraction of riders and are key marketable features of the service. These features add value to the customer experience. SJJPA is working with Caltrans, Amtrak, and the other JPAs to improve amenities and add additional services. The San Joaquins also provides a food and beverage service for passengers.

Service Amenities

All coaches in the Northern California Fleet have Wi-Fi service. This service is free to the customer and permits e-mail and webpage viewing. CCJPA and its contractors have taken responsibility for management of the Wi-Fi service in coordination with SJJPA and Caltrans. A Wi-Fi system upgrade was performed in FY 20/21 providing improved Wi-Fi service to San Joaquins passengers. The upgrade includes an online portal which features entertainment options like e-books and opportunities for SJJPA partners to promote their destinations and businesses.

Bi-level coaches have bicycle storage units that hold three bicycles on the lower level of the car. In addition, 14 first generation California Cab Cars (8300-series) have undergone a retrofit to hold 13 bicycles as opposed to 7 bicycles. The five Surfliner Cab Cars (6000-series) have storage space for up to 13 bicycles in the lower baggage area. Comet Car coaches have no bicycle storage. For the Comet Car trainsets, there are 4 bicycle storage units in the “Cabbage” car which also is used for baggage. It is important to note that on the Comet Car trainsets, bicycles are only accommodated at staffed stations. The Siemens Venture cars hold 3 bicycles per train car in a convertible luggage storage rack.

The bi-level, Comet, and Venture coaches feature comfortable seating. Seating arrangements offer passengers a traveling experience without a middle seat with ample leg room. Power plug access is available at each seat and can power and charge passengers’ various electronic devices. Drop-down trays for holding food, laptops, or other items are also provided. Each coach car features areas where four seats are arranged with a work table. The overall seating arrangements offers a relaxed customer experience. Additionally, the San Joaquins feature overhead luggage racks and a no baggage fee policy for two checked bags and two carry-on bags within specified dimension and weight requirements.

Food and Beverage Services

Each San Joaquins train has a café car which offers food and beverage service throughout most of the end-to-end trip. SJJPA and CCJPA share the Oakland Amtrak Commissary where product is warehoused and ordered to be loaded onto the trainsets. Due to the co-location of the commissary, SJJPA and CJJPA share in the responsibility of providing oversight and direction for the café car program which is generally consistent across trainsets for both corridors.

Onboard food service is available on all bi-level trains providing a limited menu of snacks, drinks, and small meals. Due to the removal of Horizon Diners which served the Comet Cars from the equipment pool and lack of food service cars for the initial operations of the Siemens Venture Cars, SJJPA launched a new more substantial, locally sourced Snack Box. The New Snack Box will provide a more robust snack for passengers and provide an opportunity to promote California products. The new snack box will continue to be provided free of charge. SJJPA is also considering giving away the snack boxes on the longer distance Thruway Bus routes.

As a part of the Siemens Venture Car project, SJJPA is reevaluating food service delivery and procuring a vending solution to be installed in 14 cars. To maintain customer satisfaction by providing a similar product mix to the concurrent attended service (which will continue to operate on the current fleet), SJJPA envisions the vending solution to provide the following product mix: coffee, water, soda, snacks, fresh sandwiches, and salads. The intention is for the vending solution to provide a seamless customer experience in relation to the modern aesthetic and environment of the new Siemens cars. The vending solution should feel like a natural extension of the overall travel experience onboard the train.

SJJPA will continue to evaluate the food and beverage service to provide high quality options in the most efficient and cost-effective manner. Topics being evaluated include: menu; inventory and storage; increasing the capacity and usefulness of the space in the cars; patron flow; signage and information; securing and accounting for stock and materials; restocking logistics; and hours of operation. SJJPA has reduced the number of items on the menu to ease loading, reduce cost, provide a simpler customer experience, open storage space for limited-time specialty items, and make it easier to promote items on the menu. In addition to these efforts, SJJPA is considering café car changes to underperforming trainsets including the removal of the café car. While evaluating changes to the current partnership with Amtrak to increase the cost recovery of the café, SJJPA is evaluating the use of a third-party vendor to provide this service. Third-party vendors are utilized on other Amtrak operated corridors with significant success in cost recovery efforts with the added benefits of simplified operations and reporting of performance.

SJJPA is actively increasing the sale of and promotional opportunities for products grown or produced in the San Joaquins Corridor. The San Joaquins offers a very unique opportunity to highlight and promote food and beverage products from the San Joaquins Corridor and can help market the service and the corridor. SJJPA is continuing to work with Amtrak and CCJPA to explore providing more locally-sourced food and beverage products in the most cost-effective way on an ongoing basis. Current local offerings include: craft beer, coffee, hot dogs, and San Joaquin Valley nuts.

9. MARKETING AND OUTREACH

The San Joaquins trains provide service in throughout the Central Valley, initiating from Bakersfield to Sacramento via the San Joaquin Valley and provide service into the Bay Area between Oakland and Stockton. What distinguishes the San Joaquins among its peers in the State and Nation, is a vast network of Thruway Bus services that provide convenient connections between northern and southern California. Between the trains and connecting buses, the San Joaquins provide easy access to many of California's popular destinations, including: cultural attractions; museums; universities; amusement parks; entertainment and music venues; national, state, regional, and local parks; state and county fairs and festivals; seasonal cuisine and artisan foods; the State Capitol; and major population centers.

SJJPA staff has developed and continues to implement the SJJPA Marketing and Outreach Plan, which focuses on a combination of advertising, social media, strategic partnerships, and grassroots strategies. It is the combination of strategies and channels that provide greater coverage and focus to the Marketing and Outreach Plan, providing SJJPA the best opportunity to reach community stakeholders and passengers.

The marketing and outreach efforts have resulted in corridor-wide support from stakeholders for Intercity Passenger Rail. Many corridor stakeholders and stakeholder groups have submitted grant application support letters and have attended SJJPA Board of Directors meetings to support the current service and future service expansion. In addition, many stakeholder groups have taken group trips on the San Joaquins to experience the service and promote its use on social media. Stakeholder individuals that utilize the service are continuing to participate in SJJPA's 'Look Who's Riding' social media campaign, which shares photos and testimonials from corridor stakeholders.

COVID-19 Communications

SJJPA staff coordinated with Caltrans, CalSTA, Amtrak, and the other JPAs to respond to the drastic effects of the pandemic by reducing service, implementing safety protocols, and monitoring the situation for further adjustments. During the COVID-19 pandemic, it is an essential function of SJJPA to strategize, create, and implement several different marketing and communication plans to properly educate stakeholders and passengers on the operations of the San Joaquins and the health and safety response. The marketing and communications plans help to inform stakeholders of the steps taken within the corridor to ensure compliance with health orders, inform essential travelers of the health and safety policies and grows trust in the market for future travelers of the service.

SJJPA's marketing and communication strategy includes, but is not limited to the following tactics: email communication, social media, advertising, station signage, and targeted stakeholder communication documents. All of these strategies work together to effectively disseminate essential response messaging. The precise strategies and examples of creative are included in the proceeding chapters of this report. As the COVID-19 pandemic has continued, SJJPA has begun to employ attractional ridership messages in its communication plans, while still maintaining an appropriate level of health and safety messaging to build confidence in the market.

Marketing Funds

SJJPA is requesting a yearly allocation of \$1,500,000 to facilitate marketing and advertising to the entirety of the San Joaquins Corridor. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers live in the Bay Area and 9.4% of live in the Los Angeles Region. This amounts to over 20% of San Joaquins passengers living in high-cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three California Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as Arcata and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The \$1,500,000 budget allows SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors.

SJJPA contracts with qualified Outreach Teams to engage in several activities to reach corridor communities and stakeholders including: engaging stakeholders, working with the media, facilitating group trips, tabling at large local events, and presenting to community groups. Previous efforts in this area have resulted in pathways for communicating COVID-19 service changes and safety practices. SJJPA has adjusted its approach to grassroots to reflect the COVID-19 environment with virtual meeting engagements and plan to return to the strategies below when it is safe to do so.

Engaging Stakeholders

Local, committed stakeholders are vital to promote the service, improve local presence, and activate communities to ride the train. Stakeholder education meetings and presentations are key components to the grassroots marketing efforts.

Stakeholder group outreach is a key component of both the Outreach Team contracts as well as a staff priority. There are several key groups, chambers, partnerships, agencies, universities, and organizations within the corridor that are an essential component of awareness and messaging multiplication. SJJPA is also expanding outreach to include other stakeholder groups throughout corridor, including bicycle coalitions, university Alumni Associations, League of California Cities, and California State Association of Counties.

Each Outreach Team is leveraging its contacts and SJJPA contacts, while also placing an emphasis on new stakeholder acquisition, to schedule formal meetings that serve to educate stakeholders about the San Joaquins Service. A key component to Stakeholder Development is to create a reliable database of contacts to inform about service updates, call upon for help, and utilize to increase the SJJPA message throughout the corridor.

SJJPA staff also coordinates and hosts regular meetings of the San Joaquin Valley Rail Committee (SVRC). The SVRC is a technical advisory committee composed of a diverse group of rail advocates from various backgrounds and affiliations. Committee members represent all the counties through which the San Joaquins operate, as well as Thruway Bus regions including Los Angeles, San Francisco, and Northern California. SVRC members provide critical feedback to SJJPA staff on how to improve the San Joaquins from the perspective of ordinary citizens.

Working with the Media

The media is an important aspect of any marketing plan. The localized Outreach Teams assist with media relations, utilizing their established relationships with local and regional media. The Outreach Teams help to schedule interviews, facilitate press conferences, and ensure that SJJPA press releases and media advisories are successfully delivered.

Facilitating Group Trips

In partnership with the community groups, agencies, organizations, school groups, businesses, and other stakeholders, Outreach Teams are facilitating group trips on the San Joaquins. They assist with building itineraries, navigating ticket purchases, offering safety information, and other supporting activity necessary to accomplish the group trip.

Getting groups on the train helps cultivate community ambassadors by offering firsthand experience of the service. Outreach Teams' efforts in this area ensure that engaged parties do not just hear a presentation but ride the service, helping them get over the hurdle of the 'first ride' and using this as an opportunity to engage their constituents through testimonials via social media and other means.

Tabling at Local Events

A key grassroots initiative for SJJPA is to meet current and potential riders in their communities. To this end, SJJPA Outreach Teams are tabling at local community events in the corridor to hand out service information, educate potential riders on the service, promote discounts, provide train safety information, and listen to the community's feedback on the

service. Event tabling is an important strategy for reaching Hispanic and disadvantaged communities, allowing Outreach Teams to meet these communities in their contexts with materials adapted to their language. Additionally, Outreach Teams employ or contract bi-lingual service ambassadors for SJJPA.

Hispanic Community Outreach

With Hispanics comprising 37% of California's population, recent data supports that 40% of San Joaquin riders are Hispanic. SJJPA staff and marketing teams will continue tailoring outreach strategies, providing promotional materials in Spanish, and utilizing new informational outlets that reach the high-density Hispanic Community locations throughout the San Joaquins corridor.

Presenting to Community Groups

Service education and awareness is an important grassroots marketing principle. To educate corridor communities and stakeholders, Outreach Teams frequently give presentations to community groups, organizations, school groups, businesses, and others to grow awareness of the service and cultivate community ambassadors.

Advertising

In addition to the grassroots efforts, SJJPA is engaging in targeted advertising campaigns through both digital and traditional advertising channels. The advertising program utilizes a multi-touch methodology by which multiple mediums are employed to reach a broad base of current and potential riders with opportunity for the targets to see the advertising multiple times. Digital advertising types being utilized include: display networks, digital radio, social media, and pre-roll video advertising. Traditional advertising types being utilized include: television, radio, print, billboards, and theatre screen advertising. Advertising is being deployed primarily in English and Spanish with other languages being adapted on a targeted basis.

SJJPA will be placing a higher priority on advertising due to the success of past campaigns in driving traffic to the website and passenger preferences for purchasing tickets through online methods such as AmtrakSanJoaquins.com, Amtrak.com, and the Amtrak Mobile App. Advertising has been a key strategy for communicating San Joaquins COVID-19 protocols to both the train and thruway bus corridor.

In addition to traditional advertising, SJJPA is placing Amtrak San Joaquins logos and the phrase "Your Train Connection" on the sides of Thruway Buses throughout the state to increase public awareness and exposure to the service. This strategy will increase the reach and scope of SJJPA advertising efforts, as well as, serve as a cost-effective means of attracting additional ridership.

Social Media

Building on SJJPA's successful social media strategy for the Amtrak San Joaquins, SJJPA is expanding the use of social media. Social Media strategies include both content posting and paid advertising. SJJPA is utilizing the following platforms: Facebook, Instagram, Twitter, and YouTube. Social Media is an effective tool to engage customers, increase communication, and ensure brand visibility. Capitalizing on SJJPA's extensive grassroots efforts, content is being aggregated corridor-wide to market station area communities and events. Discounts and promotions are organically posted as part of customer conversations, as well as in social advertising with a primary focus on Facebook.

Social Media is also being used to create a one-click channel to AmtrakSanJoaquins.com or subsequent discount pages. Social media platforms offer extensive targeting capability, ensuring relevant content and promotions are reaching the desired demographics.

Increase Marketing and Outreach to Universities and Community Colleges Served by Thruway Buses

The San Joaquins' Thruway Bus network provides connections to numerous universities and community colleges throughout California. SJJPA has initiated efforts to engage students through event tabling and will work to expand outreach efforts to additional campuses. For example a Pilot Student Ambassador Program will launch in Spring 2022. This new program will recruit students throughout the train and Thruway Bus corridors. Student Ambassadors will be working on campus on behalf of the SJJPA, writing content for communication efforts, as well as, experiencing the service first hand. By conducting outreach to students attending schools near Thruway Bus stops, SJJPA will work to inform students on the many benefits of the San Joaquins and attract additional ridership.

COVID-19 has significantly reduced student travel. SJJPA has created appropriate plans to welcome students back to the service, engage campuses, and strategies to reach parents. During the pandemic, SJJPA utilized student flash sales offering discounts that target students throughout the year, including spring break, winter break and back to school. These plans anticipate students returning to campus in the Fall of 2021. With two new years of students to arrive at campuses, efforts to reach the appropriate persons will begin further in advance than usual.

Increase Marketing and Outreach to Military Personnel and Veterans

The San Joaquins currently provides discounts for both active military personnel and veterans. However, Amtrak will be cancelling the veterans discount shortly. SJJPA is currently exploring ways to preserve this important discount. SJJPA will focus a portion of its efforts engaging these groups with discount education as well as targeted trip planning ideas.

Market Analysis

SJJPA is utilizing market analysis reports performed by Amtrak and Caltrans to inform its marketing efforts and tailor messages. SJJPA participated in the Caltrans-led Market Segmentation Study which provided important inputs to the general make-up and targetable segments of the San Joaquins corridor. A recognized missing component of the study was a lack of data collected from passengers. This project is intended to be performed on a bi-annual basis. FY23/24 is a gap or off year, requiring no funding. Passenger and marketing analysis research will be performed both onboard to gather current ridership data and via other means (phone surveys, online surveys, in person intercepts, etc.) to collect non-rider data. Data will be compiled into a report and utilized to inform ongoing marketing efforts and messaging. A bi-annual methodology is being employed to allow time for advertising and other marketing strategies that are based on market analysis to have sufficient time to penetrate the market. SJJPA is requesting additional funds for this effort due to previous experience resulting not taking into account the breadth of the corridor to cover and the cost per acquisition for non-rider market surveys. The additional funds will be utilized to acquire a comparable number of non-rider market surveys to the onboard survey intercepts for a more balanced analysis. If funds permit, the additional funds will be utilized to perform focused work in the thruway corridors.

10. ANNUAL FUNDING REQUIREMENT

The annual state budget includes a line item for the operating costs of the three state-supported intercity rail services. For each service, the state budget provides funding for intercity train operations, a marketing budget, minor capital projects, and the administrative staff budgets. The California Legislature approved the FY 2022/23 State budget that continues this support.

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. This chapter documents ridership and revenue projections; FY 2021/22 financial numbers (actuals); operating, marketing, and administrative funding requests of SJJPA for FY 2023/24 to FY 2024/25. Also documented are operating cost analysis and cost savings due to management decisions and proposed uses for these funds per the ITA or otherwise as coordinated with Caltrans. The prolonged impact of the COVID-19 environment has resulted in long term budgetary challenges for the annual state budget and the corresponding funding levels that are required to rebuild service to pre pandemic levels. Cost control measures within most operations components of the reduced service did not produce efficiencies, or the results needed to stabilize the funding environment, even with steep service reductions. Savings were realized with the reduction thruway service and delayed restoration, however these may not be sustainable with current economic conditions experiencing high inflation for the next fiscal year. Administrative efficiencies have resulted in cost savings that will be utilized for marketing efforts to promote the service, and thereby recover revenue to offset the overall net subsidy. Supplemental requests to the State may be required to meet ongoing service needs and are being closely monitored. Below is a summary of federal funding balances that were directed from the Federal Railroad Administration directly to Amtrak for contractual obligations.

Federal Relief Funding Summary		
Federal Program	FY2021	FY2022
CARES Federal Passthrough	\$5,699,267	-
CRRSA Federal Passthrough	\$14,353,834	-
AARPA Federal Passthrough	\$8,569,470	\$5,784,360
Total Federal Funding	\$28,622,571	\$5,784,360

Ridership and Revenue Projections

SJJPA's Federal FY 2023 (October 2022 – September 2023) forecast for San Joaquins ridership was 907,073. This represents a 27% increase from actual FY 2022 ridership of 710,965. Total revenue for Federal FY 2023 was forecasted at \$30,050,466 which represents a 17% increase from FY 2022 revenue of \$25,517,459.

SJJPA expects to receive Amtrak's forecasts for FY 2024 (October 2023– September 2024) for both ridership and ticket revenue in May of 2023.

FY 2021/22 Operating Fiscal Report (Actuals)

The net operating costs (expenses less revenue) for Amtrak to operate the San Joaquins for FFY 2021/2022 was \$50,096,262, which was satisfied with the allocation amount for the FY 22 year, and the federal funding allocations described above. The other operating costs incurred outside of the Amtrak contract were \$1,638,395 for station leases and insurance obligations.

The net administrative costs for SJJPA to manage and administer the San Joaquins for FY 2021/22 was \$2,417,443.

Operating Funding Request (FY 2023/24 and FY 2024/25)

The financial performance of the San Joaquins is dependent on several institutional arrangements. The most important arrangement is the contract with Amtrak to operate the service and maintain any assigned equipment and facilities.

San Joaquins operating expenses that fall under the Amtrak contract include:

- Full return to pre pandemic service;
- Onboard labor;
- Equipment maintenance;
- Railroad performance incentives;
- Train fuel and power;
- Property insurance for state-owned rolling stock operated (maintained by Amtrak);
- Liability insurance and indemnification;
- Lease of Amtrak equipment;
- Commissary and station costs;
- Terminal yard costs;
- Police presence;
- Support of Amtrak’s national and local operation (e.g. phone information and reservations system); and
- Connecting bus service and other operating expenses.

The CTC allocated SJJPA \$58,485,672 in operating funding for FY 2022/23, This balance will be utilized for the Amtrak contract. SJJPA was awarded \$1,600,000 for the Venture Car maintenance, truck overhauls, insurance and stations lease obligations. The funding request for FY 2023/24 is \$69,516,150 to fully restore pre-pandemic service for the Amtrak contract, \$5,300,000 for State Owned Equipment, and \$4,055,000 for the non-Amtrak operational items (see Table 10.3). Any amounts above operational surpluses will be applied to approved projects prior to requesting reimbursement. For FY 2024/25 the San Joaquins projected funding request is \$71,137,022 for the Amtrak contract, \$8,000,000 for State Owned Equipment and \$4,255,000 for non-Amtrak operational items.

Difference between the Amtrak State Payment Forecast and the Operations Budget

The Amtrak State Payment Forecast will not exceed the Approved Operations Budget.

Operating Costs not included in Amtrak State Payment Forecast

SJJPA is in the process of taking on more direct responsibility for the operations of the San Joaquins outside of the Amtrak operating contract for operational items such as Host Railroad Incentive Payments, station leases, insurance, thruway bus management support, market research and ridership support and direct costs for Venture Car vending machine operations to reduce costs associated with current on-board services and improve cost efficiencies. A multi-machine vending solution will provide a seamless customer experience to the modern aesthetic and environment of the new Siemens cars. See Table 10.3 for a total estimated budget for non-Amtrak items.

The SJJPA has entered into an agreement with the State for the annual maintenance of State-owned rolling stock that is currently in production. A total of 49 units of equipment will be maintained for service on the San Joaquins service. The amount for this agreement for the 2023/24 year is approximately \$5,300,000 with an expected average cost of \$12,500 per unit per month.

SJJPA is also considering partnering with private and/or public bus operators to improve connecting bus service for San Joaquins passengers that would be outside of the Amtrak operating contract. Costs for these services are not determined yet, but a net savings is anticipated in costs as these partnerships would replace existing Thruway Bus services, and fill excess seating capacity, potentially by end of 2023.

SJJPA is requesting other operations allocation for an Infrastructure Study to determine the necessary infrastructure needed at the Stockton Rail Maintenance Facility to support Zero Emission Multiple Units (ZEMU). This is a multi-year project with a total cost for the Infrastructure Study and Consultant Support for Specification Development of \$2,500,000 over three years.

SJJPA is requesting other operations allocation for the establishment of an Equipment Repair Fund for State Owned rolling stock. The establishment of this fund would dedicate an initial balance for equipment repair costs that will serve as a future reimbursement driven account. This fund will be held in an interest-bearing pooled cash fund and will be reported annually within the Annual Business Plan. This balance and the required Self Insurance Reserve requirement amount will not be a component of the Operational Surplus limit.

Administrative Funding Request (FY 2023/24 and FY 2024/25)

Funds are required for the SJJPA to provide administrative support for the San Joaquins. For FY 2023/24, SJJPA administrative costs are estimated at \$3,773,056. Increases in cost associated with administration include additional staffing of positions to meet the responsibilities in executing various joint efforts with the Department. These include increased demands on fiscal, procurement, contract and operational staff. See Table 10.1 for a summary of these administrative costs alongside operations and marketing costs. See Table 10.2 for a summary of budgeted administrative costs.

Marketing Funding Request (FY 2023/24 and 2024/25)

For FY 2023/24 and FY 2024/25, SJJPA assumes “Marketing Expenses” of \$1,500,000 for the ongoing annual marketing program, for which SJJPA has developed a Marketing and Outreach Plan. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers are from the Bay Area and 9.4% of are from the Los Angeles Region. This amounts to over 20% of San Joaquins passengers are from high-cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as McKinleyville and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The \$1,500,000 budget allows SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors. The marketing expenses represent only those direct expenses attributed to SJJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

Minor Capital Funding Request (FY 2023/24 and FY 2024/25)

SJJPA is requesting \$1,000,000 per year provided for “Minor Capital” projects (projects valued at \$388,000 or less in total project cost) for FY 2023/24 and FY 2024/25. This represents a \$500,000 increase per year. In SJJPA’s management of these funds, the “Minor Capital” program has been successful in keeping the San Joaquins Corridor in a state of good repair, as well as making small service improvements. In recent years, due to increases in construction and material costs, and inflation, funding has been insufficient to complete the generated project list.

Market Analysis Funding Request (FY 2024/25)

SJJPA is utilizing market analysis reports performed by Amtrak and Caltrans to inform its marketing efforts and tailor messages. SJJPA participated in the Caltrans-led Market Segmentation Study which provided important inputs to the general make-up and targetable segments of the San Joaquins corridor. A recognized missing component of the study was a lack of data collected from passengers. To continue to gather this passenger data, SJJPA is requesting additional

funds in the amount of \$300,000 for FY 2024/25 to perform passenger and market analysis on a bi-annual basis. Passenger and marketing analysis research will be performed both onboard to gather current ridership data and via other means (phone surveys, online surveys, in person intercepts, etc.) to collect non-rider data. Data will be compiled into a report and utilized to inform ongoing marketing efforts and messaging. SJJPA is requesting additional funds for this effort due to previous experience resulting in not taking into account the breadth of the corridor to cover and the cost per acquisition for non-rider market surveys. The additional funds will be utilized to acquire a comparable number of non-rider market surveys to the onboard survey intercepts for a more balanced analysis. If funds permit, the additional funds will be utilized to perform focused work in the thruway corridors.

Operating Cost Analysis and Management Actions Resulting in Operating Cost Reductions/Revenue Enhancements

Per the ITA, SJJPA is currently planning to program any potential cost savings realized as a result of ongoing management actions to service improvements. Cost savings at this time have been from investment income, realignment of thruway service, revenue over annual budget, and other accumulated funds are being held for future operations payments or otherwise as coordinated with Caltrans. A list of potential items that could utilize these cost savings is outlined below.

Potential Cost Savings Utilization

- California Passenger Information Display System (Cal PIDS) Upgrade – SJJPA portion of the project;
- New Station and Parking Improvements - Land acquisition and construction costs;
- Accessibility improvements to various San Joaquins stations;
- Contribute to the SJJPA’s reserve account;
- Increase required Self-Insured requirements as required by Insurance Policy; and
- Increase Equipment Repair Fund as directed by State.

Table 10.1

SJJPA State Funding Request for the San Joaquins (FY 2022/23 - FY 2024/25)			
Expense Category	FY 2022/23 (Approved Current)	FY 2023/24 (Requested)	FY 2024/25 (Projected)
Operating			
-Amtrak Contract	\$58,485,672	\$69,516,150	\$71,137,022
-Operations Contingency	\$3,509,140	-	-
-Other Operations	\$4,693,474	\$4,055,000	\$4,255,000
Venture Car Transfer and Maintenance	-	\$5,300,000	\$8,000,000
Administrative	\$3,559,487	\$3,773,056	\$3,999,440
Marketing	\$1,500,000	\$1,500,000	\$1,500,000
Marketing Analysis	\$300,000	-	\$300,000
Minor Capital	\$500,000	\$1,000,000	\$1,000,000
High Speed Rail/Early Train Operator Coordination Support*	\$2,000,000		\$2,000,000
Merced Intermodal Track Connection (MITC) Env. /Design	\$3,500,000	\$5,500,000	-
Madera Station High Speed Rail CEQA/NEPA	\$2,000,000	-	\$2,000,000
Total Request	\$80,047,773	\$90,644,206	\$94,227,462

*SJJPA Anticipates the State to fund ETO Coordination through Caltrans.

Table 10.2

Administrative Budget for the San Joaquins - Detail (FY 2022/23 - FY 2024/25)			
Expense Category	FY 2022/23 (Approved/Current)	FY 2023/24 (Requested)	FY 2024/25 (Projected)
Salaries/Benefits/Contract Help	\$2,288,297	\$2,455,054	\$2,602,358
Office Expenses/Postage/Memberships, etc.	\$45,618	\$46,986	\$49,805
Computer Systems	\$5,000	\$5,000	\$5,300
Communications	\$30,861	\$31,787	\$33,694
Motor Pool	\$31,715	\$32,667	\$34,627
Transportation/Travel	\$25,000	\$15,000	\$15,900
Training	\$4,996	\$5,145	\$5,454
Audits/Regulatory Reporter	\$25,000	\$40,750	\$43,195
Professional Services - Legislative	\$253,000	\$253,000	\$268,180
Professional Services - Legal	\$80,000	\$80,000	\$84,800
Professional Services - General	\$117,229	\$120,746	\$127,991
Software Integration & License Fees	\$20,000	\$20,000	\$21,200
Professional Services - Operations	\$21,300	\$21,939	\$23,256
Professional Services - Grants	\$67,000	\$67,000	\$71,020
Professional Services - Planning	\$200,000	\$200,000	\$212,000
Communications - Operations	\$11,732	\$12,084	\$12,809
Publication/Legal Notices	\$10,000	\$10,000	\$10,600
Maintenance of Headquarters	\$114,767	\$118,210	\$125,302
Insurance - Admin	\$79,750	\$79,750	\$84,535
Insurance - Railroad	\$60,250	\$60,250	\$63,865
Insurance Management Fees	\$2,500	\$7,500	\$7,950
Security Services/Safety Programs	\$65,472	\$90,188	\$95,599
Total Administration	\$3,559,487	\$3,773,056	\$3,999,440

Table ES.2/10.3

FY 2023/24 Other Operations	
Station Leases	\$100,000
Railroad Liability Insurance Premiums	\$900,000
Venture Car Vending Operations	\$200,000
Host Railroad Right of Way Maintenance	\$1,000,000
Venture Car Maintenance and Truck Overhaul	\$500,000
Visalia to Hanford Connector (Kings/Tulare)	\$115,000
Zero Emission Multiple Unit Study	\$1,240,000
Total Other Operations	\$4,055,000

11. SEPARATION OF FUNDING

As identified in the Joint Exercise of Powers Agreement (JEPA) for the SJJPA, the Controller of the Managing Agency of the SJJPA shall perform the functions of Auditor and Controller of the SJJPA, and the Treasurer of the Managing Agency of the SJJPA shall perform the functions of Treasurer of the SJJPA. SJJPA has selected SJRRC as the Managing Agency for the SJJPA during the term of the ITA. SJRRC utilizes the Auditor-Controller and the Treasurer of the County of San Joaquin. SJRRC has established the appropriate accounting and financial procedures to ensure that the funds appropriated and otherwise secured during FY 2023/24 and FY 2024/25 for SJJPA to support the San Joaquins are solely expended to operate, administer, and market the San Joaquins.

The ITA includes language confirming that the State shall perform audits and reviews of financial statements of the SJJPA with respect to the San Joaquins. In addition, per the Managing Agency Services Agreement between the SJJPA and the SJRRC, SJJPA will require that the Auditor-Controller shall provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

The County of San Joaquin Auditor Controller and Treasurer are the official Auditor Controller and Treasurer of SJJPA. The County of San Joaquin maintains a separate fund for all financial activities of SJJPA and provide monthly reports to SJJPA. Day-to-day accounting transactions are performed by the SJRRC Fiscal Department under the direction of the Controller and Director of Fiscal Services. The SJRRC/SJJPA Controller will provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

12. SAFETY AND SECURITY

The National Passenger Rail Corporation's (Amtrak) CFR 270 SSP is included as Appendix D of the San Joaquin Regional Rail Commission's (SJRRRC) CFR 270 SSP. The purpose of the inclusion of Amtrak's CFR 270 SSP is to cover all operating and equipment maintenance obligations performed by Amtrak as the operator under contract with the SJJPA. Unless otherwise specifically mentioned or noted, all elements of the SJRRRC CFR 270 SSP are addressed via information Amtrak's CFR 270 SSP.

As the managing agency and administrator, SJJPA has oversight of the San Joaquin passenger rail service operating on the Union Pacific Railroad (UPRR) and the Burlington Northern Santa Fe Railroad (BNSF) owned territory. SJJPA contracts with Amtrak to provide onboard staffing (train and engine crews, cafe services), customer service, ticket agents, and the required management personnel to operate the San Joaquin. SJJPA, through its managing agency (SJJRC), will maintain the State-owned Venture car fleet as the vehicles are placed into revenue service.

SJJPA collaborates with Amtrak, host railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, the focus is on:

- Vehicular and pedestrian safety at highway/rail grade crossings, including private crossings in rural areas of the San Joaquin Valley;
- Pedestrian safety along the railroad right-of-way;
- Security inside and around stations and at Thruway Bus stops;
- Passenger safety onboard trains and on Thruway Buses; and
- Emergency preparedness training and exercises with first responders in coordination with Amtrak, host railroads, state and federal regulatory agencies.

Components of the Program include:

- Requiring a robust communications protocol, including cooperation among all SJRRRC managers, departments, employees and contractors relative to matters of safety and security;
- Continuous coordination with Amtrak, BNSF and UPRR;
- Pursuing an aggressive safety and security program of capital improvements; and
- Identifying relationships and responsibilities with local, state, and federal agencies that are responsible for and have governance over the San Joaquin Service, including the Federal Railroad Administration (FRA), National Transportation Safety Board (NTSB), California Public Utilities Commission (CPUC), and Transportation Security Administration (TSA).

SJJPA collaborates with Amtrak, host railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, SJJPA participates in:

- Corridor Improvement Team (CIT) meetings;
- Northern California Rail Safety Team activities;
- Partnership Performance Action Teams (PPAT);
- Regional Transit Strategies Working Group (RTSWG);
- Northern California Emergency Preparedness Task Force meetings; and
- Joint Terrorism Task Force meetings.

SJJPA will continue to work with Amtrak, BNSF and UPRR to identify safety and security issues, develop remediation strategies, and to secure grant funding to expand and enhance safety and security programs onboard all trains and Thruway buses, and along the railroad right-of-way.

Safety and Security Program for 2023/2024 and 2024/2025

The primary objectives of SJJPA's Safety and Security Program for FY 2023/24 and FY 2024/25 are to continue a broad-based program of educational activities and to aggressively pursue capital improvements that help eliminate unsafe conditions.

Safety and Security Educational Activities

SJJPA's educational efforts focus on increasing public awareness of rail safety and security along the San Joaquins Corridor. To increase awareness of the public, a wide range of populations and stakeholders will be targeted, including the existing base of employees, non-English speakers, agriculture and seasonal workers, school groups, community audiences, professional drivers, law enforcement officers, and emergency responders. To this end, SJJPA will continue to leverage a network of rail safety education resources through California Operation Lifesaver (CAOL) to inform communities about safe behavioral practices around the San Joaquins Rail Corridor.

Educating railroad personnel is as critical as raising public awareness. SJJPA will continue to take advantage of Department of Homeland Security (DHS) training resources and safety and security grant programs to build upon related activities already underway and to develop and implement new programs. Specific training efforts include but are not limited to the following:

- Emergency Preparedness Training for rail corridor first responders;
- Rail security awareness training for train crews, maintenance staff, bus operators, and station staff;
- Disaster simulations to ensure employee and first responder readiness; and
- Emergency Preparedness Training for passenger operations that connect to the San Joaquins.

Safety and Security Capital Improvements

An important aspect of safety and security are implementing physical improvements that will improve the safety and security of the Corridor and of train operations. In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. Important capital projects that SJJPA is currently implementing or currently pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Opportunities to improve pedestrian grade crossings and construction of pedestrian grade separations;
- On January 28, 2022, the SJJPA Board of Directors approved a not to exceed \$1,000,000 agreement with BNSF; SJJPA will install fencing to deter trespassers from accessing the railroad right-of-way; Increased lighting at stations, and parking lots. ; and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

A critical capital improvement being implemented is Positive Train Control (PTC), which is an advanced railroad communication system, consisting of signaling and other equipment along tracks as well as on-board trains. PTC increases the operational safety of passenger trains (and freight trains) by preventing the following:

- Train-to-train collisions;
- Over-speed derailments;
- Incursions into established work zone limits; and
- Movement of a train through a main line switch in the improper position.

Other activities SJJPA will employ to improve safety and security include:

- Attending listening sessions with station personnel to help identify safety/security concerns and suggestions for improvements/solutions;
- Embracing the Transportation Security Administration's (TSA) offer to conduct threat / vulnerability assessments and station security profiles;
- Encouraging more police presence and patrol at stations by making areas available to officers that are stocked with snacks/beverages, and have Wi-Fi, printers, CCTV usage, and other amenities;
- Work with host railroads to ensure the corridor is kept clear of homeless encampments, and other unauthorized activities.

13. STATION AREA DEVELOPMENT AND CONNECTIVITY

There are great benefits to enhancing development patterns and increasing development densities near San Joaquins stations and improving connectivity with other modes of transportation at San Joaquins stations. In addition to potential benefits from minimizing land consumption needs for new growth, increased dense development near San Joaquins stations concentrates activity conveniently located to these stations. This promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. It also accommodates new growth on a smaller footprint. A dense development pattern can better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve the local communities. Local governments will determine which mechanisms best suit each community and could be implemented to improve connectivity at stations, and the enhance benefits from potential San Joaquin station area development.

Applying transit-oriented development (TOD) measures around rail stations is a strategy that works for large, dense urban areas, as well as smaller central cities and suburban areas. Local governments play a significant role in implementing station area development by adopting plans, policies, zoning provisions, and incentives for higher densities, and by approving a mix of urban land uses. TOD measures generally applied to areas within about one-half mile of stations.

Connectivity with modes other than the automobile is particularly important for first-mile-last-mile trips and to promote equitable transportation which serves disadvantaged/priority communities throughout California. In addition to helping increase ridership, improved transit, and micro-transit connections support a more sustainable California by reducing energy consumption, automobile VMT, and greenhouse gas emissions.

Implementation Strategies for TOD at San Joaquins Stations

The responsibility and powers needed to focus growth and station area development guidelines in the areas around San Joaquins stations reside primarily with local government. Key ways in which SJJPA can help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles include:

1. Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote TOD in the vicinity of San Joaquins stations.
2. Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations.
3. Work with communities and organizations to support TOD and with developers to implement TOD.
4. Require new San Joaquins stations be developed as a multi-modal transportation hubs.
5. Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high-potential for TOD.
6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development, and TOD.
7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

Transit Oriented Development Around San Joaquins Stations

The San Joaquins have 18 rail stations. Most of the San Joaquins stations are multi-modal transportation hubs and many are located in traditional city centers. Table 13.1 presents the existing amenities and services at San Joaquin stations, as well as a preliminary assessment of their potential for new TOD. TOD opportunities are considered low at San Joaquins stations that are located in outlying areas away from the city centers/downtowns. The highest potential for new TOD at San Joaquins stations is likely to be in the major cities. To encourage TOD, SJJPA is working to improve the usability of

stations and Thruway Bus stops. Comprehensive assessments have begun with the objective of updating and improving signage at and near stations and stops to enhance the experience of riders.

There are several large TODs that have developed or are being developed in the vicinity of San Joaquins stations or planned new stations. There are also opportunities to encourage TOD at several other stations. In addition to encouraging TOD, SJJPA is working with local and regional governments to improve transit connectivity at the stations described below, along with other stations.

Sacramento TOD

SJJPA's plans for four new stations in Sacramento provide a great opportunity to not only leverage TOD that is already underway (especially around the planned Midtown Station), but to encourage TOD from the presence of new San Joaquins/ACE rail stations. In addition to Midtown, Natomas and Old North Sacramento hold promise for TOD in the immediate vicinity of the planned station sites. Near the Midtown Station, the San Joaquin Regional Rail Commission (SJRRRC) in 2021, partnered with the Capitol Area Development Authority and EAH Housing on two affordable housing development projects in competing for funding from the Affordable Housing and Sustainable Communities (AHSC) Program. EAH Housing's On Broadway 140-unit affordable housing project was awarded a \$29 million AHSC grant on January 26, 2022. The On Broadway project will be located on Broadway Avenue, less than a mile from Midtown Station. The AHSC grant has \$10 million for transportation improvements that includes street improvements, \$6.1 million for two new ACE railcars, and \$1.9 million for improvements to Midtown Station. SJRRRC is working with a Sacramento developer on a potential 2023 AHSC grant for a project in the vicinity of the future Old North Sacramento Station. SJRRRC and SJJPA will continue to seek other future affordable housing developments to partner on providing TOD near future Valley Rail stations. In early 2023, SACOG in partnership with the City of Sacramento, SJRRRC, SJJPA, and Sac RT applied for a Strategic Partnership - Transit planning grant from Caltrans for TOD planning in the area that includes the Old North Sacramento Station and two Sacramento light rail stations along Del Paso Boulevard. SJRRRC will be the lead for this planning study if the application is successful.

A 244-area mixed-use TOD called The Railyards is currently being developed on land immediately north of the Sacramento Valley Station, which San Joaquins trains currently share with Capitol Corridor trains. Plans call for a mix of housing types, a large retail component of over one million square feet, a significant level of office space at 2.3 million square feet, along with other uses such as a hotel and recreational cultural land uses. SJJPA supports The Railyards development as a way to activate the environment surrounding the station, and believe it will engender additional rail ridership.

Stockton ACE Station (Cabral Station) TOD

Te Robert J. Cabral Station (Cabral Station), serves as the Downtown Stockton Station for the San Joaquins. This station serves all San Joaquins trains to/from Sacramento. The City of Stockton has expressed interest in highlighting the rail connections available at the station. SJJPA is very supportive of the City's efforts to encourage development in downtown Stockton as it will not only improve connectivity and walkability to the station, but will greatly improve the surrounding neighborhood, which will likely lead to ridership increases on the San Joaquins. In support of furthering development around the station, SJRRRC received a grant in the amount of \$2 million for a streetscape improvement project along East Channel Street, which directly connects the Cabral Station to the new development and greater downtown, as well as San Joaquin Regional Transit District's Downtown Transit Center this project is expected to begin construction in 2023. In early 2023, the City of Stockton partnered with the SJRRRC, SJJPA, San Joaquin COG, and SJ RTD on a Strategic Partnership – Transit planning grant from Caltrans for TOD in downtown Stockton which will include Cabral Station and the Stockton Transit Center. San Joaquin COG submitted the application, which will be led by the City of Stockton if successful.

In 2019, SJRRRC partnered with Visionary Home Builders and the City of Stockton on their Grand View Village affordable housing development, located 0.50 miles west of Cabral Station. The development was awarded \$17.9 million of funding from the AHSC program, including \$4 million to purchase an additional ACE rail car and \$202,000 for improvements to East Channel Street.

In 2021, SJRRRC partnered with Service First of California on a successful AHSC application for the Hunter House Project (awarded January 26, 2022). The Hunter House project will be located on the 600 block of North Hunter Street about 0.8

miles from Cabral Station and about 1 mile from San Joaquin Street Station. This 120-unit affordable multifamily housing project for special needs populations will be four stories with a mix of one - and two - bedroom apartments and an underground garage. The \$27 million AHSC grant award has \$9.4 million for transportation improvements that includes street improvements, \$2.5 million for a new ACE railcar, and \$1.35 million for improvements to Cabral and San Joaquin Street stations.

Richmond TOD

The Richmond Station is located in between a previously developed TOD that includes several hundred units of housing, along with a few shops that greet people entering/exiting the BART/Amtrak Station complex. There is also another TOD under construction at the other entrance/exit to the station. Additionally, there is a large bus depot at the station, providing excellent connectivity. Richmond TOD is a good case study in TOD for the San Joaquins as it is one of the most developed in the system.

Madera TOD

SJJPA worked with the Madera County Transportation Commission and the City of Madera and County of Madera to find an improved location for a relocated Madera Station. The existing station has limited use, no transit connections, poor access to SR-99, and its location is expected to see only marginal growth in employment and transportation demand.

A relocated Madera station is being implemented by SJJPA for a location just north of the new Avenue 12 grade separation. Avenue 12 is a primary transit corridor for Madera County. The relocated station north of Avenue 12 will be consistent with the growth of Madera east of the BNSF line; provides the opportunity for TOD in the station vicinity; and will be closer to Madera Community College. The Madera Station Relocation Project environmental review process was approved by the SJJPA on January 22, 2021. SJJPA final design is underway and Phase 1 of the project will be operational (the relocated San Joaquins station) by 2025. SJJPA assisted and supported Madera County and the City of Madera on a successful 2021 Caltrans Sustainable Transportation application to do transit-oriented development planning for the station area and for Southeast Madera County. This important planning work will begin in early 2023.

Fresno TOD

While most TOD planning is focused on the immediate vicinity of the future HSR station in Fresno, which lies about one mile to the west of the Amtrak Station, SJJPA sees a great opportunity to encourage further development of the downtown in between the two stations. Also, development is already happening. Several multi-family housing developments have recently been completed or are underway within walking distance of the station.

Oakley TOD

SJJPA has been coordinating with the City of Oakley to implement a San Joaquins station for several years. The City has recently completed a feasibility study to determine the best location for the proposed station. The SJJPA/SJRRC 2018 TIRCP award included the construction of the station platform and track, while the City of Oakley is developing local access elements and parking facilities. High-levels of growth is taking place in eastern Contra Costa County. It is anticipated that a new San Joaquins station will encourage TOD in the vicinity. SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways. The platform design phase began in 2021, and construction is slated to begin for the Oakley Station Platform Project in early 2024.

Bakersfield TOD

The Bakersfield Amtrak station is very accessible to the heart of downtown. The station is within walking distance of two hotels, the convention center and arena, many government office buildings, the county library, the city's ice and aquatic centers, a movie theater, Mill Creek Linear and Central Parks, and numerous affordable and market-rate housing options. This site offers continued opportunities for the station to catalyze transit-oriented development.

Table 13.1

Station	Station Ownership	Existing Amenities/Transit Connectivity	Within City Center	New TOD Potential
Sacramento	City of Sacramento	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 165 overnight parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services and Light Rail	Yes	High
Lodi	City of Lodi	Enclosed waiting room, ticket machine, phone, 380 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-ACE	SJRRC	Enclosed waiting room, ticket machine, phone, 185 parking spaces, Amtrak Thruway Bus, ACE Commuter Rail & Local/Regional Bus Service	Yes	High
Oakland-Jack London Square	Port of Oakland	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 500 short-term and 500 long-term parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services, Ferry	Yes	High
Emeryville	City of Emeryville	Enclosed waiting room, ticket office and machine, restrooms, ATM, 125 shared parking spaces, Amtrak Thruway Bus, Local/Regional Buses	Yes	High
Richmond	Union Pacific	Platform with shelter, ticket machine, phone, 400 shared parking spaces, Local/Regional Bus Services, BART	Yes	High
Martinez	City of Martinez	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 370 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-Amtrak	BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 24 parking spaces	No	Low
Modesto	City of Modesto	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 187 parking spaces, Local/Regional Bus Service	No	Low
Turlock/Denair	BNSF/Amtrak	Platform with shelter, ticket machine, 45 parking spaces, Local On-Demand Pilot	No	Low
Merced	State of California	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 46 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Madera	Madera County	Platform only, ticket machine, restrooms, 19 parking spaces, Dial-a-Ride	No	Low
Fresno	City of Fresno	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 169 parking spaces, Bus Service	Yes	High
Hanford	City of Hanford/BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 47 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Corcoran	City of Corcoran	Enclosed waiting room, ticket machine, restrooms, phone, 90 parking spaces, Local/Regional Bus Services	Yes	Medium
Wasco	City of Wasco	Platform with shelter, ticket machine, 35 parking spaces, Bus Services	Yes	Medium
Bakersfield	City of Bakersfield	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 347 parking spaces (4 EV charging spaces), Amtrak Thruway Bus Services, Bus Services	Yes	High

Connectivity to San Joaquins Stations

The responsibility for providing connectivity to San Joaquins stations resides primarily with local and regional transit agencies. SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also requesting that transit agencies promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to Implement transit-transfer programs for San Joaquins passengers. In partnership with local and regional agencies, SJJPA is pursuing Caltrans Sustainable Planning grant(s) in 2023 and 2024 to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquin Corridor.

Hanford, Corcoran and Wasco Connectivity

In 2021, SJJPA completed and published the “South of Merced Integration Study”. This work focused investigation how best to provide continued connectivity to downtown Hanford, Corcoran, and Wasco once HSR Interim Service begins operation (and Merced becomes the San Joaquins southern terminus). SJJPA coordinated closely with local and regional partner agencies on this study. As a result of this effort, SJJPA has entered into an MOU with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. SJJPA also committed to working with KCAPTA and Visalia Transit to seek state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia. SJJPA and other Kings-Tulare local/regional agencies partnered with Tulare County Regional Transit Agency (TCRTA) on their successful \$33.8 million 2022 TIRCP application for electric buses and shuttles for the Cross-Valley Corridor that will initially enhance connections with the San Joaquins (until HSR operations begin). In 2023, SJJPA partnered with the City of Hanford, Kings CAG, Tulare CAG, Fresno CAG, Kings County Area Public Transit Authority (KCAPTA), TCRTA, and CHSRA on a Caltrans Sustainable Communities Planning grant for Kings-Tulare HSR station area TOD and connectivity planning and Cross Valley Rail (Porterville – Huron) planning. The City of Hanford is the lead agency for this grant application. SJJPA also approved an MOU with Kern Transit to work in partnership to provide increased Kern Transit connectivity between Wasco and the future Bakersfield HSR Station once HSR Interim Service begins operations.

Network Integration Connectivity Study

In 2021, SJJPA undertook a connectivity study focused on the San Joaquin Valley stations and service to disadvantaged communities. This effort included the development of a GIS tool which shows transit routes which provide connectivity to each San Joaquins station, population density, and disadvantaged communities as defined by CalEnviroScreen. Findings of this effort were presented to the SJJPA at the July 22, 2022, Board Meeting and the report was released July 2022. This work is helping the SJJPA focus on strategies and partnerships with local and regional providers to improve connectivity to San Joaquins stations.