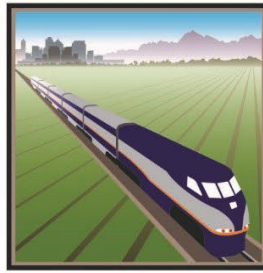


Supervisor **Vito Chiesa**, Stanislaus County  
Supervisor **Leticia Gonzalez**, Madera County  
Supervisor **David Haubert**, Alameda County  
Mayor **David Hudson**, City of San Ramon  
Supervisor **Patrick Hume**, Chair, Sacramento County  
Supervisor **Rodrigo Espinosa**, Vice-Chair, Merced County  
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, July 21, 2023 – 9:30 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

Elk Grove City Hall  
Conference Room 3C  
8401 Laguna Palms Way  
Elk Grove, CA 95758

1010 10<sup>th</sup> Street  
Conference Room 6709  
6<sup>th</sup> Floor  
Modesto, CA 95354

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

Madera County Transportation  
Commission  
Conference Room  
2001 Howard Road, Suite 201  
Madera, CA 95637

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

5018 E. Townsend Ave.  
Fresno, CA 93727

**Call-In Information:** [\*\*+1 \(332\)-249-0500\*\*](tel:+13322490500) Phone Conference ID: 586-023-932#  
**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: 586-023-932# 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 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:**

#### **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](mailto: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: 586-023-932#, 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](mailto: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 May 19, 2023 Board Meeting   | <b>ACTION<br/>INFORMATION<br/>INFORMATION<br/>INFORMATION</b> |
| 3.2 | SJJPA Operating Expense Report  |   |
| 3.3 | Washington Update   |   |
| 3.4 | Report on Status of the Natomas/Sacramento Station and Layover Track Project  | <b>ACTION</b>   |
| 3.5 | Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving On-Going Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2023/2024 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Her Spending Authority<br>a) Pressley & Associates = \$31,440 |   |
| 4.  | <b>Rail Safety Presentation</b><br>(Nathan Alastra/Peggy Ygubuhay)  | <b>INFORMATION</b>  |
| 5.  | <b>Rail Safety Month/Amtrak Safety Presentation</b><br>(Tamika Smith/Inspector Doug Calcagno)   | <b>INFORMATION</b>  |
| 6.  | <b>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 \$250,000 for the Union City Intermodal Station Phase 3 Project</b><br>(Dan Leavitt)  | <b>ACTION</b>   |
| 7.  | <b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets on Route 7 (Martinez-Santa Rosa-Arcata) for All Bus Stop Pairs 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</b><br>(Michael Hanebutt)   | <b>ACTION</b>   |
| 8.  | <b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Modern Times, Inc. for Southern California Region Outreach Services for an Amount Not-To-Exceed \$1,000,000 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</b><br>(Marques Cook/Autumn Gowan)                          | <b>ACTION</b>   |

- |            |   |                    |
|------------|---|--------------------|
| <b>9.</b>  | <b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services for an Amount Not-To-Exceed \$600,000 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</b><br>(Dan Leavitt/Autumn Gowan) | <b>ACTION</b>      |
| <b>10.</b> | <b>Presentation on San Joaquins On-Time Performance (OTP)</b><br>(Brian Schmidt/Tamika Smith)   | <b>INFORMATION</b> |
| <b>11.</b> | <b>Thruway Bus Route 3 (Stockton-Sacramento-Chico-Redding) Partnership</b><br>(Michael Hanebutt)  | <b>INFORMATION</b> |
| <b>12.</b> | <b>Recap of 2023 Allensworth Juneteenth Celebration</b><br>(Carmen Setness)   | <b>INFORMATION</b> |
| <b>13.</b> | <b>Board Member Comments</b>  |                    |
| <b>14.</b> | <b>Executive Director's Report</b>  |                    |
| <b>15.</b> | <b>Adjournment</b>  |                    |

The next regular meeting is scheduled for:  
September 22, 2023



**SAN JOAQUIN JOINT POWERS AUTHORITY**  
Meeting of July 21, 2023

**Item 3.1**

**ACTION**

**Minutes of SJJPA May 19, 2023 Board Meeting**

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 10:00 am on May 19, 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**

Vice Chair Espinosa called the meeting to order at 10:00 am.

Directory Young led the audience in the Pledge of Allegiance.

Board Members Present: Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon

Board Members Absent: Haubert, Chair Hume

**2. Public Comments**

Mr. Michael Barnbaum commented that on April 20, 2023 SMForward, a part of the Sacramento County Airport System and the Sacramento County Department of Transportation broke ground on the Elkhorn Boulevard roadway extension which will allow for public transit to service the Sacramento International Airport other than the Interstate 5 entrance and exit today. Mr. Barnbaum explained that upon completion, this will provide a direct roadway connection to the future Valley Rail Station located at Blacktop Road and Elkhorn Boulevard in Natomas.

**3. Consent Calendar**

- 3.1 Approve Minutes of March 24, 2023 Board Meeting
- 3.2 SJJPA Operating Expense Report
- 3.3 Washington Update

**ACTION  
ACTION  
INFORMATION**

There were no comments on the Consent Calendar.

**M/S/C (Verboon/Young) to approve Items 3.1-3.3 of the Consent Calendar.  
Passed and Adopted by the San Joaquin Joint Powers Authority on May  
19, 2023, by the following vote to wit:**

AYES: 8 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero,  
Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon  
NOES: 0  
ABSTAIN: 0  
ABSENT: 2 Haubert, Chair Hume

4. **Rail Safety Presentation (Pulled from Agenda due to Schedule conflict. Presentation will be rescheduled.)** **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** **ACTION**

Mr. Dan Leavitt gave a presentation on this item.

Mr. Barnbaum thanked the Authority and the San Joaquin Regional Rail Commission for their continued communication with the Capitol Corridors Joint Powers Authority about the Fall 2023 schedule, and the changes that are being rolled out to passengers. Mr. Barnbaum encouraged the board to make a unanimous vote in supporting the final Business Plan.

**M/S/C (Gonzalez/Young) to 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**

**Passed and Adopted by the San Joaquin Joint Powers Authority on May 19, 2023, by the following vote to wit:**

AYES: 8 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon  
NOES: 0  
ABSTAIN: 0  
ABSENT: 2 Haubert, Chair Hume

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** **ACTION**

Mr. Dan Leavitt and Ms. Autumn Gowan gave a presentation on this item.

There were no comments on this item.

**M/S/C (Young/Gonzalez) to 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**

**Passed and Adopted by the San Joaquin Joint Powers Authority on May 19, 2023, by the following vote to wit:**

AYES: 8 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon,  
NOES: 0  
ABSTAIN: 0  
ABSENT: 2 Haubert, Chair Hume

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**

**ACTION**

Ms. Angela Miller and Ms. Tamika Smith gave a presentation on this item.

Director Young inquired if there is no fiscal impact because there is a funding breakdown in the presentation.

Executive Director Stacey Mortensen clarified that this item is seeking the funding from the State in order to bring an item back to the Authority in the future with a contract with BNSF to encumber the funds. Ms. Mortensen explained that at that point there would be a fiscal impact to the budget and there is no fiscal impact at this time.

There were no public comments on this item.

**M/S/C (Young/Verboon) 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 \$3,200,000 for the Burlington Northern Santa Fe (BNSF) 100% design of Lake to West Escalon Track Improvements**

**Passed and Adopted by the San Joaquin Joint Powers Authority on May 19, 2023, by the following vote to wit:**

AYES: 8 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero, Shuklian, Young, Vice Chair Espinosa, Vice Chair Verboon  
NOES: 0  
ABSTAIN: 0  
ABSENT: 2 Haubert, Chair Hume

**8. Marketing Program Overview**

**INFORMATION**

Mr. David Lipari and Mr. Marques Cook gave a presentation on this item.

Vice Chair Espinosa inquired what the age is for eligibility for the senior discount.

Mr. Lipari explained that the California everyday discount senior eligibility age is 62.

Mr. Cook explained that the age for eligibility for the senior midweek deal is also 62.

Vice Chair Espinosa commented that there has been a great job done with advertising.

Vice Chair Espinosa explained that at UC Merced in Merced County, 70% of the students are from Southern California and it is important to provide the service down to LA with the thruway bus, as well as through both sides of Highway 99. Vice Chair Espinosa commented that the thruway bus system is very well used, and benefits disadvantaged communities.

Mr. Barnbaum commented about the sports partnerships and outreach, and explained that on Saturday August 5<sup>th</sup> and Sunday August 6<sup>th</sup> is the Battle of the Bay 2023, and the San Francisco Giants is playing at the Oakland A's stadium. Mr. Barnbaum commented that the San Joaquin thruway bus from Bakersfield to Los Angeles Union Station makes a connection to the Dodger Stadium Express LA Metro Bus Service on game days.

**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**

**ACTION**

Mr. David Lipari and Ms. Autumn Gowan gave a presentation on this item.

There were no comments on this item.

**M/S/C (Burgis/Quintero) to 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**

**Passed by the San Joaquin Joint Powers Authority on May 19, 2023, by the following vote to wit:**

AYES: 7 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero  
Young, Vice Chair Espinosa, Vice Chair Verboon  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Haubert, Shuklian, Chair Hume

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**

ACTION

Mr. David Lipari and Ms. Autumn Gowan gave a presentation on this item.

There were no comments on this item.

**M/S/C (Young/Gonzalez) to 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**

**Passed by the San Joaquin Joint Powers Authority on May 19, 2023, by the following vote to wit:**

AYES: 7 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero,  
Young, Vice Chair Espinosa, Vice Chair Verboon  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Haubert, Shuklian, Chair Hume

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**

ACTION

Mr. David Lipari and Ms. Autumn Gowan gave a presentation on this item.

Vice Chair Espinosa inquired if there is advertising on buses in different counties.

Mr. Lipari explained that the consultants have worked with local transit providers to put advertising on local transit, and they have worked with the bus system in Merced. Mr. Lipari explained that it is typically an understanding between the two groups, and as long as staff prints the advertisements, the transit services are happy to put the advertisements in the transit services for free.

Mr. Barnbaum inquired about the changes to thruway bus Route 3 and inquired if there could be a progress report or an informational agenda item at the July 21, 2023 SJJPA Board Meeting to provide an update on the Salmon Runner that was presented at a previous meeting.

**M/S/C (Gonzalez/Young) to 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**

**Passed by the San Joaquin Joint Powers Authority on May 19, 2023, by the following vote to wit:**

AYES: 7 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero, Young, Vice Chair Espinosa, Vice Chair Verboon  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Haubert, Shuklian, Chair Hume

12.

**Amtrak San Joaquins Student Ambassador Program**

INFORMATION

Ms. Carmen Setness gave a presentation on this item.

There were no comments on this item.

13.

**A) Board Member Comments**

Vice Chair Verboon thanked David Lipari for helping promote the Five Pillars of Freedom event in Corcoran and appreciated the flyer with discount coupons. Vice Chair Verboon reported that they had a great event, and if anyone is in the area to stop and check out the Five Pillars of Freedom memorial to honor the veterans in the area.

**B) Recognition of Retiring Counsel Dan Schroeder**

Director Young expressed gratitude to Legal Counsel Dan Schroeder for his expertise and longevity with this organization, and commented that she will miss him and his advise.

Ms. Mortensen commented that Dan Schroeder has been involved as counsel to staff and the Authority since it has begun in the Spring of 2013. Ms. Mortensen explained that this will be Dan's last official meeting and commented that he will now dedicate his time to his lifelong love of backpacking and leading hiking groups. Ms. Mortensen explained that Dan Schroeder and Dan Leavitt were essential in establishing the joint powers agency after tireless work and Dan Schroeder has allowed the San Joaquin Joint Powers Authority to govern the way that it has and kept them out of trouble. Ms. Mortensen explained that staff and the Authority are really going to miss him.

General Counsel, Daniel J. Schroeder commented that effective leaders have the ability to listen, and commented to his successor, Janice D. Magdich, that this board and staff know how to listen and will make things easier for her as she makes things easier for them as well. Mr. Schroeder commented that he is moving onto his next career in the mountains, and if anyone wants to climb a mountain or to go to the Sierras, they can give him a call and he will go with them. Mr. Schroeder commented that the SJJPA staff is incredible and they are very skilled and committed people, and urged the Authority to keep taking care of them.

Vice Chair Espinosa commented that he is on his 21<sup>st</sup> year as an elected official, and Mr. Schroeder is one of the best attorneys he has worked with out of the many in the cities and counties. Vice Chair Espinosa commented that he has enjoyed working with Mr. Schroeder and he really admires him and wishes him the best in retirement life.

Ms. Mortensen commented that staff worked with Neumiller and Beardsless and other firms to look at the needs of the Authority and the Rail Commission with the Valley Rail Program, the relationship with High Speed Rail and Valley Link, the expansion to Chico and to Union City, and the work being done with Caltrans, and it became evident that a firm could not provide services at the pace and scale that projects were happening. Ms. Mortensen commented that a recruitment was initiated and introduced In-House Counsel, Janice D. Magdich appointed to the Authority.

General Counsel, Janice D. Magdich commented that she is excited to get started and knows that she has big shoes to fill. Ms. Magdich commented that she has known Mr. Schroder for a long time, and she has been practicing law since 1996 and is currently the City Attorney for the City of Lodi and has served in that capacity since 2014 and has been with the City of Lodi since 2004. Ms. Magdich commented that she excited to join this strong team, and starting an in-house legal is a great decision for this organization. Ms. Magdich commented that her first day will be June 19<sup>th</sup>.

Director Young welcomed Janice Magdich to the Authority.



#### **14. Executive Director's Report**

Ms. Mortensen commented that she had the idea for this board to hold a couple joint sessions with other boards, starting with the Rail Commission, for an opportunity to share ideas, hear best practices, and ask questions because of the interrelationship. Ms. Mortensen explained it would be a good opportunity for the Authority and the Rail Commission to have time together, and would have to be a publicly noticed meeting for both boards. Ms. Mortensen suggested that the Authority also have a meeting with the Capitol Corridor Joint Powers Authority board that manages the other intercity rail sister service since there are big initiatives coming up that they have in common. Ms. Mortensen explained that she may reach out for ideas that the Authority would like to see explored on the Agenda and will report back after meeting with all of the governing bodies.

#### **15. Adjournment**

Vice Chair Espinosa adjourned the meeting at 11:26 am.

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

# **SAN JOAQUIN JOINT POWERS AUTHORITY**

Meeting of July 21, 2023

## **STAFF REPORT**

### **Item 3.2**

### **INFORMATION**

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#### **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 – May 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**  
**May 2023**  
**92% of Budget Year Elapsed**

<b>OPERATING EXPENSES</b>	<b>SJJPA FY 22-23 ALLOCATION</b>	<b>EXPENSE TO DATE</b>	<b>YTD PERCENT EXPENDED</b>
<b>Administrative Expenses</b>			
Salaries/Benefits/Contract Help	2,188,297	2,058,715	94%
Office Expense	8,478	5,482	65%
Subscriptions/Periodicals/Memberships	7,130	7,130	100%
Office Equipment Lease	16,140	14,254	88%
Computer Systems	-	-	0%
Communications	10,861	9,397	87%
Motor Pool	11,715	8,909	76%
Transportation/Travel	7,437	5,074	68%
Training	996	462	46%
Audits Regulatory Reporting	25,000	24,132	97%
Professional Services Legislative	253,000	191,645	76%
Professional Services Legal	215,000	200,988	93%
Professional Services General	451,100	437,562	97%
Professional Services Grants	67,000	67,000	100%
Publications/Legal Notices	1,000	870	87%
Professional Services Operations	3,300	1,300	39%
Communications, Operations	11,732	11,231	96%
Maintenance of Headquarters Structures/Grounds	100,767	84,164	84%
Insurance	110,000	77,221	70%
Insurance Management Fees	5,063	5,063	100%
Security Services/Safety Program	65,472	53,944	82%
<b>Administrative Expenses Subtotal</b>	<b>3,559,487</b>	<b>3,264,542</b>	<b>92%</b>
<b>Marketing Expense</b>			
Marketing & Outreach	2,050,000	1,720,930	84%
<b>Marketing Expenses Subtotal</b>	<b>2,050,000</b>	<b>1,720,930</b>	<b>84%</b>
<b>Contract Expense</b>			
San Joaquin Intercity Rail Operations (All Contracts)	75,625,858	58,824,897	78%
<b>Contract Expense Subtotal</b>	<b>75,625,858</b>	<b>58,824,897</b>	<b>78%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>81,235,345</b>	<b>63,810,350</b>	<b>79%</b>

**SAN JOAQUIN JOINT POWERS AUTHORITY**

Meeting of July 21, 2023

**STAFF REPORT**

**Item 3.3**

**INFORMATION**

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**Washington Update**

Please see attached Washington Update Report provided for the month of July 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 (SJIPA)  
FROM: TG&A Staff  
SUBJECT: Monthly Progress Report for JULY 2023  
DATE: July 12, 2023

### BIDEN 2023 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the June 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 July 11, 2023, the House Committee on Appropriations released the FY 2024 the Transportation, Housing and Urban Development, and Related Agencies (THUD) bill. The THUD Subcommittee markup is scheduled for July 12 at 5:00 p.m. ET. Details will be forthcoming from TG&A as they emerge. [This report

is being generated prior to the markup.] An Appropriations Committee [Summary](#) notes that, “The THUD bill provides a discretionary total of \$90.243 billion, which is \$8.633 billion (8.7 percent) below the President’s Budget Request. The bill text can be found [here](#). The general theme of the House-draft bill is that of reduced spending and “rightsizing transportation infrastructure spending.” **See preliminary FY 2023 THUD funding numbers on the following page.** Several transportation highlights include: no additional funding for RAISE grants and reduced funding for Community Project Funding member requests, across all modes.

Meanwhile, Senate appropriators have scheduled a markup of three FY 2024 appropriation bills on July 13, 2023 (Legislative Branch, Commerce-Justice-Science, and Financial Services and General Government Appropriations Acts). In a [Dear Colleague letter](#), Senate Majority Leader Chuck Schumer (D-NY) said, “In the Senate, we are working diligently through regular order on a bipartisan basis to advance appropriations bills.” It is unclear when the remaining Subcommittee markups in the Senate will be scheduled. See Appropriations Status Table for FY 2024 [here](#).

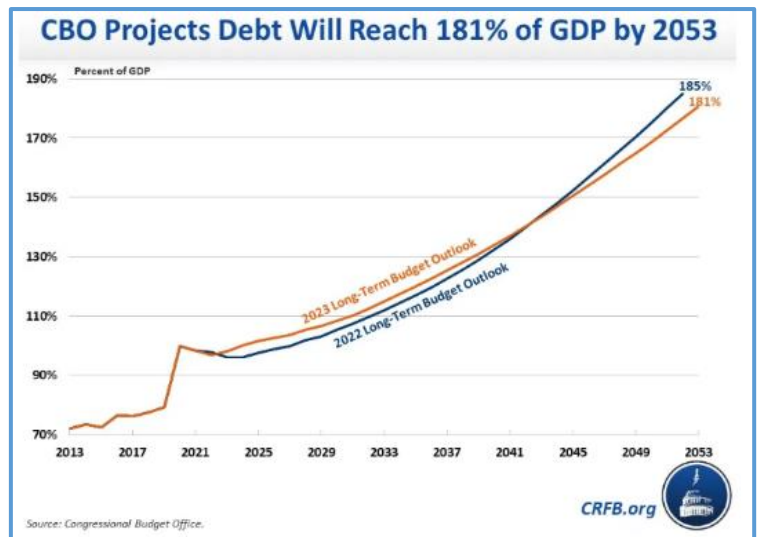
OVERALL FY 2024 APPROPRIATION BILL SUMMARY		
	<b>Bills Passed:</b>	House (0 of 12)
		Senate (0 of 12)
	<b>Bills Vetoed:</b>	(0 of 12)
	<b>Both Chambers Passed:</b>	(0 of 12)
	<b>Bills Enacted:</b>	(0 of 12)

**"PRELIMINARY" House - FY 2024 US DOT Appropriation Highlights**

(Prior No.s to Appropriations THUD Subcommittee Markup of July 12, 2023)

<b>7/12/2023 6:50</b>	<b>House Subcomm. Markup FY 2024</b>	<b>Enacted FY 2023</b>	<b>House Markup FY 2024 Vs. FY 2023 Enacted + / - "\$" Difference</b>	<b>House Markup FY 2024 Vs. FY 2023 Enacted + / - "% Difference</b>
<b>Office of the Secretary</b>				
National Infrastructure Investments (RAISE Grants)	0.00	800,000,000	(800,000,000)	-100.0%
NOTE: No additional FY '24 RAISE/Mega other than IJA Advance Approps. of \$2.5 b. (\$1.5 b. RAISE + \$1 b. for Mega)	2,500,000,000	2,500,000,000	No Change	No Change
Thriving Communities Initiative	0.00	25,000,000	(25,000,000)	-100.0%
Essential Air Service (Does not include Overflight Fees)	348,554,000	354,827,000	(6,273,000)	-1.8%
<b>Federal Aviation Administration</b>				
Air Traffic "Contract" Control Tower	194,000,000	187,800,000	6,200,000	3.3%
Airport Improvement Program	3,350,000,000	3,350,000,000	No Change	No Change
Grants-In-Aid For Airports (Supplemental G.F.)	303,921,257	558,555,000	(254,633,743)	-45.6%
Small Community Air Service Development Pgm.	10,000,000	10,000,000	No Change	No Change
<b>Federal Highway Administration</b>				
Highway Obligation Limitation	60,095,782,888	58,764,510,674	1,331,272,214	2.3%
Highway Infrastructure Programs (Supplemental G.F.)	1,361,627,349	3,417,811,613	(2,056,184,264)	-60.2%
of which the following is made for Community Project Funding	1,211,627,349	1,862,811,613	(651,184,264)	-35.0%
<b>Federal Motor Carrier Safety Administration</b>				
Motor Carrier Safety Assistance Program	406,500,000	398,500,000	8,000,000	2.0%
Commercial Driver's License Program	43,500,000	42,650,000	850,000	2.0%
High Priorities Activities Program	60,000,000	58,800,000	1,200,000	2.0%
Commercial Motor Vehicles Operations Grant Pgm.	1,300,000	1,200,000	100,000	8.3%
Commercial Motor Vehicle Enforcement Training	5,000,000	5,000,000	No Change	No Change
<b>National Highway Traffic Safety Administration</b>				
Highway Safety Programs (Sec. 402)	378,400,000	370,900,000	7,500,000	2.0%
National Priority Safety Programs (Sec. 405)	353,500,000	346,500,000	7,000,000	2.0%
High Visibility Enforcement Program	40,300,000	38,300,000	2,000,000	5.2%
<b>Federal Railroad Administration</b>				
Federal-State Partnership for Intercity Rail	0.00	100,000,000	(100,000,000)	-100.0%
Northeast Corridor	99,231,000	1,260,000,000	(1,160,769,000)	-92.1%
National Network Grants	776,376,000	1,193,000,000	(416,624,000)	-34.9%
Subtotal Amtrak:	875,607,000	2,453,000,000	(1,577,393,000)	-64.3%
Consolidated Rail Infrastructure/Safety Improvement Gnt	258,464,439	535,000,000	(276,535,561)	-51.7%
of which the following is made for Community Project Funding	28,864,439	30,426,000	(1,561,561)	-5.1%
Restoration and Enhancement	0.00	0.00	No Change	No Change
<b>Federal Transit Administration</b>				
Transit Obligation Limitation	13,990,000,000	13,634,000,000	356,000,000	2.6%
Capital Investment Grants	392,204,000	2,210,000,000	(1,817,796,000)	-82.3%
Transit Infrastructure Grants (Supplemental G.F.)	130,828,124	541,959,324	(411,131,200)	-75.9%
of which the following is made for Community Project Funding	130,828,124	360,459,324	(229,631,200)	-63.7%
Technical Assistance and Training	8,000,000	7,500,000	500,000	6.7%
<b>Maritime Administration</b>				
America's Marine Highway (Short Sea Transportation Pgm)	10,000,000	10,000,000	No Change	No Change
Assistance to Small Shipyards	20,000,000	20,000,000	No Change	No Change
Port Infrastructure Development Program (for CPF)	69,727,566	212,203,512	(142,475,946)	-67.1%
<b>National Transportation Safety Board</b>				
NTSB	145,000,000	129,300,000	15,700,000	12.1%
<b>Surface Transportation Board</b>				
STB	48,184,000	41,429,000	6,755,000	16.3%

June 28, 2023. The [Congressional Budget Office \(CBO\) released its Long-Term Budget Outlook](#), which shows debt rising to 181 percent of GDP by 2053 under CBO's current baseline. CBO's new extended baseline shows a somewhat improved long-term outlook than in its July 2022 Long-Term Budget Outlook, thanks in large part to the \$1.5 trillion of ten-year savings in the recently-enacted [Fiscal Responsibility Act](#). As a share of the economy, the 2053 deficit will be nearly 3 times larger than the 50-year historical average of 3.6 percent of GDP. CBO expects budget deficits to grow steadily over the next three decades. In nominal dollars, the deficit will grow from \$1.4 trillion in FY 2022 to \$1.5 trillion in 2023, \$2.5 trillion in 2033, \$4.6 trillion in 2043, and \$8.0 trillion in 2053. **Under CBO's estimates, the Highway Trust Fund will exhaust its reserves by 2028.** Read the Committee for a Responsible Federal Budget [here](#).



### SELECTED CONGRESSIONAL HEARINGS/BUSINESS

July 9, 2023. Senate Majority Leader Chuck Schumer (D-NY) dispatched a [Dear Colleague Letter](#) detailing the agenda for the upcoming work period. The letter states policy work in the areas of: “bills that lower the cost of insulin and prescription drugs, combat the fentanyl crisis, unlock permitting reform, advance online safety and innovation, promote community health, hold bank executives accountable, **address rail safety, modernize federal aviation programs**, institute common-sense farm policy, safeguard cannabis banking, compete with the Chinese government, and more.”

### SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – JULY

SENATE BILLS - JULY			
<a href="#">S TBA</a> <a href="#">Bill Summary</a> <a href="#">One-Pager</a> <a href="#">Press Release</a>	T. Baldwin (D-WI) “Reliable Rail Service Act.” The bill establishes specific criteria for the STB to consider when evaluating whether carriers are meeting their common carrier obligation to give shippers much-needed certainty that is currently lacking. Introduced 6/28/23.	<a href="#">S 2195</a> <a href="#">Article Here</a>	“Diesel Emissions Reduction Act.” Amends the Energy Policy Act of 2005 to reauthorize the diesel emissions reduction program through 2029. The bill would update the program at the authorization level of \$100 million annually. Introduced 6/22/23.
HOUSE BILLS - JULY			
<a href="#">HR 4427</a>	D. Lesko (R-AZ) To withhold Federal highway funds from States that provide driver's licenses or identification cards to aliens who are unlawfully present in the United States. Introduced 6/30/23.		

### RAIL SAFETY BILL SUMMARY

The Senate Commerce Committee passed (16 to 11) the bipartisan Railway Safety Act of 2023 ([S 576](#)) on May 10, sending it to the full Senate. The legislation was introduced by Ohio and Pennsylvania Senators Sherrod Brown, J.D. Vance, Bob Casey, and John Fetterman following the East Palestine, Ohio, derailment. The Railway Safety Act, as amended by the Senate Commerce Committee, gives the US DOT broad authority to issue new regulations on trains carrying hazardous materials, train length, railcar inspections, wayside defect detectors, and train crew size. A summary of its key provisions can be found [here](#). Meanwhile, in the House Congressman Chris Deluzio introduced a companion bill (HR 1674). In the House, the Republican majority have suggested any legislation should wait until the National Transportation Safety Board (NTSB) completes its investigation. Another rail safety bill in the House, Reducing Accidents in Locomotives (HR 1633 - RAIL) Act, has bipartisan support from Ohio members of the House and is sponsored by Congressman Bill Johnson, whose district includes East Palestine.



<b>SENATE</b>			
<a href="#">Railway Safety Act of 2023</a>	<a href="#">S 576</a>	3/1/2023	Sen. Sherrod Brown (D-OH)
<a href="#">Assistance for Local Heroes During Train Crises Act</a>	<a href="#">S 844</a>	3/16/2023	Sen. Robert Casey, Jr. (D-PA)
<a href="#">Railway Accountability Act</a>	<a href="#">S 1044</a>	3/29/2023	Sen. John Fetterman (D-PA)
<b>HOUSE</b>			
<a href="#">Decreasing Emergency Railroad Accident Instances Locally Act or the DERAILED Act</a>	<a href="#">HR 1238</a>	2/28/2023	Rep. Christopher Deluzio (D-PA)
<a href="#">Reducing Accidents in Locomotives Act or the RAIL Act</a>	<a href="#">HR 1633</a>	3/17/2023	Rep. Bill Johnson (R-OH)
<a href="#">Railway Safety Act of 2023</a> (companion to S 576)	<a href="#">HR 1674</a>	3/21/2023	Rep. Christopher Deluzio (D-PA)
<a href="#">Rail Inspector Safety Act</a> (amendment to FAA Reauth.)	<a href="#">HR TBA</a>	6/12/2023	Rep. Derrick Van Orden (R-WI)

## 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**

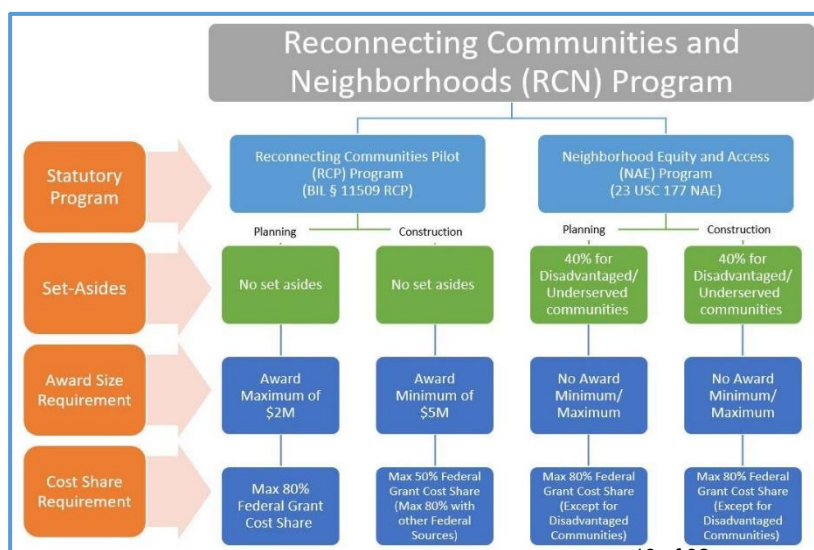
(As of July 7, 2023 - Hyperlink)

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](#), and see **Federal Railroad Administration Calendar of Upcoming Awards/NOFOs calendar** [here](#).

Month Est.	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
July 2023	<a href="#">Transit-Oriented Development Planning</a>	FTA
Summer 2023	<a href="#">Thriving Communities</a>	FHWA/Office of the Secretary
Summer 2023	<a href="#">Reconnecting Communities Pilot Program</a> – NOFO 7/5/2023	FHWA/Office of the Secretary
Late Spring 2023	<a href="#">Neighborhood Access and Equity Grants</a> – NOFO 7/5/2023	FHWA/Office of the Secretary
July 2023	<a href="#">All Stations Accessibility Program</a>	FTA
July 2023	<a href="#">State of Good Repair/Rail Vehicle Replacement Program</a>	FTA
Summer 2023	<a href="#">Bridge Investment Program</a>	FHWA
Summer 2023	<a href="#">Railroad Crossing Elimination Grant Program</a>	FRA
Fall 2023	<a href="#">Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program</a>	FRA
August 2023	<a href="#">Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</a>	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
Winter 2023/2024	<a href="#">National Culvert Removal, Replacement, and Restoration Grants</a>	FHWA

July 5, 2023. The [US DOT released](#) a FY 2023 Notice of Funding Opportunity (NOFO) making available \$198 million for the [Reconnecting Communities and Pilot \(RCP\) Program](#), and another NOFO making \$3.155 billion available under the [FY 2023 Neighborhood Access and Equity Program \(NAE\)](#). The US DOT combined these two programs into a single joint NOFO (RCN Program) to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of awards, the programs share many common characteristics. See nearby RCP/NAE graphic.]



Applicants may choose to apply for only one grant program; however, this combined solicitation will allow applicants to apply for both funding opportunities by submitting one application. Under the combined RCN Program, US DOT is offering three grant types: [Community Planning Grants](#), [Capital Construction Grants](#), and [Regional Partnerships Challenge Grants](#). Program funding splits are as follows:

- \$198 million for the Reconnecting Communities Pilot Program, of which:
  - \$148 million is for Capital Construction Grant funds, and
  - \$50 million is for Community Planning Grants, including funding for technical assistance.
- \$3.155 billion for the Neighborhood Access and Equity Program, of which the Department expects to award up to:
  - \$135 million to Community Planning Grants,
  - \$2.57 billion to Capital Construction Grants, and
  - \$450 million to Regional Partnerships Challenge Grants, designed to incentivize regions to come together to leverage both federal, state, and regional funding and policies to tackle problems.


US DOT has created a joint RCN website with additional information and will be hosting several informational [webinars for prospective grant applicants in the following weeks](#). **Applications must be submitted by 11:59 PM EDT, September 28, 2023.**


### OTHER REPORTS/NOTICES/NEWS ARTICLES


July 6, 2023. The Federal Railroad Administration (FRA) issued a [Safety Bulletin 2023-04](#) following a fatality that occurred on June 26, involving a CSX conductor trainee (CT) at the Port of Baltimore’s Seagirt Marine Terminal. The purpose of the Safety Bulletin “is to ensure the railroad industry is aware of this recent accident that resulted in a fatality of an employee. Its purpose is to also encourage railroads to identify location-specific safety issues to cover during safety briefings and (re)train employees.”

### UPCOMING CONGRESSIONAL CALENDAR – AUGUST

August						
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
20	21	22	23	24	25	26
27	28	29	30	31		

 Both chambers in session

 House only in session

 Senate only in session

June 30, 2023. Canadian National Railway (CN) [published its 2022 sustainability data supplement \(CN 2022 Data Supplement GRT and SASB Index\)](#) outlining the Company’s performance in the areas of safety, environment, people, community, and governance. The report provides an update on CN’s progress against its 2030 sustainability targets and its focus on embedding sustainability in all areas of the business. For the 2022 Data Supplement and additional information on CN’s commitment to a sustainable future visit [here](#).

June 30, 2023. Canadian National Railway (CN) was named to Corporate Knights’ ranking of Canada’s Best 50 Corporate Citizens. A [CN press release](#) noted, “For the fifteenth consecutive year, CN has earned a place on the Corporate Knights Best 50 Corporate Citizens list and placed first among its peers within the freight transport, all modes category.”

To determine the ranking, Corporate Knights analyzed 286 large Canadian organizations against Canadian and global industry peers. Corporate Knights assessed companies' performance using 25 key performance indicators (KPIs) covering resource management, employee management, financial management, sustainable revenue, sustainable investment, and supplier performance.

2023 rank	2022 rank	Name	Industry group	Final score	Climate commitments
7	35	Canadian National Railway Co	Freight transport, all modes	B+	SBTi, 1.5°C

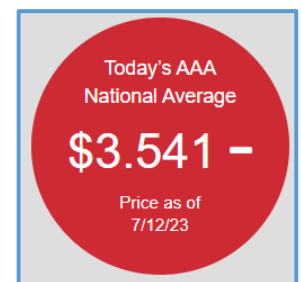
June 29, 2023. The [California Transportation Commission announced and approved \\$25 million in funds from Solutions for Congested Corridors Program \(SCCP\) for Placer County Transportation Planning Authority \(PCTPA\) and the Capitol Corridor Joint Powers Authority \(CCJPA\)](#), to support Phase 1 of the Sacramento to Roseville 3rd Main Track Project (SR3T). Phase 1 of the SR3T involves construction work and track improvements that will allow the Capitol Corridor to operate up to three round trips (6 trains) daily between Sacramento and Roseville, increasing service from the current single daily round trip. Once fully completed, the SR3T Phase 1 project will construct approximately 7 miles of third main track and a new layover/servicing facility for Capitol Corridor trains in Roseville.

### UPCOMING DEADLINES/EVENTS

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 29 [CALTRAIN Event Introducing New Electric Trains](#);  
 August 12-16 [Governors Highway Safety Assoc. 2023 Annual Meeting](#) (New York City);  
 August 16-18 [2023 Biennial FTA State/Tribal Pgms/Transit Partnerships Conf.](#) (Washington, D.C.);  
 September 7 [Midwest Transit Conference](#) (Kansas City, MO);  
 September 10-13 [ARTBA 2023 National Convention](#) (La Jolla, CA);  
 September 18-20 [Commuter Rail Coalition Rail Summit](#) (Chicago, Illinois);  
 October 10-13 AASHTO/SPRC Annual Mtg. (San Diego, CA);  
 November 6-7 Passenger Rail Law Workshop (Washington, D.C.);

### SCUTTLEBUTT/ICYMI

July 12, 2023. The Automobile Association of America (AAA) national average gas price can be found [here](#) (price per gallon as of 7/12/23). One month ago, the average price for regular gas was \$3.594 and one year ago the average price was \$4.655. **Related Item:** The Department of Energy's (DOE) Office of Petroleum Reserves [announced](#) on July 7, that it plans to purchase about 6 million barrels of oil for the Strategic Petroleum Reserve (SPR), with receipts scheduled for October and November 2023. The purchases come as the nation's oil reserve is at its lowest point in 40 years following a historic 180-million-barrel drawdown in the wake of Russia's invasion of Ukraine, as well as other releases mandated by Congress. See SPR infographic [here](#) and other information [here](#).



July 6, 2023. The California Air Resources Board [announced](#) a Clean Truck Partnership today with the nation's leading truck manufacturers and the Truck and Engine Manufacturers Association that advances the development of zero-emission vehicles (ZEVs) for the commercial trucking industry, which includes flexibility for manufacturers to meet emissions requirements while still reaching the state's climate and emission reduction goals. California regulators agreed to let trucking industry companies continue to sell more older diesel engines over the next three years, but only if they also sell zero-emission vehicles to offset the emissions from those older trucks. See agreement [here](#), press release [here](#) and article [here](#).

July 3, 2023. [Ohio Governor Mike DeWine requested](#) that President Joseph R. Biden issue a Major Presidential Disaster Declaration. The Governor’s [letter](#) notes that, “On March 7, 2023, the State of Ohio was granted an extension until July 3, 2023 to request a Major Presidential Disaster Declaration relating to the train derailment and release of hazardous chemicals that occurred in East Palestine, Ohio from February 3, 2023 through February 6, 2023.” The letter continues, “The possibility remains that the voluntary support provided by Norfolk Southern could at some point in the future cease, and this Declaration is needed to ensure that the State and Federal government use all resources available to step in and provide the community with needed assistance.


July 1, 2023. [Forbes reports](#) that as of July 1, nine states have increased the taxes they collect on each gallon of fuel. Three are imposing new taxes on electric vehicle charging stations.

June 29, 2023. The Association of American Railroads (AAR – members include all of the Class I freight railroads) [filed a law suit](#) against Ohio Attorney General David Yost, and several Ohio Public Utilities Commissioners to seek to block the state’s (Ohio’s) two-person train crew mandate (Ohio’s


two-person crew mandate effective June 30, 2023) which AAR contends doesn’t permit exceptions and is unconstitutional because it contradicts the 1995 Interstate Commerce Commission Termination Act (ICCTA). The AAR maintains that the “Regional Rail Reorganization Act” (3R Act – enacted in 1973) includes prescriptions is an express preemption clause against crew-size requirements. RAILWAY AGE article [here](#).

State	Tax Changes
California	The gas tax rises from 53.9 cents to 57.9 cents per gallon. The per-gallon tax on diesel goes from 33 cents to 34.5 cents; on Oct. 1 it will rise again to 50 cents.
Colorado	The existing gas tax includes fuel fees that increase July 1. The fee for a gallon of gas rises by 1 cent; the fee for diesel goes up by 2 cents.
Illinois	The gas tax goes up from 42.3 cents to 45.4 cents per gallon. The tax on diesel rises from 49.8 cents to 52.9 cents per gallon.
Indiana	The gas tax increases from 33 cents to 34 cents per gallon.
Iowa	The per-gallon tax on ethanol and ethanol-gas blends will rise from 24 cents to 24.5 cents per gallon. For higher-grade biodiesel, however, the tax will decrease from 30.1 cents to 29.8 cents per gallon. At public and commercial charging stations, there’s a new tax of 2.6 cents per kilowatt hour.
Kentucky	The tax on gasoline increases from 26.6 cents to 28.7 cents per gallon.
Maryland	The gas tax goes from 42.7 cents to 47 cents per gallon; for diesel, the tax rises from 43.45 cents to 47.75 cents per gallon.
Missouri	The gas tax increases from 22 cents to 24.5 cents per gallon.
Montana	An electric current tax of 3 cents per kilowatt hour takes effect at new vehicle charging stations (those opened after July 1, 2023).
Utah	There’s a new 12.5% tax at electric vehicle charging stations but the gas tax rate falls from 36.4 cents to 34.5 cents per gallon.
Virginia	The gas tax increases from 28 cents to 29.8 cents per gallon; the tax on diesel goes from 28.9 cents to 30.8 cents per gallon.

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

<div>  <b>SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &amp;/OR AWARDS</b>  <b>(TG&amp;A SCORECARD for CY 2023)</b> </div>										
<div> <small>THE GINSBERG &amp; ASSOCIATES, LLC</small>  <b>7/11/2023</b> </div>										
	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$ MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
<b>DOE</b>	FY 2023 Ride and Diver Electric Program	NOFO	5/18/2023	<a href="#">NOFO URL</a>	51,000,000	7/28/2023	TBD	TBD	TBD	Concept papers due 6/16/23.
<b>FAA</b>	FY 2023 Airport Terminal Program	NOFO/AWARD	9/27/2022	<a href="#">NOFO URL</a>	1,000,000,000	10/24/2022	1,000,000,000	<a href="#">AWARD URL</a>	2/27/2023	<a href="#">Award Press Release.</a>
	FAA Aircraft Pilots Workforce Development Grant Program - 2nd Round	NOFO/AWARD	4/26/2022	<a href="#">NOFO URL</a>	5,000,000	6/17/2022	5,000,000	<a href="#">AWARD URL</a>	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	<a href="#">NOFO URL</a>	5,000,000	6/17/2022	5,000,000	<a href="#">AWARD URL</a>	3/2/2023	Deadline extended to 6/17/22.
	Small Community Air Service Development Program (SCASDP)	NOFO	3/16/2023	<a href="#">NOFO URL</a>	15,000,000	5/17/2023	TBD	TBD	TBD	
	FY 2023 Contract Tower Competitive Grant Program	NOFO	11/8/2022	<a href="#">NOFO URL</a>	20,000,000	12/6/2022	20,000,000	<a href="#">AWARD URL</a>	3/31/2023	<a href="#">Airport Award List</a>
	FY 2023 Competitive Funding Opportunity: Airport Improvement Program	NOFO	4/14/2023	<a href="#">NOFO URL</a>	1,500,000,000	7/14/2023	TBD	TBD	TBD	
	Fueling Aviation's Sustainable Transition (FAST) Grant Program.	NOFO	5/24/2023	<a href="#">NOFO URL</a>	291,000,000	TBD	TBD	TBD	TBD	Full NOFO to come at Grants.Gov
	FY 2022 Airport Improvement Program Competitive Supplemental Disc. Grants	NOFO/AWARD	12/28/2022	<a href="#">NOFO URL</a>	268,728,965	1/31/2023	267,741,520	<a href="#">AWARD URL</a>	7/11/2023	<a href="#">Airport Award List</a>
<b>FHWA</b>	FY 2022 Bridge Investment Program (Large Bridge Grant Receipts)	NOFO/AWARD	6/10/2022	<a href="#">NOFO URL</a>	2,360,000,000	7/25 - 9/8/22	2,087,150,000	<a href="#">AWARD URL</a>	1/4/2023	<a href="#">Award Press Release.</a>
	FY 2022 Bridge Investment Program (Bridge Grant Receipts)	NOFO/AWARD	6/11/2022	<a href="#">NOFO URL</a>	2,360,000,000	7/25 - 9/8/23	295,748,713	<a href="#">AWARD URL</a>	4/13/2023	<a href="#">Award Recipients</a>
	FY 2023 Admn. of the Dwight David Eisenhower Transpo. Fellowship Pgm. (DDETFP)	NOFO	2/18/2023	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	111,850,000	8/1/2023	TBD	TBD	TBD	
	FY 2022/'23 Promoting Resilient Ops./Transformative, Efficient/Cost-Saving Transpo.	NOFO	4/21/2023	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	160,000,000	6/26/2023	TBD	TBD	TBD	
	FY 2022 National Scenic Byways Program	NOFO/AWARD	3/17/2022	<a href="#">NOFO URL</a>	22,000,000	5/16/2022	21,849,689	<a href="#">AWARD URL</a>	4/28/2023	Letter of Intent due 4/4/2022.
	FY 2023 Innovative Asphalt Pavement Technologies Program	NOFO	5/3/2023	<a href="#">NOFO URL</a>	5,000,000	6/28/2023	TBD	TBD	TBD	
	Advancing Sustainability and Resilience in Pavements Program	NOFO	5/12/2023	<a href="#">NOFO URL</a>	7,500,000	6/26/2023	TBD	TBD	TBD	
	FY 2022 Advanced Transportation Tech. & Innovative Mobility Deployment Pgm.	NOFO	9/19/2022	<a href="#">NOFO URL</a>	60,000,000	10/12/2022	52,780,000	<a href="#">AWARD URL</a>	5/25/2023	AKA ATTAIN
	FY 2023 Work Zone Safety Grants	NOFO	6/1/2023	<a href="#">NOFO URL</a>	10,000,000	7/14/2023	TBD	TBD	TBD	
	FY 2022-2026 Advanced Digital Construction Management Systems (ADCMS)	NOFO	6/27/2023	<a href="#">NOFO URL</a>	115,000,000	8/28/2023	TBD	TBD	TBD	\$34 m. for each of FY '22/23; \$17 m. for each of FY '24-26.
	FY 2023 Nationally Significant Federal Lands and Tribal Projects Program	NOFO	7/7/2023	<a href="#">NOFO URL</a>	88,290,000	9/6/2023	TBD	TBD	TBD	
	FY 2022 Nationally Significant Federal Lands and Tribal Projects Program	NOFO/AWARD	8/18/2022	<a href="#">NOFO URL</a>	125,215,000	10/24/2022	130,548,129	<a href="#">AWARD URL</a>	7/6/2023	<a href="#">Award Press Release</a>
<b>FRA</b>	FY 2023 Northeast Corridor Commission (NECC) Project	NOFO	1/20/2023	<a href="#">NOFO URL</a>	6,000,091	2/2/2023	TBD	TBD	TBD	
	<a href="#">FY 2022 Corridor Identification and Development Grant Program (Updated NOFO)</a>	NOFO	1/14/2023	<a href="#">NOFO URL</a>	365,000,000	3/27/2023	TBD	TBD	TBD	<a href="#">FR Notice 12/20/2022</a>
	<a href="#">FY 2022 Federal-State Partnership for Intercity Passenger Rail Program (FSP) for projects NOT located on the Northeast Corridor (Updated NOFO)</a>	Updated NOFO	2/2/2023	<a href="#">NOFO URL</a>	4,566,300,000	4/21/2023	TBD	TBD	TBD	<a href="#">FR Notice 3 February 2023</a>
	FY2022 CRISI ME Northern Rail	NOFO	2/23/2023	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	5,000,000	7/3/2023	N/A	N/A	N/A	<a href="#">NOFO Correction 5/23/23.</a>
	FYs 2022/2023 Competitive Grants for Rail Vehicle Replacement Program	NOFO/AWARD	10/12/2022	<a href="#">NOFO URL</a>	600,000,000	1/5/2023	703,093,337	<a href="#">AWARD URL</a>	5/5/2023	Note: \$300 m for each of FYs 2022/2023.
	Interstate Rail Compacts Grant Program	NOFO	5/8/2023	<a href="#">NOFO URL</a>	5,815,800	7/10/2023	TBD	TBD	TBD	<a href="#">FR Noticed 9 May 2023.</a>
	FY 2023 Northeast Corridor IIA Supplemental Cooperative Agreement to Amtrak	NOFO	6/1/2023	<a href="#">NOFO URL</a>	1,189,000,000	6/15/2023	TBD	TBD	TBD	Amtrak is the only entity eligible to apply.
	FY 2023 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	6/1/2023	<a href="#">NOFO URL</a>	1,565,000	6/9/2023	TBD	TBD	TBD	NNEPRA is the only entity eligible to apply.
	FY 2023 National Network IIA Supplemental Cooperative Agreement	NOFO	6/1/2023	<a href="#">NOFO URL</a>	3,143,000,000	6/15/2023	TBD	TBD	TBD	Amtrak is the only entity eligible to apply.
	FY 2022 Railroad Crossing Elimination Program	NOFO/AWARD	6/30/2022	<a href="#">NOFO URL</a>	573,264,000	10/11/2022	570,000,000	<a href="#">AWARD URL</a>	6/5/2023	<a href="#">FRA Press Release.</a>
	FY 2023 Rail Safety Innovations Deserving Exploratory Analysis (Rail Safety IDEA)	NOFO	6/28/2023	<a href="#">NOFO URL</a>	400,000	7/14/2023	TBD	TBD	TBD	The National Academy of Sciences is the only entity eligible to apply.
<b>US DEPT. OF LABOR</b>										
	Building Pathways to Infrastructure Jobs Grant Program	NOFO	4/5/2023	<a href="#">NOFO URL</a>	80,000,000	7/7/2023	TBD	TBD	TBD	
<b>FTA</b>										
	FY 2023 Areas of Persistent Poverty Program	NOFO	1/6/2023	<a href="#">NOFO URL</a>	20,041,870	3/10/2023	TBD	TBD	TBD	
	<a href="#">FY 2023 Low or No Emission Grant Program</a>	NOFO/AWARD	1/26/2023	<a href="#">NOFO URL</a>	1,221,350,117	4/13/2023	1,700,000,000	<a href="#">AWARD URL</a>	6/26/2023	<a href="#">List of Awards</a>
	<a href="#">FY 2023 Grants for Buses and Bus Facilities Program</a>	NOFO/AWARD	1/26/2023	<a href="#">NOFO URL</a>	469,445,424	4/13/2023	1,700,000,000	<a href="#">AWARD URL</a>	6/26/2023	<a href="#">List of Awards</a>
	FY 2022 Ferry Grant Programs (3 Separate Programs Combined)	NOFO/AWARD	7/8/2022	<a href="#">NOFO URL</a>	294,500,000	9/6/2022	384,354,926	<a href="#">AWARD URL</a>	1/26/2023	<a href="#">List of Awards</a>
	FY 2022 Safe Streets and Roads for All (SS4A) Grant Program	NOFO/AWARD	5/16/2022	<a href="#">NOFO URL</a>	1,000,000,000	9/15/2022	800,000,000	<a href="#">AWARD URL</a>	2/1/2023	473 Action Plan Awards and 37 Implementation Grant Awards



<div>  <div> <div>SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &amp;/OR AWARDS</div> <div>(TG&amp;A SCORECARD for CY 2023)</div> </div> </div>										
<div> <div>TG&amp;A</div> <div>Tax GINSBERG &amp; ASSOCIATES, LLC</div> <div>7/11/2023</div> </div>										
	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
	FY 2021 Mobility, Access, Transpo. Insecurity-Creating Links/Opportunity Demo.	NOFO/AWARD	8/8/2022	<a href="#">NOFO URL</a>	6,000,000	10/11/2022	6,000,000	<a href="#">AWARD URL</a>	2/8/2023.	
	FTA Emergency Relief Funding for CYs 2017, 2020, 2021, 2022	NOFO	3/24/2023	<a href="#">NOFO URL</a>	212,301,048	5/26/2023	TBD	TBD	TBD	<a href="#">FR Notice 27 March 2023.</a>
	Community Mobility Design Challenge 2023	NOFO	3/26/2023	<a href="#">NOFO URL</a>	25,000 each to 4 teams	8/4/2023	TBD	TBD	TBD	<a href="#">Application Package</a>
	<a href="#">FY 2023 Passenger Ferry Grant Program</a>	NOFO	5/17/2023	<a href="#">NOFO URL</a>	50,100,000	7/17/2023	TBD	TBD	TBD	
	<a href="#">FY 2023 Ferry Service for Rural Communities Program</a>	NOFO	5/17/2023	<a href="#">NOFO URL</a>	170,000,000	7/17/2023	TBD	TBD	TBD	
	<a href="#">Public Transportation Innovation Program</a>	NOFO/AWARD	9/21/2022	<a href="#">NOFO URL</a>	6,500,000	11/21/2022	11,637,691	<a href="#">AWARD URL</a>	6/8/2023	<a href="#">List of Awards</a>
MARAD										
	2023 Port Infrastructure Development Program (PIDP)	NOFO	12/31/2022	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	20,800,000	2/27/2023	20,800,000	<a href="#">AWARD URL</a>	5/3/2023	<a href="#">Maritime NOFO</a>
	FY 2023 US Marine Highway Program	NOFO	2/28/2023	<a href="#">NOFO URL</a>	12,423,000	4/28/2023	TBD	TBD	TBD	
NHTSA / FMCSA										
	FY 2023 High Priority Program – Innovative Technology Deployment	NOFO	2/1/2023	<a href="#">NOFO URL</a>	2,000,000	4/3/2023	TBD	TBD	TBD	
	FY 2023 Commercial Motor Vehicle Operator Safety Training Program	NOFO	2/1/2023	<a href="#">NOFO URL</a>	3,200,000	4/3/2023	TBD	TBD	TBD	
	FY 2023 Commercial Driver's License Program Implementation	NOFO	2/1/2023	<a href="#">NOFO URL</a>	70,400,000	4/3/2023	TBD	TBD	TBD	
	FY 2023 High Priority Program – Commercial Motor Vehicle	NOFO	2/1/2023	<a href="#">NOFO URL</a>	43,300,000	4/3/2023	TBD	TBD	TBD	
	Collegiate Impaired Driving Learning Collaborative (CIDLC) Program	NOFO	2/15/2023	<a href="#">NOFO URL</a>	750,000	5/15/2023	TBD	TBD	TBD	
	Native American Pedestrian Safety Demonstration	NOFO	6/16/2023	<a href="#">NOFO URL</a>	507,000	7/14/2023	TBD	TBD	TBD	\$507,000 is available to fund up to one (1) discretionary Cooperative Agreement.
	Fiscal Year 2024 Commercial Vehicle Safety Plans to Support National Safety Goals	NOFO	6/22/2023	<a href="#">NOFO URL</a>	4,792,025,000	8/21/2023	TBD	TBD	TBD	
OPERATION LIFESAVER										
	Public Safety Awareness Campaigns in 12 States	AWARD	N/A	N/A	N/A	N/A	230,925	<a href="#">AWARD URL</a>	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	<a href="#">AWARD URL</a>	4/6/2023	
	Crossing Safety Public Awareness Campaigns in 12 States	AWARD	N/A	N/A	N/A	N/A	214,075	<a href="#">AWARD URL</a>	4/25/2023	
US DHS / FEMA										
	FY 2022 Assistance to Firefighters Grants	NOFO	1/9/2023	<a href="#">NOFO URL</a>	324,000,000	2/10/2023	TBD	TBD	TBD	<a href="#">AFG Grants.Gov Reference</a>
	FY 2022 Assistance to Firefighters Grants (SAFER) Program	NOFO	2/6/2023	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	36,000,000	3/31/2023	TBD	TBD	TBD	
	FY 2023 Port Security Grant Program (PSGP)	NOFO	2/27/2023	<a href="#">NOFO URL</a>	100,000,000	5/18/2023	TBD	TBD	TBD	
	FY 2023 Intercity Passenger Rail Program (IPR)	NOFO	2/27/2023	<a href="#">NOFO URL</a>	10,000,000	5/18/2023	TBD	TBD	TBD	
	FY 2023 Intercity Bus Security Grant Program (IBSGP)	NOFO	2/27/2023	<a href="#">NOFO URL</a>	2,000,000	5/18/2023	TBD	TBD	TBD	
	FY 2023 Transit Security Grant program (TSGP)	NOFO	2/27/2023	<a href="#">NOFO URL</a>	93,000,000	5/18/2023	TBD	TBD	TBD	
	FY 2023 State Fire Training Systems Grant (SFTSG) program	NOFO	6/9/2023	<a href="#">NOFO URL</a>	1,000,000	7/10/2023	TBD	TBD	TBD	Awards of \$20K to 50 projects.
US DOT										
	FY 2023 National Infrastructure Investments (Local/Reg. Proj. Asst.) - RAISE Grants	NOFO/AWARD	12/1/2022	<a href="#">NOFO URL</a>	2,275,000,000	2/28/2023	2,200,000,000	<a href="#">Award URL</a>	6/28/2023	NOFO updated 1/6/23 to reflect added FY '23 Omnibus funding of \$800 million.
	University Partnership Program	NOFO	1/20/2023	<a href="#">NOFO URL</a>	590,000	3/13/2023	TBD	TBD	TBD	
	FY 2022 National Infrastructure Project Assistance (Mega Projects)	NOFO/AWARD	3/25/2022	<a href="#">NOFO URL</a>	1,000,000,000	5/23/2022	1,172,171,053	<a href="#">AWARD URL</a>	1/31/2023	
	Reconnecting Communities Pilot (RCP) Discretionary Grant Program	NOFO/AWARD	6/30/2022	<a href="#">NOFO URL</a>	195,000,000	10/13/2022	185,000,000	<a href="#">AWARD URL</a>	2/28/2023	<a href="#">Award Press Release.</a>
	Thriving Communities Technical Assistance (Dept. of Housing/Urban Development)	NOFO	3/1/2023	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	700,000,000	6/13/2023	TBD	TBD	TBD	
	<a href="#">FY 2022 Strengthening Mobility &amp; Revolutionizing Transportation Grants Pgm.</a>	NOFO/AWARD	9/19/2022	<a href="#">NOFO URL</a>	100,000,000	12/18/2022	94,783,781	<a href="#">AWARD URL</a>	3/21/2023	
	FY 2023 Safe Streets and Roads for All Funding Opportunity (SS4A)	NOFO	3/31/2023	<a href="#">NOFO URL</a>	1,177,213,000	7/10/2023	TBD	TBD	TBD	
	FY 2022 Thriving Communities Program	NOFO/AWARD	10/6/2022	<a href="#">NOFO URL</a>	25,000,000	11/29/2022	21,150,000	<a href="#">AWARD URL</a>	4/7/2023	<a href="#">LOI Announcement</a>
	FY 2022/2023 Regional Infrastructure Accelerator (RIA) Grant Program	NOFO	4/26/2023	<a href="#">NOFO URL</a>	24,000,000	5/30/2023	TBD	TBD	TBD	
	RRIF Express Program	NOFO	5/31/2023	<a href="#">NOFO URL</a>	35,000,000,000	12/1/2023	TBD	TBD	TBD	
	FY 2022/2023 Rural and Tribal Assistance Pilot Program	NOFO	6/14/2023	<a href="#">NOFO URL</a>	3,400,000	<a href="#">See Comments and here for NOFO Correction</a>	TBD	TBD	TBD	Reviewed on a rolling (first-come, first-served) basis until available funding is expended. The application window will open on August 14, 2023.
	MPDG - National Infrastructure Project Assistance grants Program (Mega)	Combined NOFO	6/27/2023	<a href="#">NOFO URL</a>	1,800,000,000	8/21/2023	TBD	TBD	TBD	
	MPDG - Nationally Significant Multimodal Freight/Highways Projects Program (INFRA)	Combined NOFO	6/27/2023	<a href="#">NOFO URL</a>	3,100,000,000	8/21/2023	TBD	TBD	TBD	
	MPDG - Rural Surface Transportation Grant Program (Rural)	Combined NOFO	6/27/2023	<a href="#">NOFO URL</a>	675,000,000	8/21/2023	TBD	TBD	TBD	
	FY 2023 Reconnecting Communities Pilot (RCP) Program	Combined NOFO	7/5/2023	<a href="#">NOFO URL</a>	198,000,000	9/28/2023	TBD	TBD	TBD	
	FY 2023 Neighborhood Access and Equity (NAE) Program	Combined NOFO	7/5/2023	<a href="#">NOFO URL</a>	3,155,000,000	9/28/2023	TBD	TBD	TBD	

# SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of July 21, 2023

## STAFF REPORT

### Item 3.4

### INFORMATION

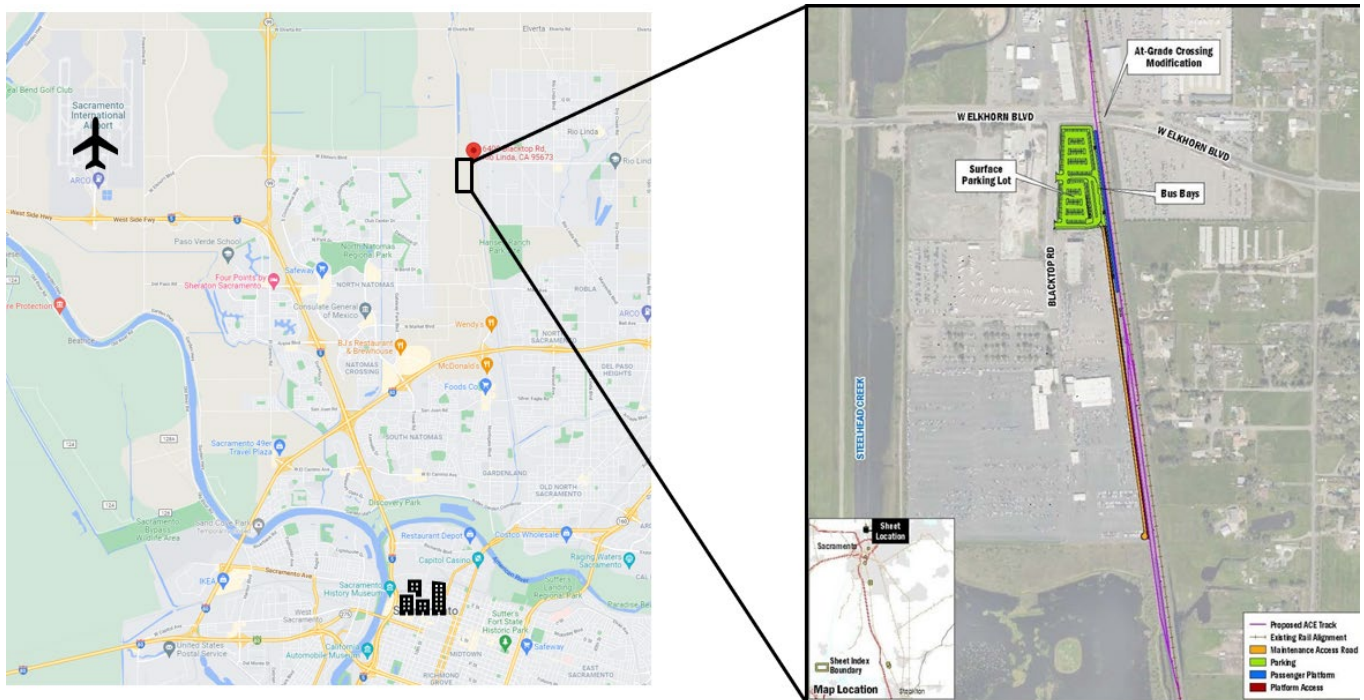
#### Report on Status of the Natomas/Sacramento Station and Layover Track Project

##### Background:

The Natomas/Sacramento Station and Layover Track Project will be constructed on the Union Pacific Railroad (UPRR) Sacramento Subdivision in unincorporated Sacramento County on an 8.4-acre site along the eastern side of West Elkhorn Boulevard. The site is currently developed for commercial and industrial uses.

Improvements that will be constructed as part of the project include:

- Construction of a single outside loaded passenger platform.
- Extensions of the existing UPRR Sacramento Subdivision track.
- Construction of layover tracks and associated facilities.



##### Property Acquisition Summary

Through the Rail Commission's Right of Way consultants, Paragon Partners Ltd., communications with property owners began in June 2021. The initial offer was made January 2022 and negotiations continued with staff regularly providing the Board updates in closed sessions. In the December 2022 closed session, the Board approved the purchase agreement with Vitaly Yanchuk and Alexander Zhelezoglo for the negotiated and Board approved purchase price of \$7,900,000 for the purchase of two (2) Assessor Parcel Numbers (APNs) 214-0290-001 and 214-0290-002 for the Natomas/Sacramento Airport Station Project and authorizing the Executive Director to accept the



grant deed and negotiate, award, and execute any and all agreements and documents related to the acquisition of the property. Escrow and right of possession with the property owner was completed on July 12, 2023. The Rail Commission is managing the property and the remaining tenants through a property manager from Paragon Partners Ltd.

Fiscal Impact:

This acquisition is funded by the state Transit and Intercity Rail Capital Program (TIRCP). Funding for the project is identified in the FY 22-23 Capital Budget within the Natomas/Sacramento Airport Station Project line. Funding has been allocated and confirmed to be available for this purchase.

Recommendation:

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

# **SAN JOAQUIN JOINT POWERS AUTHORITY**

Meeting of July 21, 2023

## **STAFF REPORT**

### **Item 3.5**

### **ACTION**

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Professional and Contracted Service Amendments for Fiscal Year 2023/2024 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Her Spending Authority**

**a) Pressley & Associates**

**= \$31,440**

#### Background:

Annually, San Joaquin Joint Powers Authority (Authority) utilizes option years for applicable professional and contracted services agreements. The following Amendment is recommended in the 2023/2024 fiscal year:

- Pressley & Associates for On-Call Controller Services

To enter into the above Amendment utilizing an option year, staff coordinated with the consultant to confirm or negotiate option year pricing. Procurement and Contracts staff reviewed the final pricing for all amendments and deemed them fair and reasonable.

Many long-term contracts expired in 2023 resulting in awarding new agreements, which the Board has approved over the last several months. This amendment is the only amendment utilizing option years for the Authority.

#### Fiscal impact:

Expenses and Revenues for this year of the listed contracts are identified in the Fiscal Year 2023/2024 SJRRC/ACE and SJJPA Operating Budgets. Contracts with future years' will be included in the SJRRC/ACE and SJJPA Operating Budget, which will be brought before the Board for consideration as part of the annual approval process.

#### Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Professional and Contracted Service Amendments for Fiscal Year 2023/2024 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Her Spending Authority

b) Pressley & Associates

= \$31,440

**SJJPA RESOLUTION 23/24-**

**APPROVE A RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING PROFESSIONAL AND CONTRACTED SERVICE AMENDMENTS FOR FISCAL YEAR 2023/2024 AS LISTED BELOW AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECTS INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY**

**a) PRESSLEY & ASSOCIATES**

**= \$31,440**

WHEREAS, annually, San Joaquin Joint Powers Authority (Authority) utilizes option years for applicable professional and contracted services agreements; and

WHEREAS, the Agreements have been previously approved by the Board for the base term and pricing; and

WHEREAS, the following Amendment is recommended in the 2023/2024 fiscal year:

- Pressley & Associates for On-Call Controller Services

WHEREAS, Procurement and Contracts staff reviewed the final pricing for all amendments and deemed them fair and reasonable; and

NOW THEREFORE, BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority Approves Professional and Contracted Service Amendments for Fiscal Year 2023/2024 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Her Spending Authority

**a) Pressley & Associates**

**= \$31,440**

PASSED AND ADOPTED, by the SJJPA on this 21<sup>st</sup> day of July 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT  
POWERS AUTHORITY

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STACEY MORTENSEN, Secretary

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PATRICK HUME, Chair

# **SAN JOAQUIN JOINT POWERS AUTHORITY**

Meeting of July 21, 2023

## **STAFF REPORT**

### **Item 4**

### **INFORMATION**

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#### **Rail Safety Presentation**

Background:

Union Pacific Railroad (UPRR) will provide a presentation on rail safety at the July 21, 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 July 21, 2023

**STAFF REPORT**

**Item 5**

**INFORMATION**

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**Rail Safety Month/Amtrak Safety Presentation**

Background:

Amtrak Inspector, Doug Calcagno, will provide a presentation on Amtrak safety at the July 21, 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 July 21, 2023

## **STAFF REPORT**

### **Item 6**

### **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 \$250,000 for the Union City Intermodal Station Phase 3 Project**

#### 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 \$7,383,036 to program to projects. Staff recommends SRA funding be requested for the Union City Intermodal Station Phase 3 Project.

The estimated funding distribution for the intercity rail agencies for Fiscal Year 2023-24 is shown below:

<b>Agency</b>	<b>Estimated Distribution</b>
	<b>2023-24</b>
Capitol Corridor Joint Powers Authority	<b>\$6.1M</b>
LOSSAN Rail Corridor Agency (Pacific Surfliner)	<b>\$6.1M</b>
<b>San Joaquin Joint Powers Authority</b>	<b>\$6.1M</b>
Flexible for intercity rail agencies, public agencies authorized to plan an/or manage intercity rail operations for aspiring corridors, and Caltrans	<b>\$6.1M</b>

#### SoCo Rail Study Project:

The Southern Alameda County Integrated Rail Analysis (SoCo Rail Study) has been led by the Metropolitan Transportation Commission (MTC). MTC has partnered with the California State Transportation Agency (CalSTA), Caltrans, Alameda County Transportation Commission (ACTC), Capital Corridor Joint Powers Authority (CCJPA), and the San Joaquin Regional Rail Commission (Rail Commission) to conduct this \$5 million planning effort.

The SoCo Rail Study builds on the foundation of the 2018 California State Rail Plan (CSRP), which established a 2040 statewide vision for an integrated statewide passenger rail and express bus network. The 2018 CSRP also identified rail hub stations, including an “East Bay” hub located in Southern Alameda County, which sits at the nexus of megaregional rail services and Bay Area rail and bus services. Additionally, the 2018 CSRP called for implementation of rail planning for the East Bay so that recommendations can be integrated with the 2023 CSRP. The SoCo Rail Study has concluded that the “East Bay” hub would be a rail-to-rail connection between BART and ACE at the Union City BART Station and this project has been included as a mid-term project in the Draft 2023 CSRP. The SoCo Rail Study focuses on the implementation of intercity (non-commute) service via the Altamont Pass between the Central Valley and Union City with the deployment of three round-trips in the mid-term (within the next ten years). It is envisioned the two of the initial round-trips would be between Union City and Merced (connecting with the HSR EOS) and one between Union City and Chico. This extension of ACE service to Union City has been promoted by the City of Union City for many years and is known as the “Union City Intermodal Station Phase 3 Project”. The Rail Commission is working with the City of Union City to secure \$3.5 million needed for the environmental review phase of this project and the Rail Commission will be the lead agency for this work (CEQA lead agency). At their May 23, 2023, City Council Meeting, the City of Union City approved \$3 million from Measure BB Transportation Expenditure Plan (TEP) for this purpose. Further approval by Alameda County Transportation Commission (ACTC) is required for the Rail Commission to have access to this \$3 million in funding. It is anticipated that both the Rail Commission and the San Joaquin Joint Powers Authority (Authority) would contribute \$250,000 in SRA as matching funding for the Union City Intermodal Station Phase 3 environmental clearance/preliminary engineering. The Rail Commission is the lead CEQA agency since this is an ACE extension. The Authority should also be a partner since the proposed new service would be intercity service. Intercity service on the Altamont Corridor has been a long-time goal of the SJJPA. The ACE extension to Union City and the three additional intercity round-trips in the mid-term are included in the 2023 SJJPA Business Plan. The Rail Commission approved its \$250,000 contribution in SRA funds at its July 7, 2023, Board meeting.

#### 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 \$250,000 for the Union City Intermodal Station Phase 3 Project.



**SJJPA RESOLUTION 23/24-**

**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 \$250,000 FOR THE UNION CITY INTERMODAL STATION PHASE 3 PROJECT**

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 Union City Intermodal Station Phase 3 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 \$250,000 for the Union City Intermodal Station Phase 3 Project.

PASSED AND ADOPTED, by the SJJPA on this 21<sup>st</sup> day of July 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

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STACEY MORTENSEN, Secretary

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PATRICK HUME, Chair

## SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of July 21, 2023

### STAFF REPORT

#### Item 7

#### ACTION

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets on Route 7 (Martinez-Santa Rosa-Arcata) for All Bus Stop Pairs 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:

Senate Bill 742 (SB 742) was introduced by Senator Allen on February 22, 2019. SB 742 was passed by the Legislature in September 2019 and signed by the Governor on October 8, 2019. A purpose of SB 742 was to remove portions of Section 14035.55 of the CA Government Code which requires state-supported Amtrak Thruway bus passengers to have a rail trip as part of their ticket.

Section 14035.55(c) as amended enables the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip. Section 14035.55 as amended will increase revenues for the state at virtually no additional cost, will provide improved access to priority and underserved communities, and will reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile. This change will also provide better utilization of current infrastructure and reduce congestion on some of the nation's most congested freeways.

As discussed at the November 22, 2019 Board Meeting, the implementation of SB 742 will need to be phased in over time. It is not practicable to offer bus-only tickets on all Thruway bus routes at the same time. SJJPA started with a couple of existing regular routes without adding any additional stops that also have minimal conflicts with existing private intercity bus services. Approval for additional regular routes is being sought at subsequent Board Meetings until all of the regular routes are able to offer bus-only tickets.

The provisions of SB 742 became effective on January 1, 2020. At the January 22, 2020 SJJPA Board Meeting, SJJPA took action to open selected bus stop pairs for bus-only ticketing on Route 10 (Bakersfield – Santa Barbara) and Route 12 (Bakersfield – Victorville). At the March 26, 2020 Board Meeting, the Authority took action to open selected bus stop pairs for bus-only ticketing on Route 1c (Bakersfield – Van Nuys – West Los Angeles – Torrance), Route 19 (Bakersfield – Pasadena - San Bernardino – Indio – Hemet), and Route 40 (Merced – Los Banos – Merced). However, after the COVID-19 pandemic hit California, the deployment of bus-only ticketing and the further implementation of SB 742 needed to be delayed as a result of the capacity restrictions and service reductions for the San Joaquin Thruway bus routes.

With capacity constraints no longer in place on San Joaquins Thruway buses and service being restored to near pre-pandemic levels, staff presented their intention to re-initiate the implementation of SB 742 for San Joaquins Thruway bus routes at the September 24, 2021 Board Meeting, with the Authority then taking action on November 19, 2021 to open selected bus stop pairs for bus-only ticketing on Route 7. At that time, bus-only ticketing was opened to all bus stop pairs between Martinez and Santa Rosa, but was opened to a limited number of additional bus stop pairs north of Santa Rosa, due to Greyhound also serving the corridor and many of the same markets north of Santa Rosa as the Route 7 service. Bus stop pairs currently open for bus-only ticketing are shown in the table in Attachment 2.

Staff are now asking the Authority to take action to allow passengers to purchase bus-only ticketing for all bus stop pairs on Route 7 at the July 21, 2023, Board Meeting. The Authority approved a Memorandum of Understanding (MOU) on January 28, 2022 (Attachment 6 report), with Greyhound to coordinate SB 742 implementation along the Route 7 corridor with the goal of improving service and connectivity and to work with Caltrans to study the corridor and recommend potential actions for these improvements. With the completion of Caltrans' North Coast Bus Coordination Study (Attachment 7), bus-only ticketing is supported by Caltrans' findings and recommended for the entire Route 7 service. SJJPA staff have met with Greyhound on multiple occasions since the release of the draft Caltrans' North Coast Bus Study as part of the necessary coordination required by SB 742. Greyhound has suggested a concept (supported by SJJPA staff) for integrating Route 7 and Greyhound service along the North Coast where Greyhound would truncate their service at Healdsburg and make it convenient for connections with Route 7 passengers. To make this work, the Authority and Greyhound would need a future agreement which would include joint marketing efforts and a goal of integrated ticketing in the future. This concept was presented by Greyhound and discussed at the North State Super Region Working Group meeting on June 12, 2023. The North State Super Region Working Group (which includes many of the transit operators along Route 7) strongly support allowing bus-only ticketing for all bus stop pairs for Route 7.

#### Route 7: Martinez – Santa Rosa – Arcata:

The Martinez – Santa Rosa - Arcata route has stops at: Martinez, Discovery Kingdom (Vallejo), Vallejo, Napa, Petaluma, Rohnert Park, Santa Rosa, Healdsburg, Cloverdale, Ukiah, Willits, Laytonville, Garberville, Fortuna, Eureka, Arcata, and California Polytechnic State University Humboldt (Cal Poly Humboldt)/Arcata (see Figure 1). Route 7 has five daily round trips, two of these are between Martinez and Arcata, two are between Martinez and Santa Rosa, and one is between Martinez and Napa (see Attachment 3). For this existing route most of the station pairs are not served by other private bus operators other than Greyhound.

Staff proposes the bus stop pairs below to be open for bus-only tickets, which are currently not available:

- Santa Rosa and Ukiah, Santa Rosa and Willits, Santa Rosa and Garberville, Santa Rosa and Eureka, Santa Rosa and Arcata, Santa Rosa and Cal Poly Humboldt/Arcata

- Ukiah and Willits, Ukiah and Garberville, Ukiah and Eureka, Ukiah and Arcata, Ukiah and Cal Poly Humboldt/Arcata
- Willits and Garberville, Willits and Eureka, Willits and Arcata, Willits and Cal Poly Humboldt/Arcata
- Garberville and Eureka, Garberville and Arcata, Garberville and Cal Poly Humboldt/Arcata
- Eureka and Arcata, Eureka and Cal Poly Humboldt/Arcata
- Arcata and Cal Poly Humboldt/Arcata

Opening these pairs to bus-only ticketing is consistent with Caltrans' North Coast Bus Coordination Report's recommendations and should be done as soon as possible. Staff will continue to coordinate with Greyhound regarding their potential truncation of their service at Healdsburg and will continue to work with them to best integrate Route 7 and Greyhound services. However, this continued coordination should not delay opening all Route 7 bus stop pairs for bus-only ticketing. Attachment 4 documents the Route 7 research and communications with private and public transit providers.

There are public transit operators that operate along many sections of Route 7. The following bus-stop pairs between Santa Rosa and Cal Poly Humboldt are those which have frequent, daily, low-cost public transportation:

1. Santa Rosa – Cloverdale: served by Sonoma County Transit
2. Santa Rosa – Healdsburg: served by Sonoma County Transit
3. Healdsburg – Cloverdale: served by Sonoma County Transit
4. Fortuna – Arcata (Humboldt State): Redwood Transit System
5. Fortuna – Arcata (Transit Center): Redwood Transit System
6. Fortuna – Eureka: Redwood Transit System
7. Eureka – Arcata (Humboldt State): Redwood Transit System
8. Eureka – Arcata (Transit Center): Redwood Transit System
9. Arcata (Transit Center) – Arcata (California Polytechnic State University, Humboldt): Redwood Transit System, and Arcata & Mad River (M-F)

Staff does not expect that riders will select Route 7 when they have a more frequent/less expensive transit option for these short-distance bus-stop pairs. After discussions with Amtrak to expedite opening bus-only ticketing on this route, they prefer opening the entire route for bus-only ticketing. Therefore, staff requested that the interested public agencies support opening bus-only ticketing along Route 7 for all markets.

The proposed fare grid for Route 7 bus tickets is shown on Attachment 5. A minimum fare of \$5 is proposed for newer pairs, consistent with the existing fare grid. Bus stop utilization (passenger throughput at each location) for Fiscal Year 22-23 for Route 7 is provided in Table 1 below.

Figure 1



**Table 1: Route 7 FY 22-23 Bus Stop Utilization**

Bus Stop	FY 22-23 Utilization	FY22-23 Utilization/Day
Cal Poly Humboldt	2256	6.2
Arcata	3745	10.3
Eureka	4635	12.7
Fortuna	1419	3.9
Garberville	1300	3.7
Leggett	99	0.3
Laytonville	311	0.9
Willits	1060	2.9
Ukiah	3119	8.6
Cloverdale	349	1.0
Healdsburg	392	1.1
Santa Rosa	8350	22.9
Rohnert Park	2542	7.0
Petaluma	2385	6.5
Napa	3399	9.3
Six Flag Discovery Kingdom	430	1.2
Vallejo	2658	7.3
Martinez	35164	96.3
<b>Total</b>	<b>73,614</b>	<b>201.7</b>

**Consultation and Coordination:**

Staff has consulted with and considered relevant local and regional public transit operators along Route 7 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. This coordination included: Humboldt Transit Authority, Trinity Transit, Tehama Regional Planning Agency, Sonoma County Transit, Arcata & Mad River Transit, Mendocino Transit Authority, Lake Transit Authority, Redwood Coast Transit Authority, Blue Lake Transit, SMART (Sonoma-Marin Area Rail Transit), and Golden Gate Transit.

Staff is also making a good faith effort to coordinate with private motor carrier services to provide timely connections with intercity rail services, including through agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing rail services. Staff has been communicating with Greyhound and has sent e-mails to Flixbus (which does not provide service along this corridor). These efforts and the communications with local and regional public transit operators are documented in Attachment 4.

Staff has been working with Amtrak and coordinating with the Capitol Corridor and Greyhound on preparing for the implementation of SB 742 for Route 7.

Staff will continue to seek new partnerships with public or private bus operators with the goal of more efficient operations and to allow non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs (like the partnership being developed with the Redding Area Bus Authority and Shasta Regional Transportation Agency for express service to Redding).

Staff requests the SJJPA take action to move forward with directing Amtrak to begin offering tickets to passengers on Route 7 who do not have a train trip as part of their ticket as authorized in Section 14035.55(c) for all bus-stop pairs along Route 7. Bus-only ticketing is already available for much of the Route 7 bus-stop pairs. With this action, bus-only tickets (without a rail trip as part of the ticket) would now be offered for the additional Route 7 bus stop pairs listed in Table 2.

**Table 2: Additional Route 7 Bus Stop Pairs Proposed for Bus-Only Ticketing:**

<b>Route 7</b>	Santa Rosa - Ukiah, Santa Rosa - Willits, Santa Rosa - Garberville, Santa Rosa - Eureka, Santa Rosa - Arcata, Santa Rosa – Cal Poly Humboldt/Arcata, Ukiah - Willits, Ukiah - Garberville, Ukiah - Eureka, Ukiah - Arcata, Ukiah – Cal Poly Humboldt/Arcata, Willits - Garberville, Willits - Eureka, Willits - Arcata, Willits – Cal Poly Humboldt/Arcata, Garberville - Eureka, Garberville - Arcata, Garberville - Humboldt State University/Arcata, Eureka - Arcata, Eureka - Humboldt State University/Arcata, and Arcata – Humboldt State University/Arcata
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Fiscal Impact:

Enabling bus-only tickets to be sold will result in increased Thruway bus ridership and additional revenue for the San Joaquins service.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to allow passengers to purchase bus-only tickets on Route 7 (Martinez-Santa Rosa-Arcata) for all bus stop pairs and authorizing the Executive Director to execute agreements and documents related to the project including any and all amendments thereto within her spending authority.

## **SJJPA RESOLUTION 23/24-**

### **RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY TO ALLOW PASSENGERS TO PURCHASE BUS-ONLY TICKETS ON ROUTE 7 (MARTINEZ-SANTA ROSA-ARCATA) FOR ALL BUS STOP PAIRS 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, the San Joaquin Joint Powers Authority (SJJPA) is responsible for the administration of the San Joaquins intercity passenger rail service and its extensive Thruway Bus Network; and

WHEREAS, the SJJPA Staff has and will continue to conduct efforts to improve the operational and ridership performance of the San Joaquins Thruway Bus Network; and

WHEREAS, Senate Bill 742 (Allen) passed by the Legislature in September 2019 and signed by the Governor on October 8, 2019 removes portions of Section 14035.55 (Section 14035.55) of the CA Government Code which required state supported Amtrak Thruway bus passengers to have a rail trip as part of their ticket; and

WHEREAS, Section 14035.55(c) enables the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip; and

WHEREAS, the implementation of SB 742 provisions will increase revenues for the state at virtually no additional cost, will provide improved access to priority and underserved communities, and will reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile; and

WHEREAS, the SJJPA Board on November 19, 2021, approved the sale of bus-only tickets for a select number of bus stop pairs along the Route 7 corridor, primarily between Martinez and Santa Rosa; and

WHEREAS, the SJJPA Board on January 28, 2022 approved the Memorandum of understanding with Greyhound to support a Caltrans' study for further coordination of implementation work for SB 742, specifically focusing on the Highway 101 and Route 7 corridors which has been completed and recommends SJJPA open all Route 7 bus stop pairs for bus-only ticketing; and

WHEREAS, staff will continue the implementation work of SB 742 with Route 7 to minimize conflicts with other existing private intercity bus services. Approval for additional routes will be sought at future SJJPA Board Meetings until all of the routes are able to offer bus-only tickets; and

WHEREAS, based on review of other services in the Route 7 corridor and coordination with potentially impacted private motor carriers and local and regional public transit agencies all Route 7 bus stop pairs should now be open for bus-only tickets; and



NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Allows Passengers to Purchase Bus-Only Tickets on Route 7 (Martinez-Santa Rosa-Arcata) for All Bus Stop Pairs 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 21<sup>st</sup> day of July 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

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STACEY MORTENSEN, Secretary

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PATRICK HUME, Chair

Route7

City to City Pairs

Martinez · Napa · Santa Rosa · Arcata

	Martinez	Discovery Kingdom	Vallejo	Napa	Petaluma	Rohnert Park	Santa Rosa	Healdsburg	Cloverdale	Ukiah	Willits	Laytonville	Leggett	Garberville	Fortuna	Eureka	Arcata	HSU
Martinez		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Discovery Kingdom	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Vallejo	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Napa	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Petaluma	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rohnert Park	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Santa Rosa	✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓			
Healdsburg	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cloverdale	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Ukiah	✓	✓	✓	✓	✓	✓		✓	✓				✓		✓			
Willits	✓	✓	✓	✓	✓	✓		✓	✓				✓		✓			
Laytonville	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Leggett	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
Garberville	✓	✓	✓	✓	✓	✓		✓	✓				✓		✓			
Fortuna	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
Eureka	✓	✓	✓	✓	✓	✓		✓	✓				✓		✓			
Arcata	✓	✓	✓	✓	✓	✓		✓	✓				✓		✓			
HSU	✓	✓	✓	✓	✓	✓		✓	✓				✓		✓			

✓ = Available for Bus-Only Ticketing

## THRUWAY BUS CONNECTIONS

### Route 7 MARTINEZ • NAPA • SANTA ROSA • ARCATA • **NEW STOP**

710	716	716	718	718	CONNECTING TRAIN #		711	713	713	715	717
6510	6516	6316	6518	6318	THRUWAY NUMBER		6311	6313	6513	6515	6517
		6:55 AM		9:50 AM	Depart	HUMBOLDT STATE UNIVERSITY <b>NEW STOP</b> Arrive	5:35 PM	8:45 PM			
		7:05 AM		10:00 AM		ARCATA, CA Transit Center	5:25 PM	8:35 PM			
		7:25 AM		10:20 AM		EUREKA, CA Denny's	5:05 PM	8:15 PM			
		7:50 AM		10:45 AM		FORTUNA, CA Pepper's Restaurant	4:40 PM	7:50 PM			
		8:50 AM		11:45 AM		GARBERVILLE, CA Humboldt Bar & Grill	3:50 PM	7:00 PM			
		9:20 AM		12:15 PM		LEGGETT, CA Price's Peg House	3:25 PM	6:35 PM			
		9:45 AM		12:40 PM		LAYTONVILLE, CA Park n Takit Market	3:00 PM	6:10 PM			
		10:15 AM		1:10 PM		WILLITS, CA Skunk Train RR Depot	2:35 PM	5:45 PM			
		11:10 AM		2:05 PM		UKIAH, CA North of McDonald's	2:10 PM	5:20 PM			
		11:40 AM		2:35 PM		CLOVERDALE, CA Park-n-Ride Lot	1:10 PM	4:15 PM			
		11:55 AM		2:50 PM		HEALDSBURG, CA Singletree Inn	12:55 PM	4:05 PM			
5:20 AM	11:00 AM			3:10 PM		SANTA ROSA, CA Dick's Sporting Goods	12:35 PM	3:45 PM		7:10 PM	9:30 PM
5:30 AM	11:10 AM			3:25 PM		ROHNERT PARK, CA Transit Stop	12:20 PM	3:30 PM		7:00 PM	9:20 PM
5:45 PM	11:25 AM			3:25 PM		PETALUMA, CA Copeland Transit Mall - Transit Stop	12:10 PM	3:20 PM		6:45 PM	9:05 PM
6:30 AM	12:10 PM		3:50 PM			NAPA, CA Soscil Gateway Trans. Ctr.	11:30 AM		3:00 PM		8:25 PM
			4:30 PM			DISCOVERY KINGDOM, CA (Seasonal)	11:00 AM				
7:00 AM	12:40 PM		4:45 PM			VALLEJO, CA Vallejo Transit Center	10:45 AM		3:20 PM	6:00 PM	7:55 PM
7:35 AM	1:30 PM	1:45 PM	5:30 PM	5:45 PM	Arrive	MARTINEZ, CA Amtrak Station Depart	10:30 AM	2:00 PM	2:00 PM	5:45 PM	7:40 PM

## **ATTACHMENT 4**

### **Documentation of Martinez – Santa Rosa – Arcata (Route 7) Research and SJJPA Efforts to Communicate and Coordinate with Private and Public Motor Carrier Services regarding Route 7 bus stop pairs:**

#### **Route 7 Research:**

An internet search was done for bus stop pairs on Route 7 using Google. In addition, searches were done directly on the Greyhound and Flixbus websites for Route 7 bus stop pairs.

Flixbus has no service along Route 7.

Greyhound has one round trip between Arcata and Oakland that has stops at Arcata, Eureka, Garberville, Willits, Ukiah, and Santa Rosa along Route 7. Greyhound is currently not offering any service South Bound (SB) on Wednesdays and Thursdays, and North Bound (NB) on Tuesdays and Wednesdays, whereas the San Joaquins run daily service. Greyhound's SB service leaves Arcata at 8:45 am, whereas the San Joaquins' SB service leave at 7:05 am and 10:00 am. Greyhound's NB service leave Santa Rosa at 2:55 pm, whereas the San Joaquins' NB service leave Santa Rosa at 12:35 pm and 3:45 pm. Although Greyhound serves some of the same bus-stop pairs as the San Joaquins' Thruway Route 7, SJJPA staff initially proposed recommending opening up all the Route 7 bus stop pairs. The residents along Route 7 have very limited or sometimes no transit options for the bus stop pairs along Route 7. The Route 7 buses run at complementary times to the Greyhound round-trip and also provide service in the days where no Greyhound service is running. After coordination with Greyhound (see communications documented below) staff is proposing to open bus-only ticketing for all bus stop pairs that are also served by Greyhound (see staff report for complete list).

There are public transit operators that operate along many sections of Route 7. The following bus-stop pairs are the only ones that have frequent, daily, low-cost public transportation on the Route 7 segment between Santa Rosa and Cal Poly Humboldt:

1. Santa Rosa – Cloverdale: served by Sonoma County Transit
2. Santa Rosa – Healdsburg: served by Sonoma County Transit
3. Healdsburg – Cloverdale: served by Sonoma County Transit
4. Fortuna – Arcata (Humboldt State): Redwood Transit System
5. Fortuna – Arcata (Transit Center): Redwood Transit System
6. Fortuna – Eureka: Redwood Transit System
7. Eureka – Arcata (Humboldt State): Redwood Transit System

8. Eureka – Arcata (Transit Center): Redwood Transit System
9. Arcata (Transit Center) – Arcata (Humboldt State): Redwood Transit System, and Arcata & Mad River (M-F)

SJJPA does not expect that riders will select the infrequent, more expensive Route 7 when they have a more frequent/less expensive transit option for these short-distance bus stop pairs. Nevertheless, after discussions with Amtrak to expedite opening bus-only ticketing on this route, they strongly prefer opening the entire route for bus-only ticketing. Therefore, SJJPA requested that the public agencies (which are wanting additional public transportation options in the Route 7 corridor) support this recommendation. Staff is recommending open all bus stop pairs along Route 7 to bus-only ticketing.

Arcata-Santa Rosa-Martinez (Route 7):

- Martinez – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Martinez – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Martinez – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Martinez – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Martinez – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Vallejo: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Discovery Kingdom (Vallejo): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discover Kingdom – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Vallejo: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Vallejo – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Vallejo – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Vallejo – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Vallejo – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Discovery Kingdom: no direct Greyhound service; no direct Flixbus service; **SolTrans** has low cost (\$2 - \$3), local transit, every two hours.
- Discovery Kingdom – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Discovery Kingdom – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Discovery Kingdom – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Discovery Kingdom – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Discover Kingdom – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Discovery Kingdom – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
  - Discovery Kingdom – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Discovery Kingdom – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
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- Napa – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
  - Napa – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
  - Napa – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Napa – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
  - Napa – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit



- Petaluma – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Petaluma – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Petaluma – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Santa Rosa: no direct Greyhound service; no direct Flixbus service; **SMART** and **Golden Gate Transit** have low-cost, frequent passenger rail and transit service respectively (SMART has resumed Sunday train service since pandemic cutbacks)
- Petaluma – Rohnert Park: no direct Greyhound service; no direct Flixbus service; **SMART** and **Golden Gate Transit** have low-cost, frequent passenger rail and transit service respectively (SMART has resumed Sunday train service since pandemic cutbacks)
- Rohnert Park – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Rohnert Park – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit

- Rohnert Park – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Rohnert Park – Santa Rosa: no direct Greyhound service; no direct Flixbus service; **SMART** and **Golden Gate Transit** have low-cost, frequent passenger rail and transit service respectively (SMART has resumed Sunday train service since pandemic cutbacks)
- Santa Rosa – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Santa Rosa – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$31 one-way, about 5 hours, NB leaves Santa Rosa at 2:55 pm, SB leaves Arcata at 8:45 am; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Arcata at 7:05 am & 10:00 am, 5 hours 10 minutes
- Santa Rosa – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$36 one-way, about 4 hours 40 - 45 minutes, NB leaves Santa Rosa at 2:55 pm, SB leaves Eureka at 9:05 am ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Eureka at 7:25 am & 10:20 am, 4 hours 50 minutes
- Santa Rosa – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Santa Rosa – Garberville: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$29-30 one-way, about 3 hours 30 minutes, NB leaves Santa Rosa at 2:55 pm, SB leaves Garberville at 10:15 am ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Garberville at 8:50 am & 11:45 am, 3 hours 25 minutes
- Santa Rosa – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Santa Rosa – Willits: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$25-26 one-way, about 1 hours 35 minutes, NB leaves Santa Rosa at 2:55 pm, SB leaves Willits at 12:10 pm; no direct Flixbus service; **Mendocino Transit Authority** Route 65 has one daily round trip, \$20, leaving Willits early morning SB, and Santa Rosa at 1:25 pm NB; San

Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:20 pm & 3:35 pm, SB leaves Willits at 10:15 am & 1:10 pm, 2 hours

- Santa Rosa – Ukiah: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$21-22 one-way, about 1 hours 5 minutes, NB leaves Santa Rosa at 2:55 pm, SB leaves Ukiah at 6:10 pm ; no direct Flixbus service; **Mendocino Transit Authority** Route 65 has one round-trip, \$18, leaving Ukiah in the mid-morning SB and NB from Santa Rosa at 1:25 pm; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Ukiah at 11:10 am & 2:05 pm, 1 hours 5 minutes
- Santa Rosa – Cloverdale: no direct Greyhound service; no direct Flixbus service; **Sonoma County Transit** has frequent, daily, low-cost transit (Route 60)
- Santa Rosa – Healdsburg: no direct Greyhound service; no direct Flixbus service; **Sonoma County Transit** has frequent, daily, low-cost transit (Route 60)
- Healdsburg – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Healdsburg – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Healdsburg – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Cloverdale: no direct Greyhound service; no direct Flixbus service; **Sonoma County Transit** has frequent, daily, low-cost transit (Route 60)
- Cloverdale – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Cloverdale – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Cloverdale – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Cloverdale – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Cloverdale – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Cloverdale – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
  - Cloverdale – Willits: no direct Greyhound service; no direct Flixbus service; **Mendocino Transit Authority**, Route 65, about \$4.50, about 2 hours, one daily round trip (Monday – Friday), northbound leaves at 3:39 pm; San Joaquins Route 7 has two round trips NB leave Cloverdale at 1:10 pm & 4:20 pm, SB leaves Willits at 10:15 am & 1:10 pm, 1 hours 25 minutes
  - Cloverdale – Ukiah: no direct Greyhound service; no direct Flixbus service; **Mendocino Transit Authority**, Route 65, about \$4.50, about 1 hour 4 minutes, one daily round trip (Monday – Friday), northbound leaves at 3:39 pm; San Joaquins Route 7 has two round trips NB leave Cloverdale at 1:10 pm & 4:20 pm, SB leaves Ukiah at 11:10 am & 2:05 pm, 30 minutes
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- Ukiah – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
  - Ukiah – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$29-30 one-way, about 3 hours 55 minutes – 4 hours, NB leaves Ukiah at 4:00 pm, SB leaves Arcata at 8:45 pm; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Arcata at 7:05 am & 10:00 am, 4 hours 5 minutes
  - Ukiah – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$29-30 one-way, about 3 hours 35 minutes, NB leaves Ukiah at 4:00 pm, SB leaves Eureka at 9:05 am; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Eureka at 7:25 am & 10:20 am, 3 hours 45 minutes
  - Ukiah – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
  - Ukiah – Garberville: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$28-29 one-way, about 2 hours 25 minutes, NB leaves Ukiah at 4:00 pm, SB leaves Garberville at 10:15 am pm ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Garberville at 8:50 am & 11:45 am, 2 hours 20 minutes
  - Ukiah – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit

- Ukiah – Willits: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$14-17 one-way, about 3 hours 55 minutes – 4 hours, NB leaves Ukiah at 4:00 pm, SB leaves Willits at 5:40 pm; no direct Flixbus service; **Mendocino Transit Authority Route 20**, \$3 (weekday service), northbound leaving Ukiah at 7:43 am, 8:56 am, 12:10 pm, 2:10 pm, 4:32 pm, about 1 hour 30 minutes; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Willits at 10:15 am & 1:10 pm, 55 minutes
- Willits – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Willits – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$29-30 one-way, about 3 hours, NB leaves Willits at 5:00 pm, SB leaves Arcata at 8:45 am; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Willits at 2:35 pm & 5:45 pm, SB leave Arcata at 7:05 am & 10:00 am, 3 hours 10 minutes
- Willits – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$28-29 one-way, about 2 hours 40 minutes, NB leaves Willits at 5:00 pm, SB leaves Eureka at 9:05 am; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Willits at 2:35 pm & 5:45 pm, SB leave Eureka at 7:25 am & 10:20 am, 3 hours 10 minutes
- Willits – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Willits – Garberville: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$21-22 one-way, about 1 hour 25 minutes, NB leaves Willits at 5:00 pm, SB leaves Garberville at 10:15 am; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Willits at 2:35 pm & 5:45 pm, SB leave Garberville at 8:50 am & 11:45 am, 1 hours 25 minutes
- Willits – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Laytonville – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Laytonville – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Laytonville – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Laytonville – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Laytonville – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Garberville – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Garberville – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$25-26 one-way, about 1 hour 30 minutes, NB leaves Garberville at 26:25 pm, SB leaves Arcata at 8:45 am ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Garberville at 3:50 pm & 7:00 pm, SB leave Arcata at 7:05 am & 10:00 am, 1 hours 45 minutes
- Garberville – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$21-22 one-way, about 1 hour 15 minutes, NB leaves Garberville at 6:25 pm, SB leaves Eureka at 9:05 am; no direct Flixbus service; **Redwood Transit System** three round---trips (no service on Sundays), about 2 hours, \$4 card/\$6.25 cash regular fare, Northbound leaves Garberville at 6:46 am, 11:20 am, and 5:20 pm; San Joaquins Route 7 has two round trips, NB leaves Garberville at 3:50 pm & 7:00 pm, SB leave Eureka at 7:25 am & 10:20 am, 1 hours 25 minutes
- Garberville – Fortuna: no direct Greyhound service; no direct Flixbus service; **Redwood Transit System** three round-trips (no service on Sundays), about 1 hour 17 minutes. \$4 card/\$6.25 cash regular fare, Northbound leaves Garberville at 6:46 am, 11:20 am, and 5:20 pm; San Joaquins Route 7 has two round trips, NB leaves Garberville at 3:50 pm & 7:00 pm, SB leave Fortuna at 7:50 am & 10:45 am, 1 hours
- Fortuna – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; **Redwood Transit System** has frequent, low-cost local transit (about 1 hour 25 minutes express service vs. 57 minutes with San Joaquins Thruway Bus)
- Fortuna – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; frequent, **Redwood Transit System** has low-cost local transit (about 1 hour 16 minutes with express service vs. 50 minutes with San Joaquins Thruway Bus)
- Fortuna – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit; **Redwood Transit System** has frequent, low-cost local transit (about 1 hour with express service vs. 30 minutes with San Joaquins Thruway Bus)
- Eureka – Arcata (Humboldt State): direct Greyhound service; no direct Flixbus service; **Redwood Transit System** has frequent, low-cost local transit

- Eureka – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$6 one-way, about 20 minutes, NB leaves Eureka at 7:40 pm, SB leaves Arcata at 8:45 am; no direct Flixbus service; **Redwood Transit System** has frequent, low-cost local transit; San Joaquins Route 7 has two round trips, NB leaves Eureka at 5:05 pm & 8:15 pm, SB leave Arcata at 7:05 am & 10:00 am, 20 minutes
- Arcata (Transit Center) – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; frequent, low-cost local transit by **Redwood Transit System and Arcata & Mad River (M-F)**

### **SJJPA MOU with Greyhound:**

SJJPA approved an MOU with Greyhound at their January 28, 2022 Board Meeting. The purpose of the MOU is to facilitate and expedite the study of coordinated/integrated intercity bus services in the North Coast Corridor. In the MOU the participants agreed to work with Caltrans, public agencies throughout the corridor and other interested parties in carrying out a coordinated/integrated study for intercity bus services throughout the North Coast. This study was to be led and funded by Caltrans. The MOU had a goal to have the work completed within a year. The MOU is included as Attachment 6 of the staff report.

### **Caltrans Division of Rail and Mass Transit Study**

Caltrans coordinated with SJJPA, Greyhound and public agencies along the North Coast to carry out a coordinated/integrated study throughout the North Coast. On January 2023, Caltrans released their draft study of the North Coast Bus Corridor titled, “North Coast US 101 Corridor Intercity Bus Consolidation Study – Draft Recommendations Report”. This draft report included a high-priority/immediate action item for early 2023 for SJJPA to “open all Amtrak Thruway Route 7 ticket city pairs to bus-only ticketing”. The final version of the study was received by SJJPA on July 7, 2023. It is included as Attachment 7 of the staff report.

### **Private Carriers Communications:**

#### **Greyhound:**

Greyhound representatives were very active in working with Senator Allen’s office, Assembly Transportation Committee staff, and SJJPA staff in the development of amendments to SB 742. In coordinating the implementation of SB 742, SJJPA staff have been working with Gregory Cohen who is representing Greyhound on this issue.

- Coordination meetings with Greg Cohen regarding Route 7 in early 2023 on February 24, March 17, April 6, May 10 and May 18. SJJPA staff and

Greyhound discussed opportunities to partner along Route 7 including revenue sharing concepts. SJJPA staff let Greyhound know that Amtrak said the only way to do revenue sharing was through an interline agreement (similar to Routes 18 and 10) but that the Route 7 operator was not interested in this type of an agreement. On May 18, Greyhound suggested a potential near-term partnership where Greyhound would truncate their service at Healdsburg or Cloverdale and connect with Route 7 service. SJJPA would help market this improved connection. In the longer term SJJPA and Greyhound continue to work on better coordination/partnership that would include shared ticketing (consistent with CalITP).

- On May 25, 2023, SJJPA staff met with Greg Cohen and Gabbie Sefranek with Caltrans regarding coordination between SJJPA and Greyhound on the North Coast (Route 7). SJJPA and Greyhound described the near-term coordination concept which would have SJJPA take action to open all bus stop pairs for bus only service on July 21 and Greyhound truncate their service and meet with San Joaquins Route 7 at either Healdsburg or Cloverdale. The Greyhound service would be timed with San Joaquins Route 7 buses and would run seven days a week. Greyhound agreed to submit a formal written request to Caltrans for this revision and their desire for this to not impact their continued receipt of 5311 funding from Caltrans.
- On June 8, 2023, SJJPA staff called Greg Cohen to make sure Greyhound was aware that SJJPA was going to move forward with the July 21 action to open all bus stop pairs for bus-only ticketing even if Greyhound did not have an agreement with Caltrans for the plan to truncate their service at Healdsburg. SJJPA staff encouraged Greyhound to get a formal written request to Caltrans as soon as possible. Greg Cohen said that they would have their southbound buses wait for Route 7 buses arriving in Healdsburg if they were late and he asked if SJJPA could guarantee that Route 7 buses would wait for northbound Greyhound buses if they were late. SJJPA staff said that they would need to check but thought that could be a problem because of the very tight schedule for Route 7.
- On June 12, 2023, SJJPA staff called Greg Cohen and explained that SJJPA could not guarantee that Route 7 buses would wait for late Greyhound buses. Greg Cohen said that the schedule they had assumed for the northern direction connections at Healdsburg was arriving far enough ahead of the Route 7 buses for that to still work without being a major problem.
- On June 14, 2023, an e-mail was sent to Gregory Cohen providing Greyhound with the draft research done on Route 7 and staff's expected recommendations for a July 21, 2023, SJJPA action item for Route 7. SJJPA staff offered to meet with Greyhound to discuss the draft work and anticipated Board Item in advance of the public release of the July 21<sup>st</sup> Board Packet.
- On June 28, 2023, SJJPA sent Greyhound suggested edits to a memo Greyhound provided on June 16. SJJPA reminded Greyhound that Caltrans was



looking for a proposal from Greyhound in writing regarding their concept for truncating their North Coast service at Healdsburg. SJJPA staff requested to meet with Greyhound to continue coordinating SJJPA opening all Route 7 for bus-only ticketing (action to be requested at the July 21<sup>st</sup> SJJPA Board Meeting).

- On June 30, 2023, SJJPA met virtually with Greyhound to discuss the e-mail sent on June 28, 2023, and let Greyhound know they would be moving forward with the July 21, 2023, SJJPA Board Meeting action item to move forward with opening all Route 7 bus stop pairs for bus-only ticketing.

### **Flixbus:**

- On Jun 14, 2023 an e-mail was sent to Joe Eyen providing Flixbus with the draft research done on Route 7 and staff's expected recommendations for a July 21, 2023, SJJPA action item for Route 7. SJJPA staff offered to meet with Flixbus to discuss the draft work and anticipated Board Item in advance of the public release of the July 21st Board Packet.
- On June 26, 2023, Sara Tohamy with Flixbus responded and concurred with staff's research and no further meetings were necessary.

## **Local and Regional Public Transit Operators Communications:**

### **Humboldt Transit Authority:**

- On June 12, 2023, SJJPA staff presented an update to the "North State Super Region" working group (NSSR) of public transit operators which is led by Humboldt Transit Authority. Staff let the group know of their intent to bring an action item to the SJJPA at the July 21, 2023, SJJPA Board Meeting to allow bus-only ticketing for all bus stop pairs on Route 7.
- On June 14, 2023, SJJPA staff sent an e-mail to Greg Pratt, the General Manager with the Humboldt Transit Authority who is also the lead for the NSSR and asked Greg to provide the draft Route 7 research and conclusions to the group and to have SJJPA staff speak to the group at their next meeting.

### **North State Super Region**

The NSSR, formerly known as the "Far North Working Group" includes the following public transit agencies:

- Humboldt Transit Authority/Redwood Transit System
- Redwood Coast Transit Authority
- Arcata & Mad River Transit
- Trinity Transit
- Tehama Regional Planning Agency

- Sonoma County Transit
- STAGE
- Redding Area Bus Authority
- Shasta Regional Transportation Authority
- Sage Stage
- Mendocino Transit Authority
- Lake Transit Authority
- Glenn County Planning
- Blue Lake Transit

- On February 13, 2023, SJJPA staff presented to the NSSR that they needed additional time to coordinate with Greyhound so they would not be having an action item for Route 7 on their March 24, 2023, Board Meeting. SJJPA staff let the NSSR know that it expected to request that the SJJPA Board approve opening all of Route 7 for bus-only ticketing at their July 21 Board Meeting. Greyhound and Caltrans participated in this meeting.
- On March 6, 2023, SJJPA staff presented to the NSSR that it was continuing to coordinate with Greyhound.
- On April 10, 2023, SJJPA staff presented to the NSSR that they were continuing to coordinate with Greyhound and that they expected to have a July 21, 2023, SJJPA Board Item to open all bus stop pairs for bus-only ticketing.
- On May 8, 2023, SJJPA staff presented to the NSSR that they were expecting to have an action item at the July 21, 2023, SJJPA Board Meeting to open all bus stop pairs on Route 7 for bus-only ticketing and were continuing to coordinate with Greyhound.
- On June 12, 2023, SJJPA staff reiterated that they were expecting to have an action item at the July 21, 2023, SJJPA Board Meeting to open all bus stop pairs on Route 7 for bus-only ticketing and were continuing to coordinate with Greyhound. SJJPA let the working group know that they would be sending updated research soon to the working group for their review in advance of the SJJPA Board Meeting action. Greg Cohen with Greyhound explained that to better coordinate services, Greyhound is looking at truncating their North Coast service at Healdsburg where it would be timed to connect with the San Joaquins Route 7 bus which goes to Arcata. Greg explained that Greyhound would have this truncated running service seven days a week. He said that the hope would be to have the ability to purchase a single ticket (for passengers transferring between the San Joaquins Route 7 and Greyhound along the North Coast Route) and that Greyhound was meeting with Amtrak the following week to discuss this. SJJPA staff explained that it may not be possible to do integrated ticketing initially but that is consistent with the state's goals and will be happening sometime in the future if it can't be done when SJJPA opens all bus stop pairs for bus-only ticketing. SJJPA staff let the group know they would be doing focused

marketing for the corridor after bus-only ticketing is deployed and will be asking for the working group members to help market the new service and the expected new connectivity with Greyhound.

### **SMART**

- On June 14, 2023, SJJPA staff e-mailed Emily Betts and Joanne Parker with SMART and provided its research conclusions for Route 7 SB 742 implementation. Both Emily and Joanne responded separately (on June 14 and 19 respectively) and expressed support for further opening of bus stop pairs for bus-only ticketing as there is currently limited connection between Sonoma and Mendocino Counties.

### **Golden Gate Transit**

- On June 14, 2023, an e-mail was sent to David Davenport and Ron Downing providing Golden Gate Transit with the draft research done on Route 7 and staff's expected recommendations for the July 21, 2023, SJJPA action item for Route 7. SJJPA staff offered to meet with Golden Gate Transit to discuss the draft work and anticipated Board Item in advance of the public release of the July 21<sup>st</sup> Board Packet.
- June 14, 2023, an e-mail was received from David Davenport concurring with staff's research and no further meetings were necessary.

SJJPA San Joaquins Fare Grid - Route 7 (Bus Only)																		
	Martinez	Discovery Kingdom	Vallejo	Napa	Petaluma	Rohnert Park	Santa Rosa	Healdsburg	Cloverdale	Ukiah	Willits	Laytonville	Leggett	Garberville	Fortuna	Eureka	Arcata	HSU
Martinez		\$ 5.00	\$ 5.00	\$ 5.00	\$ 6.50	\$ 8.00	\$ 8.75	\$ 10.50	\$ 13.00	\$ 17.25	\$ 20.50	\$ 23.75	\$ 27.00	\$ 30.00	\$ 37.25	\$ 39.75	\$ 41.25	\$ 41.25
Discovery Kingdom	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.50	\$ 6.75	\$ 8.50	\$ 11.00	\$ 15.00	\$ 18.50	\$ 21.75	\$ 25.00	\$ 28.00	\$ 35.00	\$ 37.50	\$ 38.75	\$ 38.75
Vallejo	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.25	\$ 6.50	\$ 8.25	\$ 10.50	\$ 14.75	\$ 18.00	\$ 21.50	\$ 24.75	\$ 27.75	\$ 34.50	\$ 37.25	\$ 38.50	\$ 38.50
Napa	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.00	\$ 6.75	\$ 9.00	\$ 13.25	\$ 16.50	\$ 20.00	\$ 23.25	\$ 26.25	\$ 33.00	\$ 35.75	\$ 37.25	\$ 37.25
Petaluma	\$ 6.50	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.00	\$ 7.00	\$ 11.25	\$ 14.50	\$ 17.50	\$ 20.75	\$ 23.75	\$ 31.00	\$ 33.75	\$ 35.00	\$ 35.00
Rohnert Park	\$ 8.00	\$ 5.50	\$ 5.25	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.50	\$ 9.75	\$ 13.00	\$ 16.25	\$ 19.50	\$ 22.50	\$ 29.50	\$ 32.25	\$ 33.75	\$ 33.75
Santa Rosa	\$ 9.00	\$ 6.75	\$ 6.25	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 8.75	\$ 12.00	\$ 15.50	\$ 18.75	\$ 21.75	\$ 28.50	\$ 31.25	\$ 32.50	\$ 32.50
Healdsburg	\$ 10.50	\$ 8.50	\$ 8.25	\$ 6.75	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 7.00	\$ 10.25	\$ 13.25	\$ 16.50	\$ 19.50	\$ 26.75	\$ 29.25	\$ 30.75	\$ 30.75
Cloverdale	\$ 13.00	\$ 11.00	\$ 10.50	\$ 9.00	\$ 7.00	\$ 5.50	\$ 5.00	\$ 5.00		\$ 5.00	\$ 8.00	\$ 11.00	\$ 14.25	\$ 17.25	\$ 24.50	\$ 26.75	\$ 28.25	\$ 28.25
Ukiah	\$ 17.25	\$ 15.00	\$ 14.75	\$ 13.25	\$ 11.25	\$ 9.75	\$ 8.75	\$ 7.00	\$ 5.00		\$ 5.00	\$ 6.75	\$ 10.00	\$ 13.00	\$ 20.25	\$ 22.50	\$ 24.00	\$ 24.00
Willits	\$ 20.50	\$ 18.50	\$ 18.00	\$ 16.50	\$ 14.50	\$ 13.00	\$ 12.00	\$ 10.25	\$ 8.00	\$ 5.00		\$ 5.00	\$ 6.75	\$ 9.75	\$ 17.00	\$ 19.25	\$ 20.75	\$ 20.75
Laytonville	\$ 23.75	\$ 21.75	\$ 21.50	\$ 20.00	\$ 17.50	\$ 16.25	\$ 15.50	\$ 13.25	\$ 11.00	\$ 6.75	\$ 5.00		\$ 5.00	\$ 6.75	\$ 13.50	\$ 16.25	\$ 17.50	\$ 17.50
Leggett	\$ 27.00	\$ 25.00	\$ 24.75	\$ 23.25	\$ 20.75	\$ 19.50	\$ 18.75	\$ 16.50	\$ 14.25	\$ 10.00	\$ 6.75	\$ 5.00		\$ 5.00	\$ 10.25	\$ 13.00	\$ 14.25	\$ 14.25
Garberville	\$ 30.00	\$ 28.00	\$ 27.75	\$ 26.25	\$ 23.75	\$ 22.50	\$ 21.75	\$ 19.50	\$ 17.25	\$ 13.00	\$ 9.75	\$ 6.75	\$ 5.00		\$ 7.25	\$ 10.00	\$ 11.25	\$ 11.25
Fortuna	\$ 37.25	\$ 35.00	\$ 34.50	\$ 33.00	\$ 31.00	\$ 29.50	\$ 28.50	\$ 26.75	\$ 24.50	\$ 20.25	\$ 17.00	\$ 13.50	\$ 10.25	\$ 7.25		\$ 5.00	\$ 5.00	\$ 5.00
Eureka	\$ 40.00	\$ 37.50	\$ 37.25	\$ 35.75	\$ 33.75	\$ 32.25	\$ 31.25	\$ 29.25	\$ 26.75	\$ 22.50	\$ 19.25	\$ 16.25	\$ 13.00	\$ 10.00	\$ 5.00		\$ 5.00	\$ 5.00
Arcata	\$ 41.25	\$ 39.00	\$ 38.50	\$ 37.25	\$ 35.00	\$ 33.75	\$ 32.50	\$ 30.75	\$ 28.25	\$ 24.00	\$ 20.75	\$ 17.50	\$ 14.25	\$ 11.25	\$ 5.00	\$ 5.00		\$ 5.00
HSU	\$ 41.25	\$ 39.00	\$ 38.50	\$ 37.25	\$ 35.00	\$ 33.75	\$ 32.50	\$ 30.75	\$ 28.25	\$ 24.00	\$ 20.75	\$ 17.50	\$ 14.25	\$ 11.25	\$ 5.00	\$ 5.00	\$ 5.00	

**MEMORANDUM OF UNDERSTANDING  
BY AND BETWEEN  
GREYHOUND LINES INC.  
AND  
SAN JOAQUIN JOINT POWERS AUTHORITY**

**TO FACILITATE AND EXPEDITE THE STUDY OF COORDINATED/INTEGRATED  
INTERCITY BUS SERVICES IN THE NORTH COAST CORRIDOR**

This Memorandum of Understanding (MOU) is entered into by and between Greyhound Lines Inc., and San Joaquin Joint Powers Authority (referred to herein collectively as the "Participants") to facilitate and expedite the study of coordinated/integrated intercity bus services in the North Coast Corridor.

**PERTINENT ENTITIES**

*Greyhound Lines, Inc.* (Referred to in this MOU as GLI): a Delaware corporation with a principal place of business at 350 N. St. Paul Street, Dallas, Texas, 75201, is an intercity bus corporation which provides intercity bus transportation services and ancillary services in North America.

*San Joaquin Joint Powers Authority* (Referred to in this MOU as "SJJPA"): the agency responsible for the governance, operation and maintenance of the San Joaquins intercity passenger rail service.

**GENERAL BACKGROUND**

The *San Joaquins* Amtrak passenger rail service runs north and south through the San Joaquin Valley between Bakersfield, Sacramento, and Oakland ("*San Joaquins* System") with multiple stations located therein, together with a Thruway bus system throughout the *San Joaquins* System. A Thruway bus service between Arcata and Martinez (Route 7) which connects that North Coast to the San Joaquins and Capitol Corridor service has been a key part of the statewide intercity transportation network for many years. SJJPA desires to improve service options and connectivity to the North Coast including enabling North Coast passengers to be able to purchase tickets for all bus stop pairs along Route 7.

The Participants have discussed the potential advantages working together to study enhanced local/regional bus service in the corridor that provides improved connectivity to the North Coast. In order to begin the planning process to accomplish these objectives, the Participants desire to enter into this MOU for the purposes of memorializing the understanding of the

Participants and establish their roles and responsibilities for the successful implementation of the objects contained in this MOU.

## RECITALS

- A. Whereas, SB 742 (Allen) was approved by the Governor on October 8, 2019, and filed with the Secretary of State on October 8, 2019. SB 742 enables joint powers authorities to sell tickets to passenger on their Thruway bus routes who are not connecting to a passenger rail service.
- B. Whereas, Section 1(c) of SB 742 states, "The support of existing intercity bus services is critical to maintaining rural services and connections to the state's surface transportation system, and funding pursuant to this measure should, to the greatest extent possible, enhance those services and damage to those services should be avoided if possible, and if not, limited to the extent practicable."
- C. Whereas, Section 2 (b) (3) of SB 742 states, "Before contracting for motor carrier services to or from an intercity rail service pursuant to this subdivision, a joint powers authority shall make a good faith effort to coordinate with private motor carriers to provide timely connections with intercity rail services, including through agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing rail service."
- D. Whereas, the North Coast is an area in California which is comprised of Del Norte, Humboldt, Mendocino, Sonoma, and Marin Counties.
- E. Whereas, the San Joaquins has provided connecting Thruway bus service along US 101 in the North Coast corridor between Martinez and Arcata (Route 7) for many years to provide connectivity to the San Joaquins and Capitol Corridor intercity passenger rail services and Thruway bus networks.
- F. Whereas, GLI has provided private intercity bus service throughout the North Coast/US 101 corridor for many years; and
- G. Whereas, the residents within and visiting the North Coast will benefit from additional bus connectivity by providing a coordinated and integrated transit system providing riders with transit options within and outside the North Coast; and
- H. Whereas, Caltrans provides funding for the San Joaquins and its Thruway bus network, provides funding to rural intercity bus services through the 5311 Program, is responsible for statewide intercity rail and intercity bus planning, and is developing a "California Integrated Bus Study"; and
- I. Whereas, the Participants desire to work together, and with Caltrans, public agencies throughout the North Coast and other interested parties to develop and implement coordinated/integrated bus services throughout the North Coast corridor;



- J. Whereas, the Participants are interested and desire to pursue a coordinated implementation study to provide improved transit service in the corridor that connects the North Coast with other regions throughout California; and
- K. Whereas, the Participants desire to memorialize in this non-binding MOU their shared understanding for the development of coordinated/integrated bus service in the North Coast corridor; and
- L. Whereas, the Participants intend to utilize this MOU as the next step in implementing coordinated/integrated bus service in the North Coast Corridor and expect that this process will be collaborative and iterative; and

**NOW, THEREFORE, THE PARTICIPANTS SHARE THE FOLLOWING UNDERSTANDING:**

- Further developing coordinated/integrated bus service along the North Coast corridor that provides improved connectivity within the North Coast and connecting the North Coast to other regions in California is in the best interests of the Participants, the North Coast, and the state.
- The Participants agree to work with Caltrans, public agencies throughout the corridor and other interested parties in carrying out a coordinated/integrated study for intercity bus services throughout the North Coast. This study should be led and funded by Caltrans.
- The goal of the Participants is to have the North Coast coordinated/integrated bus study completed within 1 year of the signing of this MOU and the Participants will work with Caltrans, public agencies throughout the North Coast, and other interested parties to accomplish this goal.
- SJJPA will consider improvements to the Thruway bus contracts process by adding flexibility to existing contracting requirements and looking to reduce or eliminate various requirements that may prevent unsubsidized operators already in the impacted corridor from competing with schedule-modified, mixed-mode service that meets the needs of both thruway and bus-only passengers, including those connecting to the National Bus Network to coincide with the completion of the North Coast coordinated/integrated bus study.
- SJJPA and GLI will explore and consider implementing technology solutions that allow the public to make seamless intermodal connections using a “single ticket” between GLI buses, passenger rail, contracted thruway buses, and local public transit.
- SJJPA will consider independently selecting and awarding contracts to bus providers for state subsidized service rather than defer or rely upon Amtrak to issue RFPs to coincide with the completion of the North Coast coordinated/integrated bus study.

- A coordinated/integrated program for the North Coast could become a pilot program which if successfully implemented could be used as a model for other corridors in the state.
- Additional more detailed agreements may be needed. Parties agree to work together towards achieving common agreed upon goals.

## **OFFICIAL COMMUNICATIONS**

The respective contact points for communication and information exchange, as well as any notice required to be submitted under this MOU are:

- Dan Leavitt, Manager of Regional Initiatives, SJJPA
- Gregory Cohen, Government Affairs Representative, GLI

## **NON-BINDING MOU**

- This MOU is a non-binding, voluntary initiative and does not create any legally binding rights, limitations or obligations upon the Participants. This MOU does not purport to include all provisions relative to the structure or terms of the proposed transaction or definitive documents. Rather, the Participants agree that any binding commitments in future will be memorialized in agreements as they are negotiated. Each party shall bear its own costs related to this effort unless otherwise agreed to in writing.
- Should the Participants reach an impasse in the collaborative effort anticipated by this MOU, the contact points (identified above) will make an expeditious and good faith effort at working together to resolve the impasse. Should that effort be unsuccessful, the Participants agree to elevate the outstanding issues to their respective governing body who will then make an expeditious and good faith effort at working together to resolve the impasse.
- This MOU is not intended to amend or impact in any way other existing written agreements or MOUs that Participants may have entered pertaining to SJJPA, ACE or the Valley Link project, in general.
- This MOU is effective from the date of its last signature and shall remain in effect until another MOU or agreement is executed between the Participants, or one Participant withdraws from the MOU, whichever is earlier.
- The Participants may, at any time, withdraw from this MOU by providing a written notice to the other Participant.
- This MOU may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. Facsimile, pdf., or electronic/computer-image signatures will be treated as originals.



**SAN JOAQUIN JOINT  
POWERS AUTHORITY**

By: Stacey Mortensen  
Stacey Mortensen  
Executive Director

**GREYHOUND LINES INC.**

By: William C Blankenship  
William C. Blankenship  
C.O.O.



**DRMT**

DIVISION OF  
RAIL & MASS TRANSIT

**FINAL COVER IMAGE PENDING**

# North Coast US 101 Corridor Intercity Bus Consolidation Study – **Final Recommendations Report**

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**MAY 2023**

**Prepared By:**

California Department of Transportation,  
Division of Rail & Mass Transportation

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Attachment A	Existing Conditions Schedule and Conceptual Schedule
Attachment B	Thruway Route 7 City to City Pairs

# Section 1: Introduction

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Intercity bus service is critical to meeting the State's goals to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions and provide mobility to all Californians. The California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) is advancing a vision to provide meaningful public transportation access to all parts of the state through the California State Rail Plan and California Intercity Bus Study (CIBS). Intercity bus service is a key element of this vision, providing access to locations that have limited or no rail service available.

California's North Coast US 101 corridor, defined for this report as the 300-mile corridor from Santa Rosa to Crescent City, is one of the largest and most populated corridors in the state that will not be directly served by intercity passenger rail service in the foreseeable future. Rail service currently terminates at Sonoma County Airport, just north of Santa Rosa, and will reach approximately 30 miles further north to Cloverdale in the Long Term Vision of the 2022 State Rail Plan. Thus, providing coordinated, convenient, and efficient bus service along the corridor will be important to keeping this region connected to the rest of the state.

Intercity public transit service along the North Coast US 101 corridor is currently limited due to gaps in service and missed connections. Intercity bus operators requested that DRMT convene a planning effort ("Study") with the goal to better understand barriers for coordinating service in the corridor and provide a basis for pursuing improvements requiring coordination across different operating agencies.

Responding to this request, Caltrans convened a group of stakeholders to determine current issues and potential solutions for better connectivity. The following agencies were included:

- San Joaquin Joint Powers Authority (SJJPA)
- Greyhound Lines, Inc.
- Redwood Coast Transit (RCT)
- Humboldt Transit Authority (HTA)
- Mendocino Transit Authority (MTA)
- Sonoma County Transit (SCT)
- Sonoma County Transportation Authority (SCTA)
- Golden Gate Transit
- Sonoma-Marin Area Rail Transit (SMART)

Additional stakeholders such as Lake Transit Authority, Tribal transit authorities, and others will be included as the effort moves forward. See Section 4 for further details.

This study serves as a complement to the in-progress CIBS. The CIBS was initiated in 2021 to identify a statewide vision network for intercity bus service, develop a business case for the network, and identify potential implementation models for further exploration. Draft deliverables were released in the summer of 2022 that are currently in the process of review and refinement.

## STUDY OBJECTIVES

- Foster collaboration between Caltrans, SJJPA, Greyhound, and regional operators to provide a better passenger experience in the North Coast corridor.
- Make recommendations for better schedule coordination of bus services in the corridor to fill gaps in service and better meet inter-county and interregional travel needs in the corridor.
- Evaluate options to expand bus-only ticketing for SJJPA Route 7 in the corridor to realize opportunities for local connections on this route made possible by Senate Bill 742 (2019), which authorizes Thruway buses to transport passengers who are not connecting to a passenger rail service.
- Identify opportunities and barriers to participating in the California Integrated Travel Project (Cal ITP) and coordinating ticketing and fares in the corridor. Supported by the California State Transportation Agency (CalSTA) and the Caltrans through a grant from the California Transit and Intercity Rail Capital Program (TIRCP), Cal-ITP is a statewide solution to make travel simpler and cost-effective for everyone. Key goals of Cal-ITP include enabling contactless payments, automating customer discounts, and standardizing information for easy trip planning.

## Section 2: Corridor Consolidation and Network Integration Needs



Figure 1

Intercity bus service is currently provided along the North Coast US 101 corridor by a number of regional transit and intercity bus operators. A schematic representation of existing operations and connections in the corridor is shown in **Figure 2**, and detailed existing conditions schedule is shown in **Attachment A**.

Two State-supported intercity services provide connections from Arcata to the San Francisco Bay Area: Amtrak Thruway Route 7 (Cal Poly Humboldt to Martinez) provided by SJJPA, and Greyhound service to San Francisco partially funded through the Federal Transit Administration's 5311(f) rural intercity bus funds. Regional operators Redwood Coast Transit (RCT), Humboldt Transit Authority (HTA), Mendocino Transit Authority (MTA), Sonoma County Transit (SCT), and Golden Gate Transit each serve smaller portions of the corridor and have discussed coordinating schedules to enable through service. Sonoma-Marina Area Rail Transit (SMART) also provides parallel rail service from Larkspur to Sonoma County Airport with planned extensions to Cloverdale.

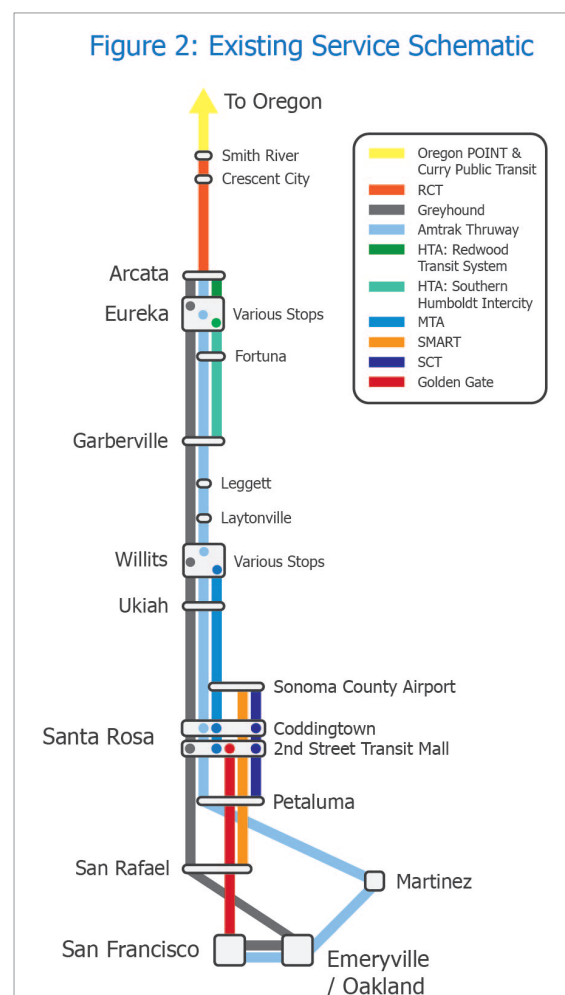


Figure 2

The overlapping but uncoordinated nature of existing service throughout the corridor creates barriers to long distance travel by transit and intercity bus, introduces confusion for customers in trip planning between many destination pairs, and limits the ridership potential for these long-distance travel alternatives to automobile trips. The most prominent barriers to optimal transit connectivity and passenger experiences on the North Coast 101 Corridor are described below.

## SERVICE GAPS

- There is a service gap in regional transit between Garberville and Willits. Greyhound runs one round trip between these towns, but only Thursday through Monday.
- There is a major need among north coast residents for access to medical services in Mendocino, Sonoma, and the Bay Area, but transit service is lacking. To serve this market ticket pairs on Thruway Route 7 could be opened between all cities



on the north coast, a new bus service could be run by HTA and MTA between Humboldt and Sonoma Counties, and Greyhound could ensure connections with local routes.

- Sacramento is another major market for the area but current services available are indirect. A new option could open up with Lake Transit Authority's proposed east/west connection on SR 20, connecting to Shasta Regional Transportation Authority's proposed Salmon Runner bus.
- Cal Poly Humboldt students come from all over the state to Arcata. Current enrollment of about 8,000 is projected to increase 50% within 3 years and 100% in 7 years.
- More transit and rail service are needed in general, especially to serve more communities like Cloverdale that are currently lacking connections to transit and rail.
- Amtrak Thruway only has certain city pairs open for bus-only ticket purchases, reducing the options available to transit users. A table of Thruway ticket pairs open for purchase is shown in **Attachment B**.
- Local transit operators mainly run service on weekdays, preventing connections to and from Amtrak and Greyhound on weekends

## CONNECTION & TRANSFER ISSUES

- Lack of centralized transit center locations in places like Willits, Ukiah, Crescent City, and Eureka are a problem for transfers between local and intercity service, as well as for transfers between multiple intercity services. Passengers transferring between services must walk or pay for a taxi/rideshare between stops. In some cities Greyhound and Amtrak stations and stops are located far away from other providers and lack a connection to local or intercity transit. **Figure 3** shows an example of a 600-foot distance between an Amtrak stop and local service in Willits. This distance is small, but may be an issue for people with disabilities and passengers with luggage. Additionally, short gaps in some locations may involve crossing dangerous roads or walking in areas with no sidewalk and frequent cold weather.
- Buses are not scheduled for efficient connections, wherein a passenger can transfer between one service to another at the same stop within a relatively short time. For rural intercity service, a transfer time of less than one hour is considered efficient. In some cases, such as for passengers on Redwood Coast Transit connecting to

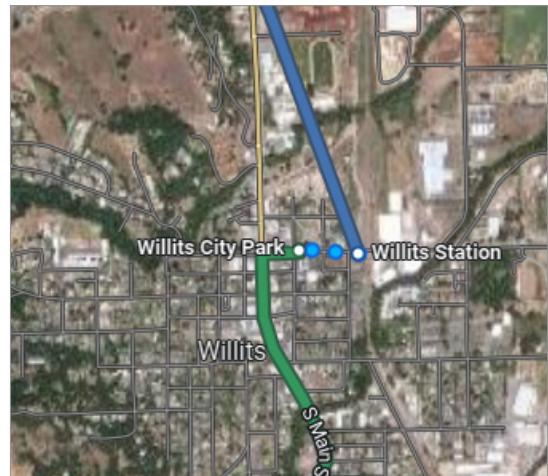


Figure 3



Greyhound as in **Figure 4**, same-day connections cannot be made and an overnight stay in Arcata is required. Pre-pandemic, passengers could take Redwood Coast Transit from Smith River to Arcata and connect to the Bay Area in one day.

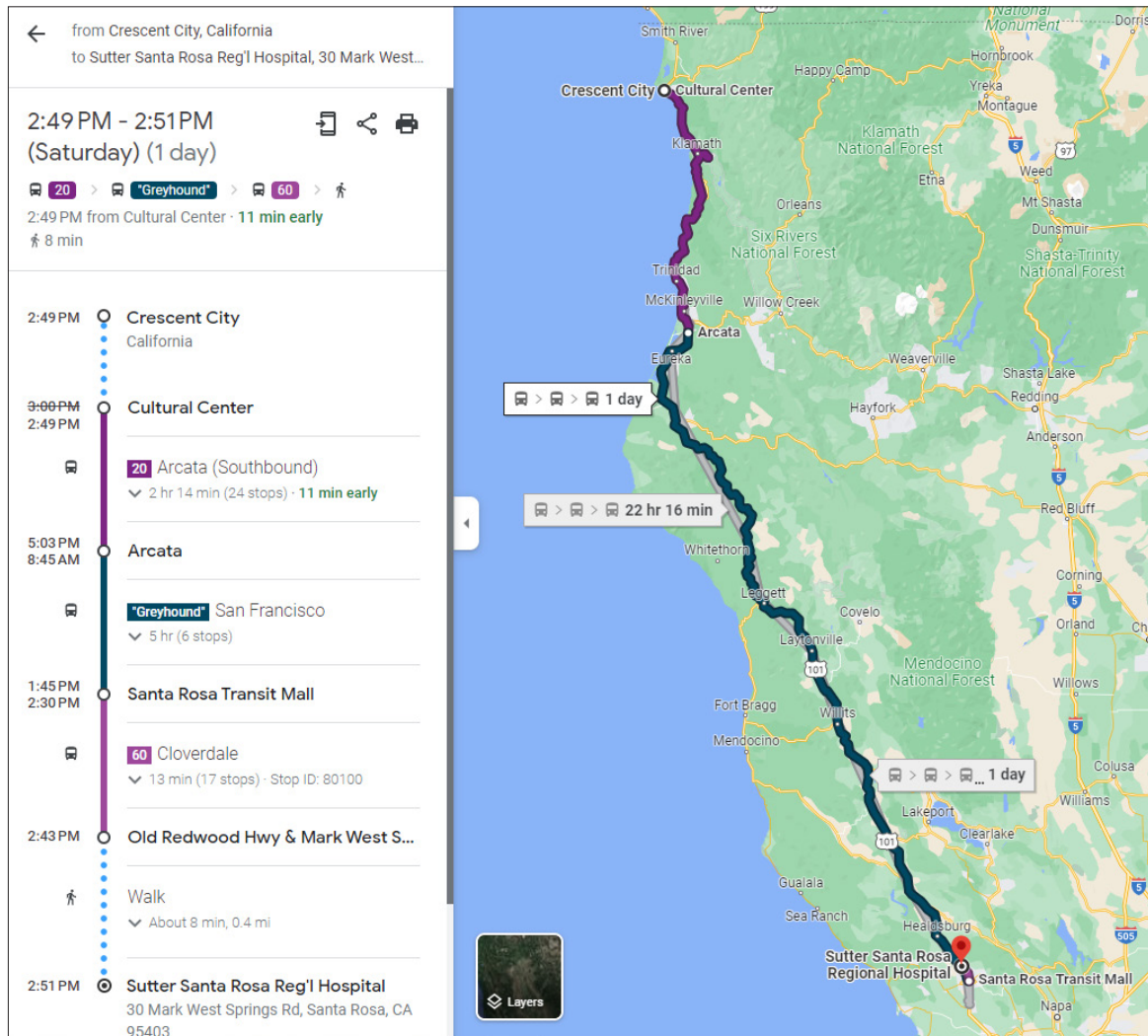


Figure 4

- Buses often lack optimal connections to SMART train stations. Buses stop at different locations than SMART or are not scheduled for timed connections. This is largely due to SMART being a relatively new service.
- A contractual relationship between MTA and SCT allows for MTA to serve transit stops outside of Mendocino County, but they are request-only, as the service is intended only for residents of Mendocino County. This prevents interregional travelers from using MTA service at Sonoma County stops and precludes open access to publicly funded bus service. Specifically, passengers cannot travel between the Sonoma County Airport SMART station and Santa Rosa's main transit centers at 2nd Street and Coddington Mall, or northbound from Windsor Depot to Ukiah.

- Most local transit doesn't run on weekends, especially Sundays, which is a peak day for Greyhound and Amtrak Thruway Route 7 ridership. Holidays are also key ridership days for Greyhound and Amtrak Thruway Route 7.
- Greyhound's schedule has changed frequently and without adequate notice to regional operators whose passengers rely on connections. Better communication and coordination is needed between Greyhound and local transit agencies to ensure passengers can transfer between services and rely on a consistent schedule.

## PASSENGER EXPERIENCE

- Transit centers and stations have limited weekend hours which not ideal for the passenger experience. Passengers use stations to wait comfortably, purchase tickets, and find information. Weekends see the highest intercity ridership for some services.
- Many North Coast communities lack transit centers and stations in the first place.
- Stations and stops can be uncomfortable for passengers due to limited hours and lack of seats and shelter.
- Passengers can feel unsafe at stations and stops if they are unstaffed, have poor lighting, and/or require waiting for connections at late hours.
- Unsheltered homeless people frequently sleep at transit stations and stops, causing perceived safety concerns for some passengers.
- Stops do not always have accurate signage or wayfinding. **Figure 5** shows Google reviews from 2019 through 2022 noting that there is no sign at the Eureka Greyhound stop.
- Passenger experience is confusing without coordination between operators. For example, due to Greyhound changing schedules without public outreach, passengers were upset to find out they could no longer transfer from Redwood Coast Transit to Greyhound for a same-day trip to the Bay Area.
- Integrated ticketing is needed to increase passenger flow between different transit services.

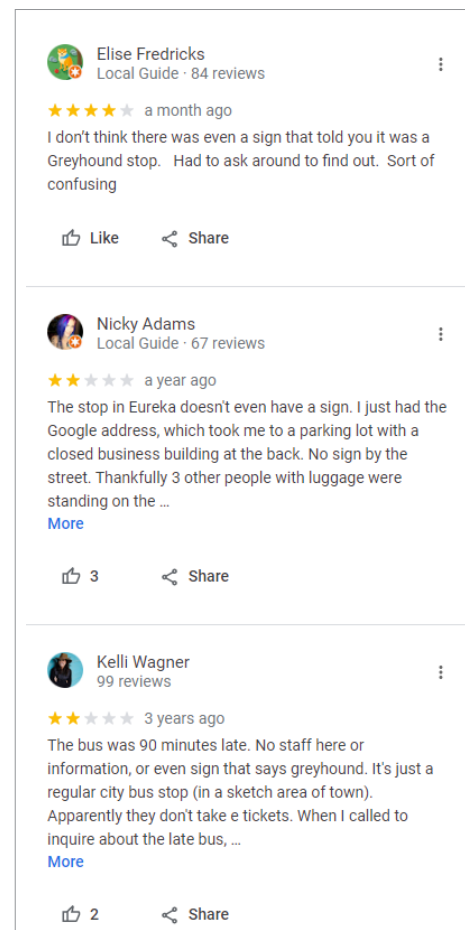


Figure 5

- Stations are not always shared between services, as shown in Figure 3 and discussed previously in this section. Frequently, Greyhound and Amtrak stops are located away from transit centers and other local transit stops.

## OTHER ISSUES

- Funding is needed for operating services more frequently and in more locations. Operations funding is an ongoing challenge, while more grants are available to purchase vehicles.
- Shortages of drivers and mechanics are barriers to delivering and expanding service.
- North Coast agencies are concerned about the constraints posed by State requirements that future transit vehicles be zero-emission. Currently, there are no such vehicles available that can meet the physical demands of some routes. Specifically, rural routes in the North Coast tend to be long range, have varied topography, and need to use heaters while running due to cold weather, thereby reducing the effective range of zero-emission vehicles.

## OPPORTUNITY: SENATE BILL (SB) 742

SB 742 was passed by the Legislature in September 2019, with the primary purpose to remove portions of the California Government Code that require state-supported Amtrak Thruway bus passengers to have a rail trip as part of their ticket. This allows rail JPAs, such as SJJPA, to sell “bus only” tickets on existing Thruway intercity routes including Route 7 on the North Coast.

Prior to opening an existing route to bus only ticketing, SB 742 requires the JPA to reach out to existing operators. The bill states that “funding pursuant to this measure should, to the greatest extent possible, enhance those services and damage to those services should be avoided if possible, and if not, limited to the extent practicable.”

SJJPA took action in November 2021 to open some stop pairs on Route 7 to bus only ticketing, however some high demand origin/destination pairs such as Santa Rosa to Eureka or Santa Rosa to Ukiah have not been opened. A full table showing which stop pairs are currently open and not open is provided in **Attachment B**. An opportunity exists for SJJPA to coordinate with Greyhound and local operators as required and open additional stop pairs to improve mobility to North Coast residents

# Section 3: Consolidated Corridor Concept and Implementation

The Study opened a conversation to allow for future collaboration between operators to understand existing issues and potential solutions for more coordinated service.

## CONCEPTUAL NORTH COAST 101 TRANSIT SCHEDULE

A conceptual schedule of future intercity transit services on the North Coast 101 Corridor addressing study objectives is depicted in **Figure 6**. A detailed integrated service schedule is included in **Attachment A**. This concept was developed in response to comments from study stakeholders and an analysis of service and integration gaps in the existing operating pattern between Humboldt and Sonoma Counties. The corridor service concept intended for use as a guide for regional transit operators considering service changes to provide for long distance intercity travel by transit and intercity bus along the length of the corridor.

The significant features of the conceptual schedule are as follows:

- Conceptual schedules for new HTA and MTA services are included that would fill the regional service gap between Garberville and Willits and extend service south to Santa Rosa.
- The existing RCT Route 20 and HTA Southern Humboldt Intercity services have modified schedules to create a seamless transfer for same-day trips on the new HTA and MTA services.
- Connections with SMART are improved by adding stops to existing bus routes.
- MTA transit is open to all passengers at SMART stops instead of being request-only.
- Intercity services meet at hubs when possible to facilitate transfers. Future hubs to be determined in coordination with operators and stakeholders. A need to

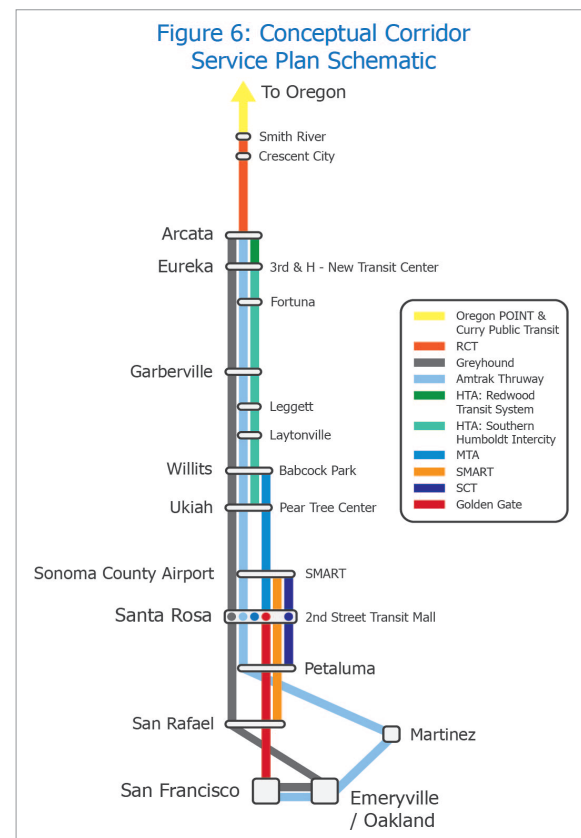


Figure 6

improve transfers has been identified at the following locations, at minimum:  
Eureka, Willits, Ukiah, Sonoma County Airport, and Santa Rosa.

- All transit services run daily.
- All bus stop pairs on Amtrak Thruway Route 7 are open to bus-only passengers.

## ACTIONS TO IMPLEMENT INTERCITY BUS CONSOLIDATION IMPROVEMENTS

Caltrans and intercity transit operators in the US 101 North Coast Corridor determined the following recommended actions for increasing connectivity and optimizing transit on the corridor.

Table 1. High Priority/Immediate Actions (to be initiated in 2023)	
Responsible Agency	Recommended Action
<b>Caltrans</b>	DRMT to maintain corridor schedule on ongoing basis. District 1 to convene Corridor Working Group on quarterly/semi-annual basis with DRMT assistance. See Section 4 for further details.
<b>SJJPA</b>	Open all Amtrak Thruway Route 7 ticket city pairs to bus-only ticketing. Outreach to Greyhound and local and regional operators when opening pairs is necessary.
<b>Greyhound</b>	Notify Caltrans and local operators of schedule changes in a timely manner. Work to modify schedules to provide connections with local operators where feasible.
<b>HTA and MTA</b>	Implement intercity bus to fill the service gap between Garberville and Willits.

**Table 2. Ongoing/ Funding-Dependent Actions**

<b>Responsible Agency</b>	<b>Recommended Action</b>
SCT and MTA	Redesign transit services for better connections with SMART and open MTA services at SMART stops to all passengers.
<b>All Transit Operators</b>	Open all Amtrak Thruway Route 7 ticket city pairs to bus-only ticketing. Outreach to Greyhound and local and regional operators when opening pairs is necessary.
<b>All Transit Operators</b>	Relocate transit stops to provide better colocation of intercity bus and local transit services. Provide better wayfinding, information, and amenities at stations.
<b>Caltrans and All Operators</b>	Joint marketing of intercity bus services should be funded.
<b>Caltrans District 1</b>	Design a D1 regional network for intercity travel showing the hubs and local transit connectivity to these hubs. The Oregon DOT 2020 study could be used as an example.
<b>Caltrans Districts, Transit Operators, Local Govs</b>	Ensure transit stops along the 101 corridor are served by complete streets infrastructure including safe crossings and sidewalks between stops. Need to prioritize first last mile connectivity to bus shelters, transit centers and other origin/destinations. An audit should be done to quantify the existing infrastructure and catalogue the deficits. Establish minimum set of standards for transit infrastructure similar to the role the MUTCD, and Highway design manual plays in planning for the automobile.



# Section 4: Conclusion and Next Steps for Coordination

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This Study was a first step towards identifying intercity bus service needs and coordination opportunities in the North Coast US 101 Corridor. DRMT identified immediate and ongoing actions above to improve the quality of service and provide connectivity for passengers. Going forward, DRMT proposes ongoing coordination to share information and ensure that implementation continues.

## ONGOING COORDINATION

DRMT proposes to host a public schedule of existing North Coast 101 bus services (as shown in Attachment A), to provide accurate information to passengers regarding the services that exist in the corridor. DRMT will coordinate regularly with bus operators to ensure the information in the schedule is accurate.

DRMT will engage in further implementation of connected intercity service as part of the CIBS through collaboration between local agencies and Caltrans. Caltrans will support through facilitating coordination and providing modeling services.

An ongoing coordination working group (quarterly or semi-annual, as needed) should be convened by Caltrans District 1 to facilitate implementation of service improvements and bus/station infrastructure with technical support from DRMT. These meetings can also be used to provide any updates needed for the public service schedule hosted by DRMT. This group will include additional stakeholders such as Lake County (planning east-west service to connect I-5 and US 101), the Yurok Tribe (planning transit services on SR 96), and others to be determined by Caltrans staff.

## INTEGRATED TICKETING

Integrated ticketing is necessary to maximize efficiency for passengers and operators. Currently, transit riders traveling between cities in the corridor need to purchase fares from multiple operators using different fare structures and payment methods. The State and bus operators should work together to adopt technology that allows the public to travel on Greyhound, Amtrak, and regional bus services on a single ticket.

Cal-ITP will benefit transit riders in the corridor by enabling simpler payment methods, automating customer discounts, and standardizing information for easy trip planning. Redwood Coast Transit, Humboldt Transit Authority, Lake Transit Authority, and Mendocino Transit Authority have worked with Cal-ITP on a fare integration pilot project to provide credit card validators and fare capping for equitable transportation

options. Fare capping will allow passengers to travel between Del Norte, Humboldt and Mendocino Counties for no more than \$20.00 per trip. Statewide implementation of Cal-ITP will allow seamless ticketing for passengers within the corridor and beyond.



# SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of July 21, 2023

## STAFF REPORT

### Item 8

### ACTION

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Modern Times, Inc. for Southern California Region Outreach Services for an Amount Not-To-Exceed \$1,000,000 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:

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 Joaquins Intercity Passenger Rail Service (San Joaquins) 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 Southern California 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 Southern California Outreach Team will be leveraging its contacts, Authority contacts, and placing emphasis on new stakeholder acquisition. Stakeholders will be engaged to share San Joaquins 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 Joaquins riders and potential riders. In addition, these strategic partnerships will be utilized to spread San Joaquins 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 Southern California Outreach Team will leverage its regional media relationships to ensure appropriate coverage of earned media opportunities throughout the Southern California Region.

#### Procurement Approach:

On March 2, 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. Forty-three (43) firms showed interest by either downloading or viewing the solicitation documents.

On the due date of April 20, 2023, seven (7) proposals were received from the following firms:

- BlueStar Media
- Communications LAB
- Kleinfelder Construction Services, Inc.
- Modern Times Inc.
- ROX United
- Searle Creative Group LLC
- Sensis, Inc.

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 Metrolink's Marketing Manager.

Following the initial evaluation of the written proposals the following three (3) firms were invited for interviews and presentations:

- Communications LAB
- Kleinfelder Construction Services, Inc.
- Modern Times Inc.

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 Modern Times, 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. Once the base term is concluded, the Authority will be able to utilize one-year option periods for up to one (1) additional year.

The base contract amount is \$1,000,000 and the option year is at the sole discretion of the Authority, which will be negotiated in advance.

The Notice of Intent to Award was published on June 21, 2023. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on July 6, 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 2023/2024 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 Modern Times, Inc. for Southern California Region Outreach Services for an Amount Not-To-Exceed \$1,000,000 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 23/24-**

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AN AGREEMENT WITH MODERN TIMES, INC. FOR SOUTHERN CALIFORNIA REGION OUTREACH SERVICES FOR AN AMOUNT NOT-TO-EXCEED \$1,000,000 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, 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, this contract is for efforts in the Southern California region; and

WHEREAS, following procurement procedures, staff deemed Modern Times, Inc. as the most responsive and responsible proposer to the Request for Proposals (RFP) released on March 2, 2023; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves Agreement with Modern Times, Inc. for Southern California Region Outreach Services for an Amount Not-To-Exceed \$1,000,000 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 21<sup>st</sup> day of July 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

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STACEY MORTENSEN, Secretary

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PATRICK HUME, Chair

# SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of July 21, 2023

## STAFF REPORT

### Item 9

### ACTION

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services for an Amount Not-To-Exceed \$600,000 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:

The San Joaquin Joint Powers Authority (Authority) has identified a ten (10)-year infrastructure program for service expansion. The initial focus for service expansion is to provide additional daily round-trips between Sacramento and the San Joaquin Valley. The 2023 SJJPA Business Plan sets a goal of providing twelve (12) daily round trips between Sacramento and the San Joaquin Valley within the next ten (10) years. The Authority is pursuing resources needed to implement these additional round-trips for the San Joaquins.

The Authority is in need of an on-call consultant team to help assist staff in planning for the deployment of these additional round-trips, for helping to plan for further future expansion of the San Joaquins, and assisting with developing improved schedules, performance monitoring, and strategies to increase on-time performance and ridership/revenue for current and future San Joaquins service.

The consultant team will assist SJJPA in a variety of planning and project development activities related to the optimization of the existing San Joaquins rail and Thruway bus services and an aggressive service expansion agenda. The consultant team will conduct extensive data and trends analysis, and recommend rail and Thruway Bus service changes that will result in a more efficient transit system. The consultant team will assist staff in monitoring the performance of the San Joaquins and working with the host railroads to ensure on-time performance. The consultant team will conduct ridership and greenhouse gas emissions analysis and other forecasting to identify the appropriate level of improvements needed to support a significant increase in San Joaquins service.

#### Procurement Approach:

On April 12, 2023, the San Joaquin Regional Rail Commission (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-six (86) firms showed interest by downloading or viewing the solicitation documents.

On the due date of May 11, 2023, one (1) proposal was received from the following firm:

- DB E.C.O North America Inc.

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 (20) responses at the time of the Board mailout, and the reasons were that they were subconsultants, the scope was too big, no time/busy, or the scope was not within their services offered.

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. The responsive proposal was evaluated by a panel consisting of the Authority's staff.

Following the evaluation of the written proposal, the evaluation team determined that interviews would not be needed since the Authority has experience with the firm performing similar work. Based on the scores from their written proposal, staff deemed DB E.C.O North America Inc. as the most responsive and responsible proposer.

The agreement will be effective upon execution by both parties and shall continue for three (3) years. 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 \$600,000 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 June 9, 2023. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on June 24, 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 2023/2024 SJJPA Administrative Operating Budget in the Professional Services General Expense Line.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services for an Amount Not-To-Exceed \$600,000 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 23/24-**

### **RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AN AGREEMENT WITH DB E.C.O. NORTH AMERICA INC. FOR ON-CALL PLANNING CONSULTING SERVICES FOR AN AMOUNT NOT-TO-EXCEED \$600,000 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, San Joaquin Joint Powers Authority (Authority) is pursuing resources needed to implement these additional round-trips for the San Joaquins; and

WHEREAS, the Authority is in need of an on-call consultant team to help assist staff in planning for the deployment of these additional round-trips, for helping to plan for further future expansion of the San Joaquins, and assisting with developing improved schedules, performance monitoring, and strategies to increase on-time performance and ridership/revenue for current and future San Joaquins service; and

WHEREAS, following procurement procedures, staff deemed DB E.C.O North America, Inc. as the most responsive and responsible proposer to the Request for Proposals (RFP) released on April 12, 2023; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services for an Amount Not-To-Exceed \$600,000 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 21<sup>st</sup> day of July 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

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STACEY MORTENSEN, Secretary

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PATRICK HUME, Chair

**SAN JOAQUIN JOINT POWERS AUTHORITY**

Meeting of July 21, 2023

**STAFF REPORT**

**Item 10**

**INFORMATION**

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**Presentation on San Joaquins On-Time Performance (OTP)**

Background:

Staff will provide a presentation on San Joaquins On-Time Performance (OTP) at the July 21, 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 July 21, 2023

## **STAFF REPORT**

### **Item 11**

### **INFORMATION**

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#### **Thruway Bus Route 3 (Stockton-Sacramento-Chico-Redding) Partnership**

##### Background:

The San Joaquins' extensive Thruway Bus Network includes ten routes that extend as far north as Arcata and Redding, and as far south as San Diego, southeast to Las Vegas, and southwest to Santa Barbara.

Route 3 (Stockton-Sacramento-Chico-Redding) is a critical San Joaquins Thruway Bus route. In Fiscal Year(FY) 19 it had the second highest total ticketed Amtrak train ridership (166,255) and revenue (\$4.7 million) and the third highest cost recovery (145%) of the ten routes. The biggest market for Route 3 is to and from Sacramento, however, the ridership north of Chico on Route 3 has been low for many years, currently only carrying about 3% of the Route 3 ridership while accounting for close to 35% of the route's length.

In 2017, in partnership with San Joaquin Joint Powers Authority (Authority), Shasta Regional Transportation Agency (SRTA) developed plans to implement a new express bus service between Redding and Sacramento known as the "Salmon Runner" (see figure attached) as part of the proposed North State Intercity Bus System. To fund the necessary capital investments, including several electric buses, SRTA received a Transit and Intercity Rail Capital Program (TIRCP) award in 2018 that was supported by the Authority. San Joaquins passengers currently traveling on Amtrak Thruway Buses to and from Red Bluff or Redding would utilize the new SRTA express bus instead. As identified in the SJJPA Business Plans since 2018, the Authority is planning to terminate the Route 3 service in Chico (approximately 75 miles south of the current terminus in Redding) to save on operating costs and enable the Authority to financially support the operations of express bus service between Redding and Sacramento. The express service would provide faster travel times between Sacramento and Redding, as the new line would run along the I-5 corridor rather than the more circuitous SR-99 corridor, and would have higher ridership potential. Due to a lack of committed operating funds, implementation of the SRTA's "Salmon Runner" has been delayed indefinitely.

In coordination with SRTA, staff is working with the Redding Area Bus Authority (RABA) on a phased approach towards implementing express bus service between Redding and Sacramento as envisioned in the 2018 SRTA TIRCP application. The first step towards express bus service implementation would be to have RABA provide San Joaquins connecting bus service between Redding and Chico including stop in Red Bluff. This approach is a necessary step to allow time for RABA to prove the effectiveness of their service from Redding to Chico, and allow RABA to acquire motorcoaches for eventual express service. Initial plans would have Route 3 service truncate at Chico in approximately six months to one year, with RABA then serving the Redding to Chico segment. Express Redding to Sacramento service would then be planned for after the completion of the current operator contract in 2025.

A Memorandum of Understanding (MOU) and other agreements will need to be negotiated between the Authority and RABA that will outline the parameters of the Authority's financial support, while ensuring San Joaquins' passengers have seamless access to ticketing on the near-term connecting bus and a future express bus. In addition, the Authority will need to truncate Route 3 at Chico, that has been planned since 2017, in order to enable the Authority to support the service provided by RABA. Consistent with the Authority's 2023 Business Plan, staff will continue to explore a future partnership with Butte County Association of Governments (BCAG) as a potential future operator of Route 3 service between Chico and Sacramento/Stockton.

Staff expects to have an action item at an upcoming Board Meeting to enable the Authority to begin a partnership with RABA within the next six months to operate connecting bus service between Redding and Chico with a stop in Red Bluff, and to truncate the existing Route 3 operations at Chico. The MOU with RABA will include the goal of RABA operating express connecting service between Redding and Sacramento in 2025.

Fiscal Impact:

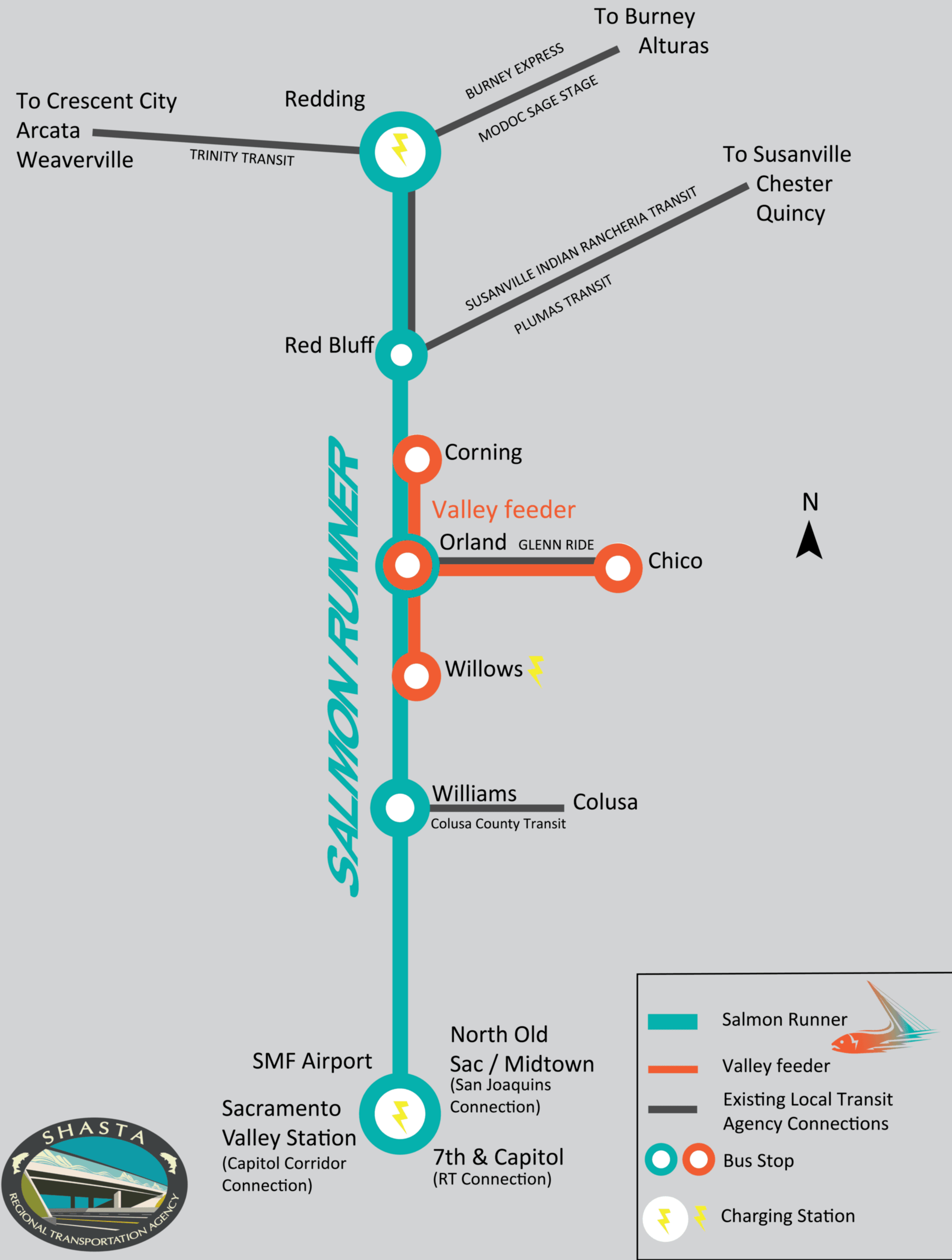
There is no fiscal impact. Further details and a MOU will be brought to the Board at a future date.

Recommendation:

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

# North State Intercity Bus

Schematic Transit Service Map



# **SAN JOAQUIN JOINT POWERS AUTHORITY**

Meeting of July 21, 2023

## **STAFF REPORT**

### **Item 12**

### **INFORMATION**

#### **Recap of 2023 Allensworth Juneteenth Celebration**

##### Background:

The town of Allensworth was founded in 1908 by a group of African Americans, led by Colonel Allen Allensworth, and founded exclusively for African Americans so that they could prosper in ways such as economically, agriculturally, and educationally. Colonel Allen Allensworth was born a slave in Kentucky but escaped and sought refuge behind the Union line and later volunteered as nurse.

The Juneteenth Festival is one of four major annual events hosted by Friends of Allensworth (FOA), a charitable organization whose mission is to support, promote, and advance the educational and interpretive activities at Colonel Allensworth State Historic Park.

According to FOA, “Juneteenth is the oldest known celebration of the ending of slavery. It was on June 19th, that the Union soldiers, led by Major General Gordon Granger landed at Galveston, Texas with news that the war had ended and that all slaves were now free.”

The Park is located between Wasco and Corcoran in Tulare County. The event highlights founder Colonel Allen Allensworth, the importance of the town and the dedication that volunteers, stakeholders and partners contribute.

The San Joaquins was able to bring over 300 passengers, with the help of the San Joaquin Joint Powers Authority (Authority) staff and consultants, who worked with Allensworth Park staff to increase exposure through outreach efforts such as radio, press releases, social media and interviews. Authority staff also attended the event to distribute information about the San Joaquins service.

##### Fiscal Impact:

There is no fiscal impact.

##### Recommendation:

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