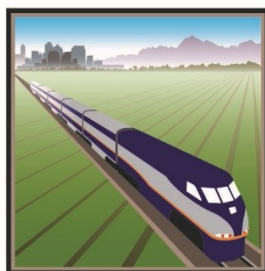


Supervisor **Vito Chiesa**, Chair, Stanislaus County
 Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
 Supervisor **Scott Haggerty**, Alameda County
 Councilmember **Kevin Romick**, City of Oakley
 Supervisor **Rodrigo Espinoza**, Merced County
 Councilmember **Bob Johnson**, City of Lodi
 Supervisor **Doug Verboon**, Kings County
 Supervisor **Brett Frazier**, Madera County
 Supervisor **Sal Quintero**, Fresno County
 Supervisor **Amy Shuklian**, Tulare County



San Joaquin Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
 Alternate **Don Nottoli**, Sacramento County

Alternate **David Hudson**, City of San Ramon
 Alternate **Daron McDaniel**, Merced County
 Alternate **Bob Elliott**, San Joaquin County
 Alternate **Francisco Ramirez**, City of Hanford
 Alternate **Andrew Medellin**, City of Madera
 Alternate **Rey Leon**, City of Huron
 Alternate **Bob Link**, City of Visalia

AGENDA

January 24th, 2020 – 10:00 AM

San Joaquin Council of Governments Board Room
 555 East Weber Avenue, Stockton CA, 95202

Bob Johnson Residence 1311 Midvale Road, Lodi, CA	Heritage House County of Alameda 4501 Pleasanton Ave., Pleasanton, CA 94566	Fresno County Board of Supervisors Chambers Hall of Records, Room 301 2281 Tulare Street, Fresno CA, 93721	Andy's Sports & Design 225 S. Pine Street, #104, Madera, CA 93637	Tulare County Board of Supervisors Board Room 2800 West Burrel Avenue, Visalia, CA, 93291
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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.sjjpa.com/Home>

- 1 **Call to Order, Pledge of Allegiance, Roll Call, Oath of Office**
- 2 **Consent Calendar**

Chair Chiesa
 Chair Chiesa

- 2.1 Approve Minutes from November 22, 2019 Board Meeting
- 2.2 Next Board Meeting Location
- 2.3 SJJPA Operating Expense Report
- 2.4 San Joaquins Operations Update
- 2.5 Administrative Items
- 2.6 Accept Independent Auditors' Report for Fiscal Year 2018/19

ACTION
INFORMATION
INFORMATION
INFORMATION
INFORMATION
ACTION

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

3	Public Comments	Chair Chiesa	
	Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. Please limit presentations to three minutes. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code.		
4	Presentation by DB E&C on San Joaquins On-Time-Performance Schedule Performance Monitoring	Clayton Johanson	INFORMATION
5	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets on Route 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville)	Paul Herman	ACTION
6	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Two (2) Agreements for Marketing Services for Thruway Bus Services and Connected Corridor Schedule to Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. for Amounts Not-To-Exceed \$250,000 each from February 1, 2020- through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreements	David Lipari/Autumn Gowan	ACTION
7	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Negotiate and Enter into a Sole Source Contract with Jacobs Engineering Group Inc. to Complete the Final Engineering Required for the San Joaquins Siemen's Fleet Mini-High Platform Boarding Access, Amount Not-To-Exceed \$500,000	Kevin Sheridan	ACTION
8	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 Obtain State Rail Assistance (SRA) Funding in the Amount of \$3,000,000 for the Robert J. Cabral Station Expansion Project	Jordan Peterson	ACTION

9	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Interagency Agreements with the Fresno Police Department, Merced Police Department, Stockton Police Department, California Highway Rail Patrol, and Any Other Related Agency to Provide a Supplemental Security Presence and Authorizing and Directing the Executive Director to Execute Any and All Documents and Agreements Required	David Lipari	ACTION
10	Update on the 2020 SJJPA Business Plan	Paul Herman	INFORMATION
11	Update on the Interregional Transportation Improvement Program (ITIP)	Kevin Sheridan/Paul Herman	INFORMATION
12	Update on the 2020 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) Application	Paul Herman	INFORMATION
13	Marketing Update: Allensworth Annual Rededication and Santa on the Train	Carmen Setness	INFORMATION
14	Executive Director's Report	Stacey Mortensen	INFORMATION
15	Board Member Comments	Chair Chiesa	
16	Adjournment		

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 2.1

ACTION

Minutes of November 22, 2019

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 1:15 PM, November 22, 2019 at the Merced County Board of Supervisors Chambers, 2222 M Street 3rd Floor, Merced, CA 95340.

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

Vito Chiesa, Chair of the San Joaquin Joint Powers Authority (SJJPA), called the meeting to order at 1:17 PM. The Pledge of Allegiance was led by Alternate Member Daron McDaniel.

Board Members Present: Chair Chiesa, Vice-Chair Haggerty, Romick, Leon, Verboon, Medellin, Espinoza, Johnson, and Shuklian.

2. Consent Calendar

- | | |
|--|--------------------|
| 2.1 Approve Minutes from July 26, 2019 Board Meeting | ACTION |
| 2.2 Appoint New Members to the San Joaquin Valley Rail Committee | ACTION |
| 2.3 Approve 2020 SJJPA Board Meeting Calendar | ACTION |
| 2.4 Next Board Meeting Location | INFORMATION |
| 2.5 SJJPA Operating Expense Report | INFORMATION |
| 2.6 San Joaquins Operations Update | INFORMATION |
| 2.7 Administrative Items | INFORMATION |

Doug Kerr, RailPac, requested that future agenda item 2.6 San Joaquins Operations Update would detail on-time performance data with a better metric system rather than percentages currently used to show more accurate delayed times. Brian Schmidt suggested an example that is used for the Altamont Corridor Express trains to show more accurate on-time-performance data. Chair Chiesa thanked Mr. Kerr for his suggestions and reassured the audience of the continued efforts of SJJPA staff to consistently improve on-time performance of the San Joaquins trains.

M/S/C (Espinoza/Romick) to approve Items 2.1-2.7. Passed and Adopted by the San Joaquin Joint Powers Authority on November 22, 2019, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Haggerty, Romick, Leon, Espinoza, Johnson, and Shuklian
Noes:	0	
Abstain:	2	Verboon, Medellin
Absent:	0	

3. Public Comments

Mayor Murphy, City of Merced, welcomed the SJJPA Board Members and highlighted several Downtown Revitalization Improvement projects, the growth of UC Merced and the increase in housing developments. Mayor Murphy expressed strong support for future passenger rail connections to the City of Merced. Chair Chiesa thanked Mayor Murphy for his continued support.

Mike Barnbaum of Sacramento suggested a rail & thruway bus connection ticketing policy change. Executive Director Stacey Mortensen explained how the Amtrak Arrow system is not able to notate on tickets individually when a train or bus passenger misconnect due to service delays. Executive Director Ms. Mortensen further explained how the San Joaquins service does allow to take the passenger overflow into the next available train or bus due to service misconnections. Chair Chiesa thanked Mr. Barnbaum for his comments.

Brayden Duran, Planner at Fresno Council of Governments, expressed their support for the SJJPA in the 2020 Draft Interregional Transportation Improvement Program (ITIP).

4. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Negotiate and Execute the Second Amendment to Agreement by and Between the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission for Managing Agency Services in the Oversight of the San Joaquin Intercity Rail Service **ACTION**

Executive Director Stacey Mortensen did a presentation on this item. The content of Ms. Mortensen presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

There was no Board discussion on this item.

M/S/C (Verboon/Haggerty) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Negotiate and Execute the Second Amendment to Agreement by and Between the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission for Managing Agency Services in the Oversight of the San Joaquin Intercity Rail Service.

Passed and Adopted by the San Joaquin Joint Powers Authority on November 22, 2019 by the following vote to wit:

Ayes:	9	Chair Chiesa, Vice-Chair Haggerty, Romick, Leon, Verboon, Medellin, Espinoza, Johnson and Shuklian
Noes:	0	
Abstain:	0	
Absent:	0	

5. 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 Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program for the Stockton Diamond Grade Separation Project and Hybrid Equipment Studies ACTION

Paul Herman did a presentation on this item. The presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

Chair Chiesa asked if the grant funding being requested is for design or construction of the Stockton Grade Separation project. Mr. Herman replied that the grant funding being requested is to support the construction of the Stockton Grade Separation project and funding for design is being explored with guidance from Caltrans.

M/S/C (Haggerty/Romick) to approve a Resolution of the Governing Board of 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 Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program for the Stockton Diamond Grade Separation Project and Hybrid Equipment Studies.

Passed and Adopted by the San Joaquin Joint Powers Authority on November 22, 2019 by the following vote to wit:

Ayes:	9	Chair Chiesa, Vice-Chair Haggerty, Romick, Leon, Verboon, Medellin, Espinoza, Johnson and Shuklian
Noes:	0	
Abstain:	0	
Absent:	0	

6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute Any and All Agreements, Certifications, and Assurances and Any Other Documents Necessary with the National Railroad Passenger Corporation (Amtrak) for the Design and Construction of the Oakley Station Platform Project **ACTION**

Paul Herman did a presentation on this item. The content of Mr. Herman's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

Member Romick expressed his support of the Oakley Station Platform Project and thanked SJJPA staff for their continued efforts in improving the Oakley station.

M/S/C (Romick/Leon) to approve a Resolution of the Governing Board of San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute Any and All Agreements, Certifications, and Assurances and Any Other Documents Necessary with the National Railroad Passenger Corporation (Amtrak) for the Design and Construction of the Oakley Station Platform Project.

Passed and Adopted by the San Joaquin Joint Powers Authority on November 22, 2019 by the following vote to wit:

Ayes:	9	Chair Chiesa, Vice-Chair Haggerty, Romick, Leon, Verboon, Medellin, Espinoza, Johnson and Shuklian
Noes:	0	
Abstain:	0	
Absent:	0	

7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority, Authorizing the Chair to Execute Any and All Agreements Necessary to Use State Rail Assistance (SRA) Funding Designated by State of California for PA&ED and PS&E Phases for the Expansion and Improvement of the Existing San Joaquin Regional Rail Commission Rail Maintenance Facility in Stockton that Will Allow the Repair, Maintenance and Storage of State-Owned Intercity Rail Equipment for the State-Supported Rail Services **ACTION**

Kevin Sheridan did a presentation on this item. The content of Mr. Sheridan's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

There was no Board discussion on this item.

M/S/C (Verboon/Shuklian) to approve a Resolution of the Governing Board of San Joaquin Joint Powers Authority Authorizing the Chair to Execute Any and All Agreements Necessary to Use State Rail Assistance (SRA) Funding Designated by State of California for PA&ED and PS&E Phases for the Expansion and Improvement of the Existing San Joaquin Regional Rail Commission Rail Maintenance Facility in Stockton that Will Allow the Repair, Maintenance and Storage of State-Owned Intercity Rail Equipment for the State-Supported Rail Services.

Passed and Adopted by the San Joaquin Joint Powers Authority on November 22, 2019 by the following vote to wit:

Ayes:	9	Chair Chiesa, Vice-Chair Haggerty, Romick, Leon, Verboon, Medellin, Espinoza, Johnson and Shuklian
Noes:	0	
Abstain:	0	
Absent:	0	

8. Valley Rail Program Update

Kevin Sheridan did a presentation on this item. The content of Mr. Sheridan's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

Chair Chiesa asked what are the potential benefits of the completed Stockton Grade Separation project. Mr. Sheridan explained several potential economic benefits which include less freight congestion and more access on the Union Pacific and Burlington Northern Santa Fe rail lines, removal of the six (6) daily round-trip constraint between Central Valley and Bay Area and an increase in service frequency for Valley Rail and the San Joaquins.

Alternate Member Leon asked if Federal funding is currently allocated in the Valley Rail Program projects. Mr. Sheridan replied that the Valley Rail Program projects underway are funded by SB-1 and CalSTA and no Federal funding is currently being allocated.

9. Network Integration Update

Dan Leavitt did a presentation on this item. The content of Mr. Leavitt's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

Member Verboon asked if Wasco, Corcoran, Hanford and Fresno San Joaquins passengers will have connections into a High-Speed Rail (HSR) station in Merced. Mr. Leavitt explained that cities South of Merced will have shuttle connections to the nearest high-speed rail station and further expressed his support to work together to continue

exploring both rail and thruway bus transit connectivity for rural communities that may not be near a high-speed rail station in the future.

Alternate Member Leon explained the Cross-Valley Rail study and the opportunity to improve connectivity of the San Joaquins and HSR to rural communities. Member Verboon commented that one-hundred seventy-five million dollars in funding is still needed to secure a Kings Tulare HSR Station. Mr. Leavitt further explained SJJPA's continued support of the Cross-Valley Rail study and its current inclusion in the State Rail Plan.

Member Romick asked for a passenger rail agency, projects and programs clarification fact sheet to assist in keeping track of current and future rail improvements. Chair Chiesa suggested a meeting with SJJPA staff to provide better understanding. Mr. Leavitt and SJJPA staff acknowledged the meeting request.

Vice-Chair Haggerty thanked Mr. Leavitt for the continued collaboration and support of Valley Link and the Altamont Corridor Vision Phase 1 Improvements.

Mr. Barnbarm explained Sac RT transit service modifications in Sacramento and Northern CA regions occurring in January 2020 and suggested SJJPA staff present a Network Integration presentation at a Sac RT Board meeting in 2020. Chair Chiesa thanked Mr. Barnbaum for his comments.

10. SB 742 Update

Dan Leavitt did a presentation on this item. The content of Mr. Leavitt's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

There was no Board discussion on this item.

Mr. Barnbaum asked if the Stockton Thruway Bus route will be open for ticket sales for the next SJJPA Board Meeting. Mr. Leavitt explained Thruway Bus Routes are required to have SJJPA Board approval before ticket sales are available and the Stockton Thruway Bus Route will not be available before the next SJJPA Board Meeting. Mr. Leavitt further explained that SJJPA staff will present agenda items for Board action in regards to Thruway Bus service at the next SJJPA Board meeting in January.

11. Merced to San Jose Thruway Bus Pilot Update

Paul Herman did a presentation on this item. The content of Mr. Herman's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

Chair Chiesa requested for SJJPA staff to continue exploring for the best location for a Thruway Bus Pilot to reduce travel times, increase ridership and improve the San

Joaquins service from LA/Bakersfield to San Jose. Executive Director Stacey Mortensen further explained that the Merced to San Jose Thruway Bus Pilot concept doesn't exclude future analysis of a Thruway Bus service from Madera to San Jose once the Madera Station relocation project is completed. Member Verboon commented that the Madera to Yosemite route is currently the fastest route available.

12. Resource Systems Group On-Board Passenger Market Survey Update

David Lipari and Greg Speitz, Resource Systems Group, did a presentation on this item. The content of Mr. Lipari's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

There was no Board discussion on this item.

13. Hispanic Outreach Update and Report on SJJPA/California Chambers of Commerce Partnership and Signature Events

Rene Gutierrez did a presentation on this item. The content of Mr. Gutierrez's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the SJJPA website).

There was no Board discussion on this item.

14. Executive Director's Report

Ms. Mortensen briefed the SJJPA Board Members of the Congressional Rail Committee invitation to testify at an Amtrak Reauthorization Hearing to explain contract management differences between Herzog and Amtrak and pros and cons of each. Ms. Mortenson explained the frustration with the Amtrak management structure and management fees and inability for Amtrak to reconcile per mile costs. Ms. Mortensen further explained that SJJPA staff will keep working with Amtrak to make necessary changes.

15. Board Member Comments

Member Espinoza thanked City of Merced Mayor Murphy and City Manager for their attendance and invited members of the audience to tour UC Merced.

Alternate Member Leon suggested Electric Vehicle (EV) charging stations be incorporated at all San Joaquins stations due to increasing consumer demand and growing EV trends.

16. Adjournment

Chair Chiesa called the meeting to adjournment at 3:15 PM.

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

SJJPA is planning on holding the next Board Meeting on March 27, 2020, in Sacramento, CA with the exact location to be determined based on availability. The meeting time will be coordinated with the San Joaquins schedule.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 2.3

INFORMATION

SJIPA Operating Expense Report

Please see the attached SJIPA Operating Expense Report for the following period:

- Fiscal Year Start 2019/20 (July 1, 2019 – October 31, 2019)

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
October 2019
33% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 19-20 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	2,374,767	632,121	27%
Office Expense	23,333	2,224	10%
Subscriptions/Periodicals/Memberships	5,000	-	0%
Computer Systems	5,000	-	0%
Communications	28,905	3,861	13%
Motor Pool	24,314	6,830	28%
Transportation/Travel	30,000	8,894	30%
Training	7,605	-	0%
Audits Regulatory Reporting	16,500	-	0%
Professional Services Legislative	28,500	8,404	29%
Professional Services Legal	75,000	11,544	15%
Professional Services General	279,267	101,892	36%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	10,000	676	7%
Professional Services Operations	20,000	3,338	17%
Communications, Operations	10,250	4,007	39%
Maintenance of Headquarters Structures/Grounds	82,361	23,028	28%
Insurance	48,000	-	0%
Insurance Management Fees	5,000	2,500	50%
Administrative Expenses Subtotal	3,140,802	809,721	26%
Marketing Expense			
Marketing & Outreach	1,960,000	484,354	25%
Marketing Expenses Subtotal	1,960,000	484,354	25%
Amtrak Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	65,292,590	18,943,974	29%
Amtrak Contract Expense Subtotal	65,292,590	18,943,974	29%
TOTAL OPERATING EXPENSES	70,393,392	20,238,049	29%

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 2.4

INFORMATION

San Joaquins Operations Update

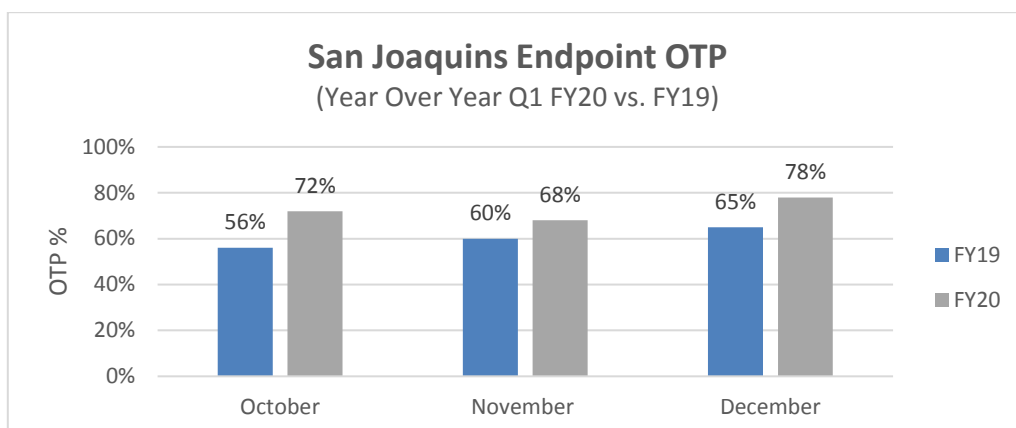
San Joaquins Ridership and Revenue

In the first quarter of FY20, the San Joaquin Service carried 269,126 passengers, generating \$8,574,201 in revenue. The San Joaquins ridership and revenue are slightly down from FY19, -2.45% and -1.26% respectively. For the critical holiday travel months of November and December, the San Joaquins were slightly down in ridership and slightly up on revenue. This modest performance can be attributed to less than optimal on-time performance in November and Grapevine closures during both Thanksgiving and Christmas weeks.

San Joaquins Ridership and Revenue (Year Over Year Q1 FY20 vs. FY19)						
Month	Ridership			Ticket Revenue		
	FY20	FY19	% change	FY20	FY19	% change
Oct-19	82,211	84,358	-2.55%	\$2,368,328	\$2,480,787	-4.53%
Nov-19	92,427	99,946	-7.52%	\$2,979,245	\$3,253,885	-8.44%
Dec-19	94,488	91,578	3.18%	\$3,226,628	\$2,949,028	9.40%
Total YTD	269,126	275,882	-2.45%	\$8,574,201	\$8,683,700	-1.26%

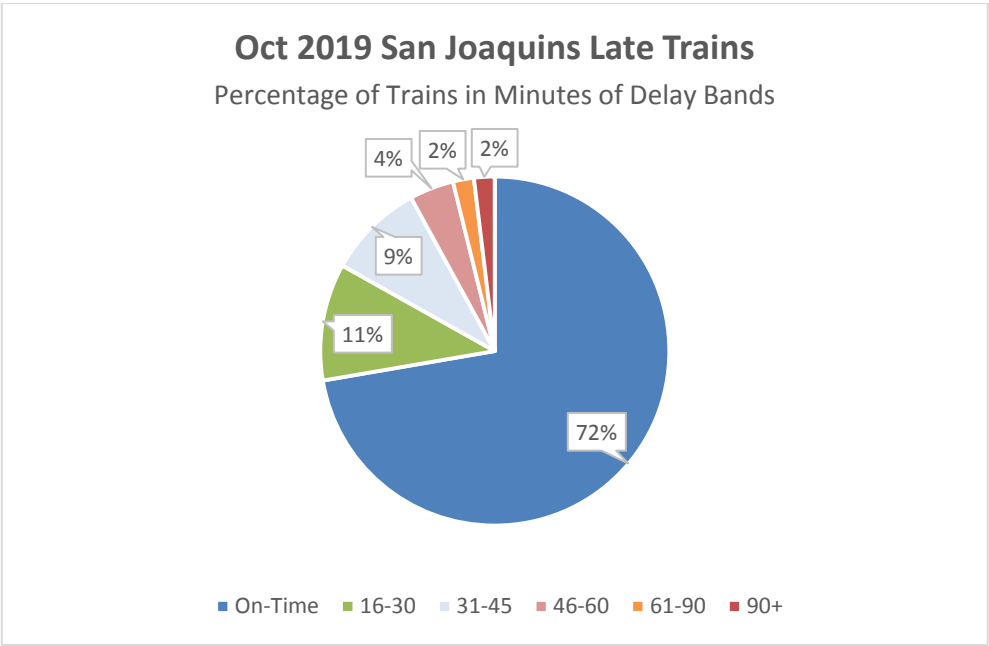
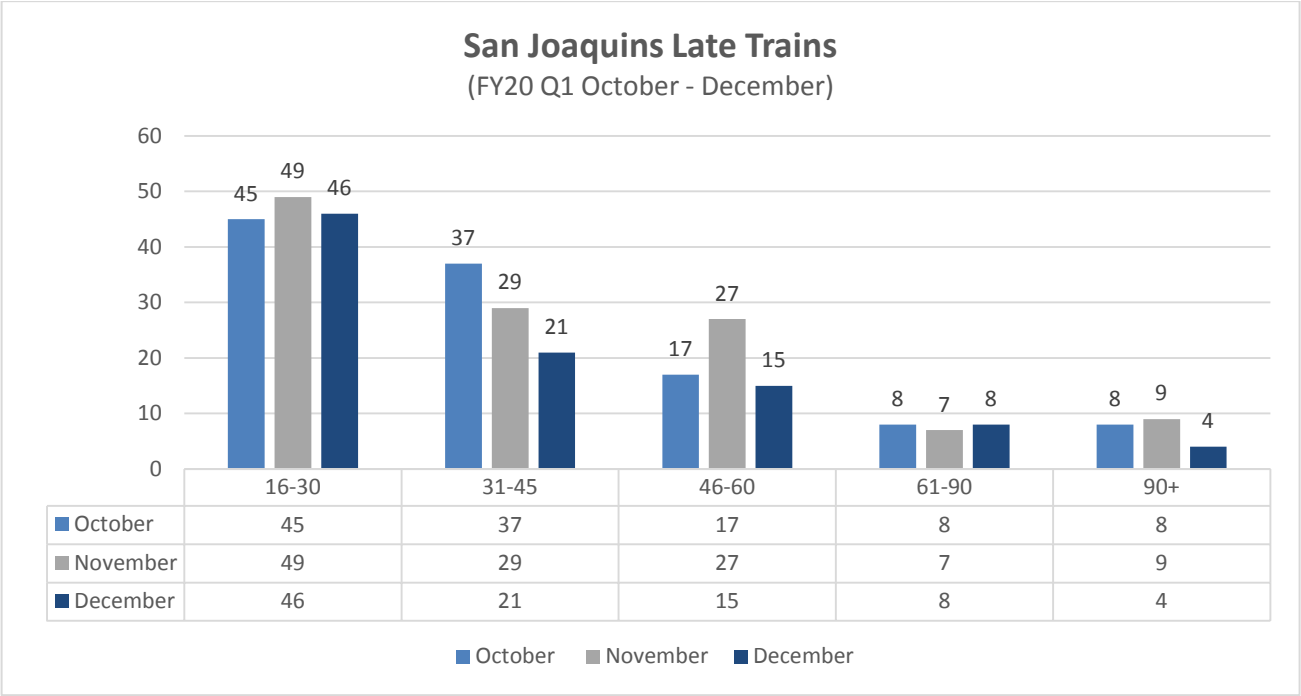
On-Time Performance (OTP):

San Joaquins On-Time Performance (OTP) for the first quarter of FY20 (Oct – Dec) is trending upward with a significant increase in performance over the previous year.

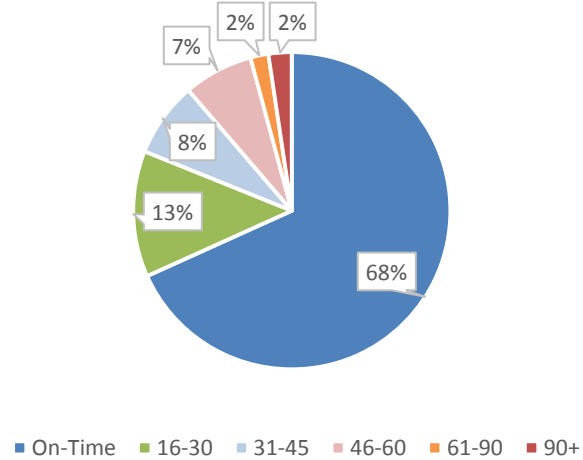


San Joaquins End Point On-Time Performance (OTP) is a measure that reflects the performance of trains arriving to the end terminus station with the allowance of a 15-min recovery period.

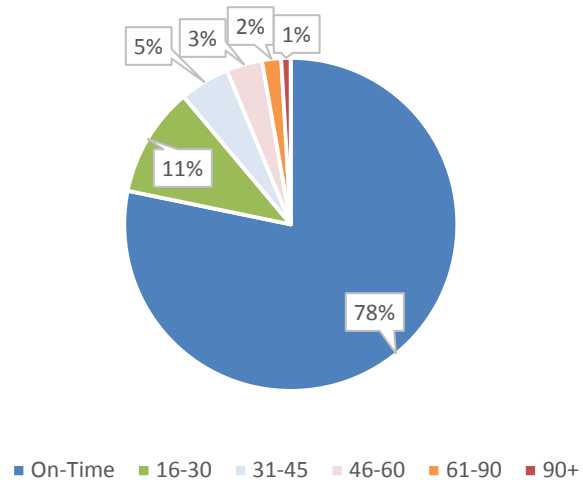
To help illustrate the magnitude of the delays on the San Joaquins, the graph below illustrates the numbers of trains that were late in the corresponding minutes late bands by month. The graph helps illustrate that the majority of late trains are clustered in the 16 – 30 min and 31 – 45 min bands. The data shows a downward trend in delays as represented in the overall OTP performance numbers.



Nov 2019 San Joaquins Late Trains
Percentage of Trains in Minutes of Delay Bands



Dec 2019 San Joaquins Late Trains
Percentage of Trains in Minutes of Delay Bands



California Intercity Rail Corridor On-Time Performance
(Year Over Year Q1 FY20 vs. FY19)

Service	FYTD20	FY19
San Joaquins	73%	60%
Capitol Corridor	85%	87%
Pacific Surfliner	73%	66%

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 2.5

INFORMATION

Administrative Items

Media Stories:

Attached are several articles. Links are provided below.

“Holiday travelers look to Amtrak to avoid traffic delays- Fox 40”

<https://fox40.com/2019/11/25/holiday-travelers-look-to-amtrak-to-avoid-traffic-delays/>

“Amtrak has banner year, record ridership- KCRA”

<https://www.kcra.com/article/amtrak-has-banner-year-record-ridership/29964129>

Broadcast:

KRON4: [KRON 4 News at 8](#)

KTXL-SAC (FOX): [FOX40 News at 6pm](#)

KXTV-SAC (ABC): [ABC 10 News at 6:00PM](#)

KCRA-SAC (NBC): [KCRA 3 Reports @ 6 PM](#)

Telemundo 33: [Noticiero 33](#)

KTXL-SAC (FOX): [FOX40 News at 5:30pm](#)

KXTV-SAC (ABC): [ABC 10 News at 5:00PM](#)

KTXL-SAC (FOX): [FOX40 News at 9am](#)

KTXL-SAC (FOX): [FOX40 News at 8am](#)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Holiday travelers look to Amtrak to avoid traffic delays- Fox 40

SACRAMENTO, Calif. (KTXL) -- Thanksgiving travel is forecasted to reach a nearly 20-year high in 2019, according to American Automobile Association. But not everyone is taking to the skies and the roads.

Most of the people coming and going on from the Sacramento Valley Amtrak Station Monday morning seemed to be regular commuters, but some holiday travelers have already hit the rails.

"I don't want to be on the freeway today," said Amtrak traveler Paul Nicknig. "The holiday traffic I'm sure is going to be picking up. So we chose the train, easy jaunt down there to Emeryville station."

Nicknig and Natasha Chornomaz actually started their journey in Denver and Nicknig said, even Saturday, he could see the airport traffic picking up.

Traffic that has continued at Sacramento International Airport at 4:30 a.m. Monday.

Nearly 4.5 million Americans will fly to their destination this Thanksgiving, according to AAA, a more than 4.5% increase over last year. Add that to the more than 49 million drivers on the road, and a train sounds a lot better to Chornomaz.

"It's super convenient. It's nice to not be stuck in traffic, having to constantly watch the road," said Chornomaz.

That doesn't mean travelers will have the tracks all to themselves if last year's Amtrak traffic is any indication.

Amtrak Marketing Manager David Lapari predicted Tuesday, Wednesday and Sunday to be the busiest Amtrak travel days, but said some tickets are still available.

"Here in Sacramento alone, on Wednesday we saw over 56% increase in travel and on Sunday a 34% increase in traffic," Lapari said.

And unlike plane tickets, the prices do not increase as the departure date approaches.

"It's also super flexible because we missed our train but we can just change our tickets," Chornomaz said.

However, not every route is as direct as Nicknig and Chornomaz's path to the Bay Area. Some involve transfers and buses.

But where SMF recommends arriving two hours early, Sacramento Amtrak said arriving 45 minutes before your trip will be sufficient.

Overall, Lapari said train travel could make for less hassle this holiday.

"Letting us do the driving, having the opportunity to sit back and relax, and start your Thanksgiving holiday on the train is a good way to do it," Lapari said.

Amtrak advises purchasing tickets ahead of time. Travelers can purchase tickets on the Amtrak website or in person at a station.

Amtrak has banner year, record ridership



Train travel to be busy over Thanksgiving holiday

SACRAMENTO, Calif.

It's one of the busiest weeks of the travel season.

That's especially true on Amtrak, which is on track to have its best year ever. With big jumps in ridership, Amtrak is now expected to break even for the first time since the rail service first began in 1971.

Advertisement

Amtrak is heavily subsidized by the federal government, but it just reported revenues of \$3.3 billion for this fiscal year, along with record ridership of more than 32 million passengers.

Amtrak will be packed with passengers this Thanksgiving, with 846,000 riders nationwide at this time last year. Amtrak also ticketed more than 160,000 customers on the Sunday after Thanksgiving last year.

The Sacramento Valley Station experienced a 56% increase in ridership on the Wednesday before Thanksgiving last year and a 34% increase in passengers in the Sunday following Thanksgiving.

On Monday at the Sacramento Valley Station, Steve and Carol Rambo, of Orangevale, were leaving Sacramento for Colorado.

"I don't have to put chains on," Steve Rambo said with a smile.

No chains needed on board the train -- just panoramic views.

"You enjoy the scenery, you see things you don't see from the highway and it's beautiful," Steve Rambo added.

Trains also offer one big advantage over planes when it comes to seating.

"What is wonderful is you can definitely see that they are larger," said Jamie Newell, Amtrak's assistant superintendent. "There's no center seat. You're always going to be in the aisle or the window."

There's also a café car for sandwiches, snacks and drinks.

“There’s a bar on board, that’s pretty cool,” said Amtrak passenger Hunter Lake, who was heading home to San Jose.

There’s also plenty of storage space for your luggage.

“We have a very lenient baggage policy,” said David Lipari, Amtrak marketing manager. “You can check two bags for free and carry on two bags for free.”

With free WiFi and plenty of outlets for electronic devices, trains are also attracting a younger crowd, like Hunter Lake, who just want to do their own thing.

“You know what my favorite part is?” Lake asked rhetorically. “I don’t have to engage with as many people like on airplanes. Airplanes are really annoying.”

If your travel plans keep you closer to home, then you should know that Sacramento Regional Transit is offering a good deal.

“On Saturday, Sac RT is offering a system-wide free ride day,” said SacRT spokesperson Jessica Gonzalez. “That includes all bus and light rail, all day, beginning to end, for everyone open for all.”

With Tuesday and Wednesday being the busiest days to travel by train, keep this in mind:

“If you are planning on taking Amtrak, book now,” Lipari said.

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 2.6

ACTION

Accept Independent Auditors' Report for Fiscal Year 2018/19

Background:

Staff met with Chair Chiesa on January 08, 2020 to review and discuss the Independent Auditors' Report and Basic Financial Statements for the Year Ending June 30, 2019. Chair Chiesa recommended the item be placed on the consent calendar for acceptance by the Board.

There were no current year findings or questioned costs.

For the SJJPA Board, the report can be found at the end of this Board Agenda Packet.

For the public, the report is available upon request.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Accept Independent Auditors' Report for Fiscal Year 2018/2019.

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 4

INFORMATION

Presentation by DB E&C on San Joaquins On-Time Performance and Schedule Monitoring

Clayton Johanson of DB E&C, will give a presentation on the San Joaquins On-time performance and schedule monitoring.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 5

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 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville)

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 require 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 SJJPA 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. Staff is proposing to start 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 will be sought at future SJJPA Board Meetings until all of the regular routes are able to offer bus-only tickets.

The two routes proposed to initiate the implementation of SB 742 are Route 10: Bakersfield – Oxnard – Santa Barbara and Route 12: Bakersfield – Lancaster – Victorville.

Route 10: Bakersfield – Oxnard – Santa Barbara:

The Bakersfield – Oxnard – Santa Barbara route has stops at: Fillmore, Santa Paula, Oxnard, Ventura, Carpinteria, Santa Barbara, and the University of California Santa Barbara (UCSB). Route 10 has three daily round trips (see Attachment 1). Based on staff research, it appears that nearly all of the existing bus stop pairs for Route 10 are not served by other private bus operators. Staff proposes that the bus stop pair between Oxnard and Santa Barbara would not be available for bus-only tickets at this time (since Greyhound does offer direct service to this market with similar frequency and travel times). Attachment 2 documents the Route 10 research and communications with private and public transit providers.

Ventura County Transportation Commission (VCTC) offers public bus services between Fillmore and Ventura (Highway 126), Oxnard and Ventura, and Oxnard and Santa Barbara/UCSB (Coastal Express). Staff proposes not to offer bus-only tickets along the the existing Fillmore to Ventura line (Fillmore – Santa Paula, Fillmore-Ventura, and Santa-Paula – Ventura) since these are relatively short-distance markets and the Route 10 bus stop pairs along this route are better served by VCTC. Staff also proposes not to offer bus-only fares for the existing Ventura – Santa Barbara station and Carpinteria – Santa Barbara bus stop pairs which have frequent VCTC service and are also served by the Pacific Surfliner.

Santa Barbara Metropolitan Transit District (SBMTD) offers public bus services between Santa Barbara and Carpinteria, and Santa Barbara (Amtrak) and Santa Barbara (UCSB). Staff proposes not to offer bus-only tickets at this time along the existing Santa Barbara to Carpinteria line (Santa Barbara [UCSB] – Santa Barbara [Amtrak], Santa Barbara [UCSB] - Carpinteria, and Santa Barbara [Amtrak] - Carpinteria) since these are relatively short-distance markets and the Route 10 bus stop pairs along this route are better served by SBMTD.

The state-supported Pacific Surfliner intercity rail service provides service (five daily round-trips) between Oxnard and Goleta (UCSB) and the Route 10 stations for Oxnard, Ventura, Carpinteria, and Santa Barbara are all at the Amtrak stations served by the Pacific Surfliner. Staff has coordinated with the LOSSAN JPA staff on the proposed fare grid for bus-only tickets on Route 10 and provided the bus schedule. Staff has agreed to adjust bus-only fares to be more in line with Pacific Surfliner fares for station pairs that are served by the Pacific Surfliner (station pairs between Oxnard and Santa Barbara).

The proposed fare grid for Route 10 bus tickets is shown on Table 1. A minimum fare of \$5 is proposed. Fares are shown for only the bus-stop pairs being proposed for selling bus tickets. Ridership by stop for Route 10 is shown on Table 2.

Table 1: Proposed Fare Grid for Route 10

	Bakersfield	Fillmore	Santa Paula	Oxnard	Ventura	Carpinteria	Santa Barbara (Amtrak)	Santa Barbara (UCSB)
Bakersfield		\$ 14.25	\$ 15.75	\$ 17.50	\$ 19.25	\$ 22.00	\$ 23.50	\$ 25.00
Fillmore	\$ 14.25			\$ 5.00		\$ 8.25	\$ 9.75	\$ 11.25
Santa Paula	\$ 15.75			\$ 5.00		\$ 6.75	\$ 8.25	\$ 9.75
Oxnard	\$ 17.50	\$5.00	\$ 5.00			\$ 10.50		\$ 14.00
Ventura	\$ 19.25					\$ 8.00	\$ 10.50	\$ 12.75
Carpinteria	\$ 22.00	\$ 8.25	\$ 6.75	\$ 10.50	\$ 8.00			
Santa Barbara (Amtrak)	\$ 23.50	\$ 9.75	\$ 8.25		\$ 10.50			
Santa Barbara (UCSB)	\$ 25.00	\$ 11.25	\$ 9.75	\$14.00	\$ 12.75			

Table 2: Route 10 Ridership By Stop

Bus Stop	FY17 Ridership	FY17 Riders/Day
Carpinteria	493	1.35
Fillmore	626	1.72
Oxnard	12924	35.41
Santa Paula	1630	4.47
Santa Barbara (Amtrak)	8028	22
Santa Barbara (UCSB)	1418	3.88
Ventura	2743	7.52
Total	27862	76.33

Route 12: Bakersfield – Lancaster – Victorville:

The Bakersfield – Lancaster- Victorville Route has stops at: Tehachapi, Mojave, Lancaster, Palmdale, Littlerock, and Victorville. Route 12 has two daily round trips (see Attachment 1). For this existing route, based on internet research, it appears that nearly all of the station pairs are not served by other private bus operators. Staff proposes the station pair between Bakersfield and Tehachapi would not be available for bus-only tickets at this time (since Greyhound already offers direct service to this market with similar frequency and travel times). Attachment 2 documents the Route 12 research and communications with private and public transit providers.

Kern Transit offers public bus service between Bakersfield and Lancaster (with stops at Tehachapi and Mojave). After consultation with Kern Transit, staff believes that offering bus-only tickets for Route 12 between Bakersfield and Lancaster would complement the Kern Transit in these markets, offering a higher priced express service that increases options for potential passengers. The Antelope Valley Transit Authority (AVTA) offers very frequent public bus service between Palmdale and Lancaster. Staff proposes to not offer bus-only tickets between Palmdale and Lancaster which is already well served by the AVTA's Route 1 (and other AVTA routes). Staff also proposes to not offer bus-only tickets between Littlerock and Palmdale as well as Littlerock and Lancaster, both station pairs are already well served by AVTA's bus network.

The proposed fare grid for Route 10 bus tickets is shown on Table 3. A minimum fare of \$5 is proposed. Fares are shown for only the bus-stop pairs being proposed for selling bus tickets. Ridership by stop for Route 12 is shown on Table 4.

Table 3: Proposed Fare Grid for Route 12

	Bakersfield	Tehachapi	Mojave	Lancaster	Palmdale	Littlerock	Victorville
Bakersfield			\$ 9.50	\$ 13.00	\$ 14.25	\$ 16.00	\$ 22.25
Tehachapi			\$ 5.00	\$ 7.25	\$ 8.50	\$ 10.25	\$ 16.50
Mojave	\$ 9.50	\$ 5.00		\$ 5.00	\$ 5.00	\$ 7.00	\$ 13.25
Lancaster	\$ 13.00	\$ 7.25	\$ 5.00				\$ 9.50
Palmdale	\$ 14.25	\$ 8.50	\$ 5.00				\$ 8.50
Littlerock	\$ 16.00	\$ 10.25	\$ 7.00				\$ 6.75
Victorville	\$ 22.25	\$ 16.50	\$ 13.25	\$ 9.50	\$ 8.50	\$ 6.75	

Table 4: Route 12 Ridership By Stop

Bus Stops	FY17 Ridership	FY17 Riders/Day
Lancaster	4866	13.33
Littlerock	114	0.31
Mojave	1075	2.95
Palmdale	3225	8.84
Tehachapi	1269	3.48
Victorville	3783	10.36
Total	14332	39.27

Consultation and Coordination:

Staff has consulted with and considered relevant local and regional public transit operators along Routes 10 and 12 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: Kern Transit, Golden Empire Transit District, Ventura County Transportation Commission (VCTC), the Antelope Valley Transit Authority (AVTA), Santa Barbara County Association of Governments (SBCAG) and LA Metro. Staff has also coordinated with the LOSSAN JPA.

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. Although there are minimal conflicts with private carriers for Route 10 and 12, staff has been communicating with both Greyhound and Flixbus. These efforts and the communications with local and regional public transit operators are documented in Attachment 2.

Staff has been working with Amtrak and coordinating with the Capitol Corridor, LOSSAN JPA and the California Intercity Passenger Rail Leadership Group on preparing for the implementation of SB 742.

Staff will continue to seek new partnerships with public or private bus operators with the goal of more efficient operations and allowing 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 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 10 and Route 12 who do not have a train trip as part of their ticket as authorized in Section 14035.55(c). Bus-only tickets (without a rail trip as part of the ticket) would not be offered on for the following Route 10 station-pairs: Fillmore-Santa Paula, Fillmore-Ventura, Santa Paula – Ventura, Oxnard – Ventura, Oxnard – Santa Barbara, and Carpinteria – Santa Barbara, Santa Barbara (Amtrak) - Santa Barbara (UCSB), Carpinteria - Santa Barbara (UCSB). Bus-only tickets (without a rail trip as part of the ticket) would not be offered on for the following Route 12 station-pairs: Bakersfield – Tehachapi, Littlerock – Palmdale, Littlerock – Lancaster, and Palmdale - Lancaster.

Fiscal Impact:

Enabling bus 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 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville)

ATTACHMENT 1:

Schedules for Route 10 & Route 12 (Effective October 28, 2019)

Route 10:

Bakersfield • Oxnard • Santa Barbara

702	712	714	San Joaquins Connecting Train Number			715	717	719
5602	5612	5614	Thruway Number			5615	5617	5619
Daily	Daily	Daily	▼	Days of Operation	▲	Daily	Daily	Daily
12 05P	4 05P	6 05P	Dp	Bakersfield, CA–Amtrak Station	Ar	11 25A	1 55P	3 55P
D1 45P	D5 45P	D7 45P	↓	Fillmore, CA–IHOP	↑	R9 25A	R11 55A	R1 45P
D2 00P	D6 00P	D8 00P	↓	Santa Paula, CA–Denny's	↑	R9 10A	R11 40A	R1 30P
D2 25P	D6 25P	D8 25P	↓	Oxnard, CA–Amtrak Station	↑	R8 40A	R11 10A	R1 00P
D2 45P	D6 45P	D8 45P	↓	Ventura, CA–Amtrak Station	↑	R8 15A	R10 45A	R12 35P
D3 00P	D7 00P	D9 00P	↓	Carpinteria, CA–Amtrak Station	↑	R7 55A	R10 25A	R12 15P
D3 20P	D7 20P	D9 20P	Ar	Santa Barbara, CA–Amtrak Station	Dp	R7 35A	R10 05A	R11 55A
3 40P	7 40P	9 40P	Ar	–University	Dp	7 05A	9 35A	11 25A

Route 12:

Bakersfield • Las Vegas • Victorville

710	712	714	San Joaquins Connecting Train Number			715	717	719
3410	3512	3414	Thruway Number			3415	3417	3519
Daily	Daily	Daily	▼	Days of Operation	▲	Daily	Daily	Daily
2 05P	4 05P	6 05P	Dp	Bakersfield, CA–Amtrak Station	Ar	11 55A	1 55P	3 55P
2 50P		D6 50P	↓	Tehachapi, CA–Park and Ride	↑	R10 45A	R12 45P	
3 15P		D7 15P	↓	Mojave, CA–Carl's Jr.	↑	R10 20A	R12 20P	
	D6 05P		↓	Barstow, CA–Amtrak Station	↑			¹⁶ R12 40P
	D6 10P		↓	–1611 E. Main St. M	↑			¹⁶ R12 35P
	D8 40P		↓	Las Vegas, NV–RTC S. Strip Term.	↑			¹⁶ R9 50A
	9 05P		↓	–Greyhound Station	↑			¹⁶ 9 25A
D3 55P		D7 55P	↓	Lancaster, CA–Metrolink Station	↑	R9 40A	R11 40A	
D4 05P		D8 05P	↓	Palmdale, CA–Transp. Center	↑	R9 25A	R11 25A	
D4 20P		D8 20P	↓	Little Rock, CA–Chevron Station	↑	R9 05A	R11 05A	
5 10P		9 05P	Ar	Victorville, CA–Transit Center	Dp	8 10A	10 10A	

Note: Route 12 does not include the daily round trip to Las Vegas (just the two daily round trips between Bakersfield – Lancaster – Victorville)

ATTACHMENT 2

Documentation of Route 10 and Route 12 Research and SJJPA Efforts to Communicate and Coordinate with Private and Public Motor Carrier Services along Routes 10 and 12 and LOSSAN JPA (regarding Route 12):

Route 10 and Route 12 Research:

An internet search was done for all potential bus station pairs along Route 10 and Route 12 using Google. In addition, searches were done directly on the Greyhound and Flixbus websites for each of the potential bus stop pairs along Route 10 and Route 12. It was concluded that there are minimal potential conflicts with private bus carriers for these routes. There are only two bus stop pairs identified with direct service offered by Greyhound along these routes: Oxnard – Santa Barbara on Route 10, and Bakersfield – Tehachapi on Route 12. Based upon the internet research, it appears that Flixbus and other private bus carriers do not offer direct regularly scheduled service to bus stop pairs on Route 10 and Route 12.

The internet searches found that there is some significant overlap with local and regional bus transit services. However, offering bus tickets on Route 10 and Route 12 complements the existing public bus services over large portions of the routes. For Route 10, Ventura County Transportation Commission (VCTC) offers service between Fillmore and Ventura (Highway 126), Oxnard and Ventura, and Oxnard and Santa Barbara/UCSB (Coastal Express). For Route 12, Kern Transit offers service between Bakersfield and Lancaster (with stops at Tehachapi and Mojave). In addition, the Antelope Valley Transit Authority offers very frequent bus service between Palmdale and Lancaster.

Route 10 overlaps the state-supported Pacific Surfliner intercity rail service between Oxnard and Santa Barbara/Goleta. The Pacific Surfliners have five daily round trips between Oxnard and Goleta (UCSB) and Route 10 utilizes the Amtrak Stations for the Oxnard, Ventura, Carpinteria, and Santa Barbara stops.

Bakersfield-Oxnard-Santa Barbara (Route 10) – Details regarding other services for each potential bus stop pair:

- Bakersfield – Fillmore: No direct Greyhound service; no direct Flixbus service; no other public service
- Bakersfield – Santa Paula: No direct Greyhound service; no direct Flixbus service; no other public service
- Bakersfield – Oxnard: No direct Greyhound service, Greyhound has service with 1 transfer (via Los Angeles), 5 hours, \$44; no Flixbus direct service, no other public service
- Bakersfield – Ventura: No direct Greyhound service; no direct Flixbus; Flixbus has infrequent (not scheduled daily) 1 transfer, \$19.98 6 hours 15 minutes (vs. 2 hours 40 minutes for Route 10); no other public service

- Bakersfield – Carpinteria: No direct Greyhound service, no direct Flixbus service; no other public service
- Bakersfield- Santa Barbara: No direct Greyhound service; Greyhound offers service with 1 transfer (via Los Angeles, 50 minute wait), 5 hours 45 minutes, \$47; no direct Flixbus service; no other public service
- Bakersfield- UCSB: No direct Greyhound service; no direct Flixbus service; no other public service
- Fillmore-Santa Paula: No direct Greyhound service; no direct Flixbus service; **VCTC** (Ventura County Transportation Commission) \$1.50, 19 - 20 minutes (vs. 15 minutes Route 10), leave Fillmore at 5:45 am, 6:20 am, 7:15 am, 8:05 am, 8:50 am, 9:25 am, 10:00 am, 11:00 am, 11:15 am, 1:04 pm, 2:19 pm, 4:21 pm, 5:25 pm M-F (vs. 1:45 pm, 5:54 pm, 7:45 pm on Route 10) 60 Westbound, Highway 126; leave Santa Paula at 7:45 am, 8:28 am, 9:44 am, 10:44 am, 11:24 am, 12:44 pm, 1:49 pm, 3:08 pm, 4:02 pm, 4:57 pm, 5:59 pm, 7:06 pm, 7:46 pm, 9:04 pm, 10:00 pm M-F (vs. 9:10 am, 11:40 am, 1:30 pm on Route 10)
- Fillmore- Oxnard: No direct Greyhound service; no direct Flixbus service; no other direct public service; VCTC offers 1 transfer, 2 hours 10 minutes, \$5
- Fillmore- Ventura: No direct Greyhound service; no direct Flixbus service; **VCTC** \$3.50, 45 minutes – 1 hr 21 minutes (vs 1 hr Route 10), leave Fillmore at 5:45 am, 6:20 am, 7:15 am, 8:05 am, 8:50 am, 9:25 am, 10:00 am, 11:00 am, 11:15 am, 1:04 pm, 2:19 pm, 4:21 pm, 5:25 pm M-F (vs. 1:45 pm, 5:54 pm, 7:45 pm on Route 10) 60 Westbound, Highway 126; leave Ventura at 7:05 am, 7:40 am, 9:00 am, 10:00 am, 10:40 am, 12:00 pm, 1:05 pm, 2:16 pm, 3:00 pm, 4:05 pm, 5:15 pm, 6:22 pm, 7:02 pm, 8:34 pm, 9:30 pm M-F (vs. 9:10 am, 11:40 am, 1:30 pm on Route 10)
- Fillmore-Carpinteria: No direct Greyhound service; no direct Flixbus service; no direct VCTC service; VCTC offers 1 transfer, 2 hours 20 minutes, \$5 (vs. 1 hr 15 minutes Route 10))
- Fillmore-Santa Barbara: No direct Greyhound; no direct Flixbus service; no direct VCTC service; VCTC offers 1 transfer, 2 hours 44 minutes (vs 1 hr 35 minutes Route 10), \$5
- Fillmore-UCSB: No direct Greyhound; no direct Flixbus service; no direct public service
- Santa Paula – Oxnard: No direct Greyhound service; no direct Flixbus service; no direct VCTC; VCTC offers 1 transfer, 1 hr 49 min (vs. 25 minutes) \$3
- Santa Paula - Ventura: No direct Greyhound service; no direct Flixbus service; **VCTC** 40 – 1 hr 2 minutes (vs 45 minutes) \$3.50, leave Santa Paula at 6:04 am, 6:38 am, 7:09 am, 7:34 am, 8:24 am, 9:08 am, 9:44 am, 10:19 am, 11:19 am, 12:04 pm, 1:23 pm, 2:38 pm, 4:40 pm, 5:40 pm M-F (vs. 2:00 pm, 6:00 pm, 8:00 pm on Route 10) 60 Westbound, Highway 126; leave Ventura at 7:05 am, 7:40 am, 9:00 am, 10:00 am, 10:40 am, 12:00 pm, 1:05 pm, 2:16 pm, 3:00 pm, 4:05 pm, 5:15 pm, 6:22 pm, 7:02 pm, 8:34 pm, 9:30 pm M-F (vs. 9:10 am, 11:40 am, 1:30 pm on Route 10)
- Santa Paula – Carpinteria: No direct Greyhound service; no direct Flixbus service; **VCTC**, 1 hr 59 min (vs 1 hr), \$5
- Santa Paula – Santa Barbara: No direct Greyhound service; no direct Flixbus service; no direct VCTC service; VCTC offers 1 transfer, 2 hr 23 min (vs. 1 hr 20 minutes) \$5
- Santa Paula – UCSB: No direct Greyhound service; no direct Flixbus service; no direct public service

- Oxnard – Ventura: No direct Greyhound service; no direct Flixbus service; **VCTC** 11 – 20 minutes (vs. 20 minutes Route 10); \$1.50 regular fare, buses leave Oxnard at 7:20 am, 7:42 am, 8:20 am, 8:59 am, 11:02 am, 11:30 am, 12:33 pm, 1:00 pm, 1:45 pm, 3:07 pm, 3:45 pm, 4:59 pm, 5:15 pm, and 6:26 pm, M-F (vs. 2:25 pm, 6:25 pm, 8:25 pm for Route 10); buses leave Ventura at 8:20 am, 9:20 am, 9:24 am, 11:40 am, 12:35 pm, 1:10 pm, 2:05 pm, 2:10 pm, 3:30 pm, 5:10 pm, 5:25 pm, 6:20 pm M-F (vs. 8:15 am, 10:45 am, 12:35 pm for Route 10); **Pacific Surfliner** 17 minutes \$9.50 Value; trains leave Oxnard at 5:58 am, 10:44 am, 11:44 am, 1:16 pm, 4:37 pm, 8:47 pm (vs. 2:25 pm, 6:25 pm, 8:25 pm for Route 10); trains leave Ventura at 7:29 am, 10:04 am, 1:26 pm, 5:26 pm, 7:40 pm (vs. 8:15 am, 10:45 am, 12:35 pm for Route 10)
- Oxnard – Carpinteria: No direct Greyhound service; no direct Flixbus service; **VCTC** (limited service) 1 hr 14 min, \$3.50, leaving Oxnard at 6:58 am M-F; leaving Carpinteria at 2:53 pm, 6:54 pm; **Pacific Surfliner** 41 minutes (vs. 55 minutes) \$17 Value; trains leave Oxnard at 5:58 am, 10:44 am, 11:44 am, 1:16 pm, 4:37 pm, 8:47 pm (vs. 2:25 pm, 6:25 pm, 8:25 pm for Route 10); trains leave Carpinteria at 7:04 am, 9:42 am, 1:04 pm, 4:55 pm, 7:18 pm (vs. 7:55 am, 10:25 am, 12:15 pm for Route 10)
- Oxnard – Santa Barbara: **Greyhound** offers 3 trips Santa Barbara to Oxnard, \$17 - \$31 cost, buses leave Santa Barbara at 5:55 am, 3:15 pm, 8:25 pm (Route 10 leaves Santa Barbara at 7:35 am, 10:05 am, and 11:55 am) 40 – 50 minutes (vs 1 hour 5 minutes for Route 10) ; 3 trips Oxnard to Santa Barbara leaving Oxnard at 12:45 am, 7:40 am, 3:00 pm (vs. 2:25 pm, 6:25 pm, 8:25 pm for Route 10) \$18 - \$34 with 40 minutes travel time (vs. 55 minutes San Joaquins); no direct Flixbus service; **VCTC** 1 hr – 1 hr 45 minutes, \$3.50 regular fare, from Oxnard leaving at 5:15 am, 5:25 am, 5:35 am, 5:45 am, 6:06 am, 6:26 am, 6:58 am M-F; from Santa Barbara leaving at 2:20 pm, 5:05 pm, 5:20 pm, 5:40 pm, 6:25 pm M-F; **Pacific Surfliner** 57 minutes \$21 Value (trains leave Oxnard at 5:58 am, 10:44 am, 11:44 am, 1:16 pm, 4:37 pm, 8:47 pm; trains leave Santa Barbara at 6:49 am, 9:27 am, 12:49 pm, 4:40 pm, 7:02 pm)
- Oxnard – UCSB: No direct Greyhound service; no direct Flixbus service; **VCTC** 1 hr – 1 hr 20 minutes, \$3.50 regular fare, from Oxnard leaving at 4:25 am, 5:23 am, 5:35 am, 5:40 am, 5:55 am, 6:00 am, 6:16 am M-F (vs. 2:25 pm, 6:25 pm, 8:25 pm Route 10); from Goleta at 4:27 pm, 5:11 pm, 5:27 pm M-F, leaving UCSB at 3:25 pm, 4:10 pm, 4:55 pm, 5:25 pm M-F (vs. 7:05 am, 9:35 am, 11:25 am from UCSB Route 10); **Pacific Surfliner (to Goleta)** 1 hour 7 minutes \$22 Value; trains leave Oxnard at 5:58 am, 10:44 am, 11:44 am, 1:16 pm, 4:37 pm, 8:47 pm (vs. 2:25 pm, 6:25 pm, 8:25 pm via Route 10); trains leave Goleta at 6:35 am, 9:13 am, 12:35 pm, 4:25 pm, 6:48 pm (vs. 7:05 am, 9:35 am, 11:25 am via Route 10 from UCSB)
- Ventura – Carpinteria: No direct Greyhound service; no direct Flixbus service; **VCTC** 16-25 minutes, \$1.50, leaving Ventura at 6:33 am, 7:47 am M-F, leaving Ventura at 10:16 am, 1:41 pm, 2:16 pm, 5:55 pm SA-SU; leaving Carpinteria at 4:24 pm, 5:38 pm M-F; leaving Carpinteria at 9:13 am, 12:35 pm, 3:43 pm, 4:13 pm, 7:38 pm Sa-Su; **Pacific Surfliner** \$13 value; 22 min (vs. 15 minutes Route 10); trains leave Ventura at 9:35 am, 11:00 am, 1:28 pm, 4:58 pm, 9:01 pm (vs. 2:45 pm, 6:45 pm, 8:45 pm on Route 10); trains leave Carpinteria at 7:04 am, 9:42 am, 1:04 pm, 4:55 pm, 7:18 pm (vs. 7:55 am, 10:25 am, 12:15 pm on Route 10)
- Ventura – Santa Barbara: No direct Greyhound service; no direct Flixbus service; **VCTC** 30 -1 hr 20 minutes, \$3.50, leaving Ventura at 5:53 am, 6:16 am, 6:38 am, 7:06 am, 7:47 am, 8:33 am, 9:02 am, 10:01 am, 2:43 pm, 4:16 pm, 6:04 pm M-F; leaving Ventura at 7:37 am, 10:16 am, 1:41 pm, 2:16 pm, 5:56 pm Sa-Su; leaving Santa Barbara at 7:00 am, 7:30 am, 8:30 am, 9:30

am, 10:30 am, 2:20 pm, 3:37 pm, 4:47 pm, 5:00 pm, 5:05 pm, 5:20 pm, 5:40 pm, 6:25 pm, 7:30 pm M-F; leaving Santa Barbara at 8:42 am, 12:02 pm, 3:12 pm, 3:42 pm, 7:02 pm Sa-Su; **Pacific Surfliner** \$9.50 value, 37 – 40 min (vs. 35 minutes Route 10); trains leave Ventura at 9:35 am, 11:00 am, 1:28 pm, 4:58 pm, 9:01 pm (vs. 2:45 pm, 6:45 pm, 8:45 pm on Route 10); trains leave Santa Barbara at 6:49 am, 9:27 am, 12:49 pm, 4:40 pm, 7:02 pm (vs. 7:35 am, 10:05 am, 11:55 am on Route 10)

- Ventura – UCSB: No direct Greyhound service; no direct Flixbus service; VCTC 40 minutes – 60 minutes, \$3.50 regular fare, leaving Ventura at 4:49 am, 5:50 am, 6:03 am, 6:27 am, 6:33 am, 6:51 am, 7:47 am, M-F; leaving UCSB at 3:35 pm, 4:10 pm, 4:55 pm, 5:25 pm M-F, leaving Goleta at 4:30 pm, 4:50 pm, 5:10 pm, M-F; **Pacific Surfliner** (to Goleta) \$16.70 value, 51 – 54 minutes (vs. 55 minutes Route 10 to UCSB); trains leave Ventura at 9:35 am, 11:00 am, 1:28 pm, 4:58 pm, 9:01 pm (vs. 2:45 pm, 6:45 pm, 8:45 pm on Route 10); trains leave Goleta at 6:35 am, 9:13 am, 12:35 pm, 4:25 pm, 6:48 pm (vs. 7:05 am, 9:35 am, 11:25 am on Route 10 from UCSB)
- Carpinteria – Santa Barbara: No direct Greyhound service; no direct Flixbus service; VCTC 15-30 minutes, \$1.50 regular fare, leaving Carpinteria at 8:10 am, 9:24 am, 10:23 am, 3:05 pm, 4:38 pm, 6:28 pm M-F; leaving Carpinteria at 10:47 am, 2:29 pm, 2:59 pm, 6:27 pm Sa-Su; leaving Santa Barbara at 7:15 am, 7:45 am, 8:44 am, 2:35 pm, 3:51 pm, 5:01 pm, 6:39 pm M-F; leaving Santa Barbara at 8:42 am, 12:02 pm, 3:12 pm, 3:42 pm, 7:07 pm Sa-Su: **Pacific Surfliner** \$7.75 value, 15 - 21 min (vs. 20 minutes Route 10); trains leave Carpinteria at 10:06 am, 11:22 am, 1:50 pm, 5:22 pm, 9:23 pm (vs. 3:00 pm, 7:00 pm, 9:00 pm on Route 10); trains leave Santa Barbara at 6:49 am, 9:27 am, 12:49 pm, 4:40 pm, 7:02 pm (vs. 7:35 am, 10:05 am, 11:55 am on Route 10)
- Carpinteria – UCSB: No direct Greyhound service; no direct Flixbus service; VCTC 55 min, \$3.50, leaving Carpinteria at 7:00 am, 8:10 am M-F; No return from UCSB/Goleta to Carpinteria; **Pacific Surfliner (to Goleta)** \$11.50 value, 37 - 40 min (vs. 40 minutes Route 10); trains leave Carpinteria at 10:06 am, 11:22 am, 1:50 pm, 5:22 pm, 9:23 pm (vs. 3:00 pm, 7:00 pm, 9:00 pm on Route 10); trains leave Goleta at 6:35 am, 9:13 am, 12:35 pm, 4:25 pm, 6:48 pm (vs. 7:05 am, 9:35 am, 11:25 am on Route 10)
- Santa Barbara – UCSB: No direct Greyhound service; no direct Flixbus service; **VCTC** 10 minutes, \$1.50, leaving Santa Barbara at 6:49 am, 7:17, 8:00, 8:45 am, M-F; leaving UCSB at 3:25 pm, 4:10 pm, 4:45 pm M-F; **Pacific Surfliner** (to Goleta); \$7.20 value, 11 min (vs. 20 minutes Route 10 to UCSB); trains leave Santa Barbara at 10:30 am, 11:44 am, 2:25 pm, 5:44 pm, 10:00 pm (vs. 3:20 pm, 7:20 pm, 9:20 pm on Route 10 to UCSB); trains leave Goleta at 6:35 am, 9:13 am, 12:35 pm, 4:25 pm, 6:48 pm (vs. 7:05 am, 9:35 am, 11:25 am on Route 10 from UCSB)

Bakersfield-Lancaster-Victorville (Route 12) – Details regarding other services for each potential bus stop pair:

- Bakersfield –Tehachapi: **Greyhound** 1 trip, 50 minutes long, Leaving at 2:55 pm (except no service Tues/Wednesday) from Bakersfield (Route 12 leaves Bakersfield at 2:05 pm and 6:05 pm), and leaving at 11:45 am (except no service Wed/Thursday) from Tehachapi (Route 12 leaves Tehachapi at 10:45 am and 12:45 pm), \$17 – 26; no direct Flixbus service; **Kern Transit**,

1 hr 20 min \$3 (vs. 45 min), leaving Bakersfield at 4:55 am, 7:30 am, 8:10 am, 9:25 am, 10:25 am, 12:40 pm, 2:21 pm, 5:15 pm, 7:55 pm, 9:00 pm M-F, leaving Bakersfield at 8:10 am, 12:15 pm, 3:15 pm Sa-Su (vs. 2:05 pm and 6:05 pm for Route 12); leaving Tehachapi at 6:34 am, 7:38 am, 8:17 am, 12:34 pm, 1:39 pm, 3:49 pm, 6:05 pm, 7:49 pm, 10:13 pm M-F, leaving Tehachapi at 8:56 am, 1:41 pm, 5:46 pm, 9:01 pm Sa-Su (vs. 10:45 am, 12:45 pm for Route 12)

- Bakersfield – Mojave: No direct Greyhound service; no direct Flixbus service; **Kern Transit** \$3 1 hr 50 min (vs. 1 hr 10 min) leaving Bakersfield at 4:55 am, 7:30 am, 8:10 am, 9:25 am, 10:25 am, 12:40 pm, 2:21 pm, 5:15 pm, 7:55 pm, 9:00 pm M-F, leaving Bakersfield at 8:10 am, 12:15 pm, 3:15 pm Sa-Su (vs. 2:05 pm and 6:05 pm for Route 12); leaving Mojave at 6:01 am, 7:05 am, 7:44 am, 12:01 pm, 1:06 pm, 3:16 pm, 5:26 pm, 7:16 pm, 9:46 pm M-F, leaving Mojave at 8:23 am, 1:08 pm, 5:13 pm, 8:28 pm Sa-Su (vs. 10:20 am, 12:20 pm for Route 12)
- Bakersfield – Lancaster: No direct Greyhound service; no direct Flixbus service; **Kern Transit** \$5, 2 hr 39 min (vs. 1 hr 50 min on Route 12), leaving Bakersfield at 7:30 am, 8:10 am, 10:25 am, 12:40 pm, 2:21 pm, 5:15 pm, 7:55 pm, 9:00 pm M-F, leaving Bakersfield at 8:10 am, 12:15 pm, 3:15 pm Sa-Su (vs. 2:05 pm and 6:05 pm for Route 12); leaving Lancaster (Metrolink Station) at 6:57 am, 11:14 am, 2:29 pm, 4:39 pm, 6:29 pm, 8:51 pm M-F, leaving Lancaster at 7:27 am, 12:12 pm, 4:26 pm, 7:41 pm Sa-Su (vs. 9:40 am, 11:40 am for Route 12)
- Bakersfield-Palmdale: No direct Greyhound service; Greyhound offers 1 transfer, 3 hr 15 min – 5 hr 50 min, \$16 (2 hours); no direct Flixbus service; no public service
- Bakersfield – Littlerock: No direct Greyhound service; no direct Flixbus service; no public service
- Bakersfield- Victorville: No direct Greyhound service; Greyhound offers 1 transfer 8 hr 15 min – 8 hr 30 min, \$17.98 (vs. 3 hrs); no Flixbus service; no public service
- Tehachapi- Mojave: No direct Greyhound service; no direct Flixbus service; **Kern Transit** \$3, 30 minutes (vs. 25 minutes Route 12) leaving Tehachapi at 4:13 am, 6:15 am, 8:50 am, 9:30 am, 10:45 am, 11:45 am, 2:00 pm, 3:41 pm, 6:35 pm M-F, leaving Tehachapi at 4:45 am, 9:30 am, 1:35 pm, 4:35 pm Sa-Su (vs. 2:50 pm and 6:50 pm for Route 12); leaving Mojave at 6:01 am, 7:05 am, 7:44 am, 12:01 pm, 1:06 pm, 3:16 pm, 5:26 pm, 7:16 pm, 9:46 pm M-F, leaving Mojave at 8:23 am, 1:08 pm, 5:13 pm, 8:28 pm Sa-Su (vs. 10:20 am, 12:20 pm for Route 12)
- Tehachapi- Lancaster: No direct Greyhound service; no direct Flixbus service; **Kern Transit** \$3, 1 hr 19 minutes (vs. 1 hr 5 minutes Route 12) leaving Tehachapi at 4:13 am, 8:50 am, 9:30 am, 11:45 am, 2:00 pm, 3:41 pm, 6:35 pm M-F, leaving Tehachapi at 4:45 am, 9:30 am, 1:35 pm, 4:35 pm Sa-Su (vs. 2:50 pm and 6:50 pm for Route 12); leaving Lancaster at 6:57 am, 11:14 am, 12:19 pm, 2:29 pm, 4:39 pm, 6:29 pm, 8:59 pm M-F, leaving Lancaster at 7:27 am, 12:12 pm, 4:26 pm, 7:41 pm Sa-Su (vs. 9:40 am, 11:40 am for Route 12)
- Tehachapi- Palmdale: No direct Greyhound service; no direct Flixbus service; no direct public service
- Tehachapi- Littlerock: No direct Greyhound service; no direct Flixbus service; no direct public service
- Tehachapi-Victorville: No direct Greyhound service; no direct Flixbus service; no direct public service
- Mojave-Lancaster: No direct Greyhound service; no direct Flixbus service; **Kern Transit** \$3, 49 minutes (vs. 40 minutes Route 12) leaving Mojave at 4:43 am, 9:20 am, 10:00 am, 12:15 pm, 2:30 pm, 4:11 pm, 7:05 pm M-F, leaving Mojave at 5:15 am, 10:00 am, 2:05 pm, 5:05 pm Sa-Su

(vs. 3:15 pm and 7:15 pm for Route 12); leaving Lancaster at 6:57 am, 11:14 am, 12:19 pm, 2:29 pm, 4:39 pm, 6:29 pm, 8:59 pm M-F, leaving Lancaster at 7:27 am, 12:12 pm, 4:26 pm, 7:41 pm Sa-Su (vs. 9:40 am, 11:40 am for Route 12)

- Mojave-Palmdale: No direct Greyhound service; no direct Flixbus service; No direct public service
- Mojave- Littlerock: No direct Greyhound service; no direct Flixbus service; No direct public service
- Mojave-Victorville: No direct Greyhound service; no direct Flixbus service; No direct public service
- Lancaster-Palmdale: No direct Greyhound service; no direct Flixbus service; **AVTA** \$1.50, 37 min (vs. 10 min for Route 12), very frequent service (Route 1) between Lancaster Metrolink and Palmdale Transit Center; runs from 5 am – 11 pm M-F with 15 minute headways from 8 am – 3 pm, 30 minutes headways for other hours; Sa –Su runs 6 am – 10 pm, 30 minute headways from 9 am – 6 pm, 1hr headways for other hours; two other routes serve other Lancaster to Palmdale markets
- Lancaster-Littlerock: No direct Greyhound service; no direct FLIXbus service; **AVTA** \$1.50, 72 min (vs 25 min for Route 12), frequent service (Route 51) between Littlerock and Palmdale Transit Center then connects to Lancaster via Route 1 and Route 8; runs 5:30 am – 10:33 pm M-F with 2 hour headways; Sa-Sun runs 7:25 am – 8:16 pm with 2 hour headways.
- Lancaster-Victorville: No direct Greyhound service; no direct Flixbus service; no direct public transit
- Palmdale-Littlerock: No direct Greyhound service; no direct Flixbus service; **AVTA** \$1.50, 37 min (vs 15 min for Route 12), frequent service (Route 51) between Littlerock and Palmdale Transit Center; runs 5:30 am – 10:33 pm M-F with 2 hour headways; Sa-Sun runs 7:25 am – 8:16 pm with 2 hour headways.
- Palmdale-Victorville: No direct Greyhound service; Greyhound offers 2 transfers, 18 hr 10 min (vs. 1 hr); No direct Flixbus service; no direct public transit
- Littlerock-Victorville: No direct Greyhound service; no direct Flixbus service; no direct public transit

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 continued to work with Mark Watts who has been doing lobbying on behalf of Greyhound on this issue.

- On November 19 SJJPA staff had a meeting with Greyhound’s representative to discuss the implementation of SB 742. SJJPA staff discussed the upcoming November 22 SJJPA Board Meeting presentation on this issue and the staff’s strategy for a phased implementation of SB 742 starting with a couple of routes that would have minimal conflicts with private intercity motor carriers. Staff let Greyhound know they would follow up with them as soon as staff had

more details on the routes to be proposed first for SB 742 implementation. Staff also discussed meeting with additional Greyhound representatives to discuss future SB 742 implementation, opportunities to better coordinate services and provide timely connections as well as other potential opportunities for partnerships between the SJJPA and Greyhound.

- On December 11, 2019 SJJPA staff called the Greyhound representative to give a brief update and let Greyhound know SJJPA staff would be e-mailing more information later that week.
- On December 13, 2019 SJJPA staff sent e-mail to the Greyhound representative outlining the two routes to be proposed at the January 24, 2020 SJJPA Board Meeting to initiate SB 742 implementation. Staff also requested an in-person meeting with Greyhound sometime in January or early February to discuss the next routes/station pairs we would like to move forward with and opportunities for us to coordinate our services and better collaborate.
- On December 14, 2019 SJJPA received response from Mark Watts that they were pleased with the outreach from SJJPA and would like to schedule after the January SJJPA Board Meeting (most likely in very late January or early February).
- On January 5, 2020 called Mark Watts to get new e-mail information.
- On January 6, 2020 sent out e-mail to see about setting the in-person meeting in late January or February. Also, let Greyhound know that SJJPA would send a draft staff report later in the week and that the book items would be made public on January 17.
- On January 10, 2020 sent Greyhound draft staff report and attachments for their review and comments prior to public release.
- On January 15, 2020 received a confirmation from Greyhound that they received the draft staff report and it is being reviewed.

Flixbus:

Flixbus was not active in the development in SB 742, and SJJPA has not had any previous communications with Flixbus.

- On December 12, 2019, SJJPA staff did website research on Flixbus. SJJPA staff called the information number for Flixbus on the internet: 855-626-8585. SJJPA staff spoke with the operator (who got advice from a superior). The Flixbus operator directed SJJPA staff to a place a request via their website, and assisted SJJPA staff in finding the correct location on the Flixbus website to make the request (under “Help” click any category and then go to “Contact” button).
- On December 12, 2019, SJJPA staff sent a request for a contact and sent a pdf of SB 742 via the Flixbus website.
- On December 13, 2019, SJJPA staff received a response from Flixbus. Flixbus directed SJJPA staff to send an e-mail to partner@flixbus.com to make the request again for a contact person. SJJPA sent an e-mail to Flixbus via partner@flixbus.com on December 13.
- On December 24, 2019, after receiving no response from Flixbus regarding the December 13 e-mail, SJJPA sent another e-mail to partner@flixbus.com and again requested a contact person with Flixbus to coordinate SB 742 implementation. SJJPA staff included more information regarding the initial routes (Route 10 & 12) being proposed to initiate implementation of SB 742.
- On January 10, 2020 sent Flixbus draft staff report and attachments for their review and comment prior to public release.

Local and Regional Public Transit Operators Communications:

Kern Transit:

- On December 5, 2019, SJJPA staff talked with Bob Neath, Manager, Kern Regional Transit regarding SB 742 and the SJJPA's proposed implementation of SB 742. Mr. Neath was very positive about opportunities to collaborate and seemed to think that Kern Transit and the San Joaquins provide complementary services. It was agreed to have an in-person meeting in early January (tentatively set for January 7).
- On December 24, 2019, SJJPA staff sent a follow up e-mail to Mr. Neath with more detail about the initial routes to move forward (Routes 10 & 12).
- On December 31, 2019, SJJPA staff confirmed in-person meeting with Mr. Neath for Jan 7 at 1 pm in Bakersfield.
- On January 7, 2020 met with Bob Neath and other Kern Transit staff. Discussed implementation of SB 742, Routes 10 & 12 and draft staff report. Mr. Neath suggested SJJPA investigate having a stop at Santa Clarita for Route 10 and requested that SJJPA have Route 12 buses join Kern Transit at the new Mojave Transit Center later in 2020.
- On January 10, 2020 sent Kern Transit draft staff report and attachments for their review and comment prior to public release.

VCTC:

- On December 18, 2019, SJJPA staff sent e-mail and left voice message for Aaron Bonfilio, Program Manager/Transit Services for VCTC
- On December 19, 2019, SJJPA staff talked Aaron Bonfilio and another VCTC planner. The VCTC staff seemed to not see any conflict and thought it was good to provide more options/complementary service. SJJPA staff let them know we would get them more information (including proposed fare structure) by early January and SJJPA would send staff down to meet with them to see about partnering opportunities with marketing and community outreach in late January.
- On January 10, 2020 sent VCTC draft staff report and attachments for their review and comment prior to public release.
- On January 15, 2020 called Aaron Bonfilio and left a message.

Golden Empire Transit District:

- On December 31, 2019, SJJPA staff set up a meeting with Karen King, CEO of Golden Empire Transit District for January 7, 2020 at 2:21 pm in Bakersfield to discuss the implementation of SB 742.

- On January 7, 2020 met with Karen King, CEO of Golden Empire Transit District. Discussed implementation of SB 742, Routes 10 & 12 and draft staff report.

Antelope Valley Transit Authority:

- On January 15, 2020 left a voice message for Martin Tompkins, Senior Director of Operations & Planning.
- On January 15, 2020 e-mailed AVTA on the contacts portion of their website with information regarding the proposed SJJPA Board Action for January 24 and requested a contact person.
- On January 15, 2020 talked with James Royal with AVTA, and sent draft staff report and attachments.
- On January 16, 2020 e-mailed AVTA and talked with Macy Neshati, Executive Director & CEO, about future AVTA plans to expand services and agreed to re-evaluate bus-only ticket sales for San Joaquins Thruway buses when AVTA expands services that would be in direct competition (similar service hours and station pairs).

LA Metro

- On January 7, 2020 called Will Ridder with LA Metro.
- On January 10, 2020 sent Will Ridder draft staff report and attachments for their review and comment prior to public release.
- On January 13, 2020 Will Ridder responded that he had received the information. He suggested SJJPA reach out to VCTC, AVTA, and SBCAG.

Santa Barbara County Association of Governments (SBCAG)

- Staff has had several discussions with SBCAG staff through the CIPR Leadership Group meetings and coordination on the implementation of SB 742.
- On January 15, sent draft staff report and attachments to Scott Spaulding.
- On January 16, talked with SB CAG staff regarding SB MTD service between UCSB – Santa Barbara and Santa Barbara – Carpinteria.
- On January 17, talked with SB CAG and SB MTD staff and SJJPA agreed to not offer bus-only tickets between Santa Barbara (Amtrak) - UCSB, Santa Barbara (Amtrak) – Carpinteria, and UCSB – Carpinteria, where SB MTD runs service. There will be further discussions between SBCAG, SB MTD, and SJJPA on the possibility of implementing bus-only tickets on Route 10 in Santa Barbara County in the future.

LOSSAN JPA (Pacific Surfliner):

- On January 7, 2020, SJJPA staff sent an e-mail and left voice message for James Campbell, Manager of Programs for LOSSAN JPA outlining the schedule and fare grid being proposed for

bus-only tickets on Route 10 which overlaps the Pacific Surfliner route between Oxnard and Santa Barbara.

- On January 13, 2020 e-mail communication between Mr. Campbell and SJJPA staff to have follow-up discussion on the proposed schedules and fare grid for Route 10.
- On January 15, 2020 SJJPA staff left a voice message for Mr. Campbell on desire to get any further feedback on SJJPA's plans for implementing bus-only tickets on Route 10.
- On January 16, 2020 talked with Mr. Campbell about fares and similar service times that would be in direct competition with Pacific Surfliner services. SJJPA staff agreed to adjust fares to bring them in-line with current Pacific Surfliner ticket prices on station pairs that are served by both services. SJJPA staff also agreed to consider only opening bus-only ticket sales on buses that don't run in similar time slots as Pacific Surfliner trains.

SJJPA RESOLUTION 19/20-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY TO ALLOW PASSENGERS TO PURCHASE BUS-ONLY TICKETS ON ROUTE 10 (BAKERSFIELD-OXNARD-SANTA BARBARA) AND ROUTE 12 (BAKERSFIELD-LANCASTER-VICTORVILLE)

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;

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;

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;

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;

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;

WHEREAS, staff is proposing to start the implementation of SB 742 with Route 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville) which have minimal 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;

WHEREAS, based on review of other services in the Route 10 and Route 12 corridors and coordination with potentially impacted private motor carriers and local and regional public transit agencies the following existing bus stop pairs will not be open for bus-only tickets without future action by the SJJPA: Fillmore-Santa Paula, Fillmore-Ventura, Santa Paula – Ventura, Oxnard – Ventura, Oxnard – Santa Barbara (Amtrak), Carpinteria – Santa Barbara (Amtrak), Santa Barbara (Amtrak) - Santa Barbara (UCSB), Carpinteria - Santa Barbara (UCSB), Bakersfield – Tehachapi, Littlerock – Palmdale, Littlerock – Lancaster, and Palmdale - Lancaster; and

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby authorizes to allow passengers to purchase bus-only tickets on Route 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville) excluding the following existing bus stop pairs: Fillmore-Santa Paula, Fillmore-Ventura, Santa Paula – Ventura, Oxnard – Ventura, Oxnard – Santa Barbara (Amtrak), Carpinteria – Santa Barbara (Amtrak), Santa

Barbara (Amtrak) - Santa Barbara (UCSB), Carpinteria - Santa Barbara (UCSB),
Bakersfield – Tehachapi, Littlerock – Palmdale, Littlerock – Lancaster, and Palmdale –
Lancaster.

PASSED AND ADOPTED by the SJJPA on this 24th day of January 2020, by the
following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 6

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Two (2) Agreements for Marketing Services for Thruway Bus Services and Connected Corridor Schedule to Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. for Amounts Not-To-Exceed \$250,000 each from February 1, 2020- through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreements

Background:

In the 2019 SJJPA Business Plan, \$500,000 was requested for Marketing and Advertising service for the New Merced to San Jose Thruway Bus Route and the Spring 2020 Connected Corridor Schedule. This funding request was approved in the “Business Plan Approval Letter” received on July 31, 2019 in Section 1.c.i. Typically, SJJPA has requested these additional funds to supplement the standard marketing allocation to focus on a new service or project without interrupting the overall marketing plan.

New Merced to San Jose Thruway Bus Route:

Today, passengers that travel on the San Joaquins corridor to/from San Jose are routed via thruway bus Route 6 between Stockton and San Jose. The New ‘Merced to San Jose Thruway Bus Route’ will significantly reduce the amount of travel time for San Joaquins passengers boarding at stations south of Merced (by approximately 1 hour) compared to the current schedule. The new route is planned for implementation with the Spring 2020 San Joaquins Schedule Change.

The goal of the Merced to San Jose Thruway Bus Route is to increase ridership and revenue on the San Joaquins by launching a new thruway bus route that reduces travel time to a key market. A component to the success of this goal will be employing a marketing and promotion campaign that is highly targeted, linked to proven discounts, and employs creative content that speaks to the demographics and brand of the San Joaquins service.

Spring 2020 Connected Corridor Schedule:

In Spring 2019, the San Joaquins' schedule was adjusted to return the service to 7 full-corridor rounds trips, slotted at two-hour departures to improve on-time performance, stabilize ridership and revenue, and re-establish lost connections in Southern California. In Spring 2020, the San Joaquins schedule is planned to be further adjusted with data gathered from the current schedule to continuously improve the service.

The intention of this initiative is to perform an integrated marketing campaign in support of a new schedule for the San Joaquins. The campaign would promote the new "Connected Corridor Schedule". The goal of the campaign is to increase ridership and revenue on the San Joaquins by employing strategies including but not limited to: continuing to reinforce the San Joaquins brand in the Southern California market, increasing awareness of Southern California connections via the San Joaquins to the Central Valley and Bay Area, and helping ensure the market of the expected increase in on-time performance once demonstrated. Components to the success of this goal will be employing a multi-channel campaign that is highly targeted, linked to proven discounts, and employs creative content that speaks to the demographics and brand of the San Joaquins service.

Request for Proposal (RFP) and Selection Process:

On October 10, 2019, San Joaquin Joint Powers Authority (SJJPA) released a Request for Proposals (RFP) via vendor portal Planet Bids for the solicitation of Marketing Services for Thruway Bus Services and Connected Corridor Schedule. By utilizing Planet Bids, seventy (70) firms were notified of the opportunity. Twenty-eight (28) firms showed interest, twenty-five (25) firms downloaded the solicitation documents and six (6) firms submitted proposals by the due date of November 12, 2019. SJJPA received proposals from the following firms:

- Circlepoint
- DB&M Media, Inc.
- Jeffrey Scott Advertising, Inc.
- Marketing SI, Inc.
- Pastilla
- Pulsar Advertising, Inc.

The proposals were evaluated by a panel consisting of SJJPA's Marketing Manager, Executive & Legislative Coordinator, and Marketing Coordinator.

Three (3) firms were invited for interviews to allow the selection panel to evaluate the team in person. Firms were evaluated on presentation and responses to the selection panel's questions. Scores from the interviews were combined with scores from the

written proposals. Based on the ranking, staff deems Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. the most responsive and responsible proposers.

After the presentations, the evaluation team felt that while both Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. were qualified for the scope of work in the solicitation, each firm showed their expertise in specific aspects of the scope. Due to the different nature of each of the campaigns, it was determined that the contract would be awarded to both firms with each firm taking on a specific campaign.

Jeffrey Scott Advertising, Inc. will be awarded Campaign #1 – Madera to San Jose Thruway Bus Marketing and Promotion. The contract to be awarded is for an amount not-to-exceed \$250,000 total until the project is completed.

Pulsar Advertising, Inc. will be awarded Campaign #2 – Connected Corridor Schedule. The contract to be awarded is for an amount not-to-exceed \$250,000 total until the project is completed.

Any additional funding for this project will be brought before the Board for approval and amended into the contract as needed.

Fiscal Impact:

Cost associated with this Agreement are identified in the approved 2020 SJJPA Business Plan Update and approved by the State for this use.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Two (2) Agreements for Marketing Services for Thruway Bus Services and Connected Corridor Schedule to Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. for Amounts Not-To-Exceed \$250,000 each from February 1, 2020-through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreements.

SJJPA RESOLUTION 19/20-

**APPROVE A RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN
JOINT POWERS AUTHORITY AUTHORIZING TWO
(2) AGREEMENTS FOR MARKETING SERVICES FOR THRUWAY BUS SERVICES AND
CONNECTED CORRIDOR SCHEDULE TO JEFFREY SCOTT ADVERTISING,
INC. AND PULSAR ADVERTISING, INC. FOR AMOUNTS NOT-TO-EXCEED
\$250,000 EACH FROM FEBRUARY 1, 2020- THROUGH THE PROJECTS COMPLETION,
AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE THE
AGREEMENTS**

WHEREAS, a Request for Proposal (RFP) for Marketing Services for Thruway Bus Services and Connected Corridor Schedule was released on October 10, 2019 with proposals due on November 12, 2019; and

WHEREAS, on November 12, 2019, six (6) proposals were received for Marketing Services for Thruway Bus Services and Connected Corridor Schedule; and

WHEREAS, the six (6) proposals received were reviewed for completeness and responsiveness and evaluated as part of the procurement process; and

WHEREAS, of the six (6) responsive proposals received, three (3) were invited for oral presentations and interviews as part of the evaluation process; and

WHEREAS, following interviews and based on the final scores staff deemed Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. as the most responsive and responsible proposers; and

WHEREAS, SJJPA came to agreement on the terms and prices with Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc.; and

NOW, THEREFORE, BE IT RESOLVED the Governing Board of the San Joaquin Joint Powers Authority Authorizes Two (2) Agreements for Marketing Services for Thruway Bus Services and Connected Corridor Schedule to Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. for Amounts Not-To-Exceed \$250,000 each from February 1, 2020- through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreements.

PASSED AND ADOPTED, by the SJJPA this 24th day of January 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 7

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Negotiate and Enter into a Sole Source Contract with Jacobs Engineering Group Inc. to Complete the Final Engineering Required for the San Joaquins Siemen's Fleet Mini-High Platform Boarding Access, Amount Not-To-Exceed \$500,000

Summary:

Jacobs Engineering Group Inc. (Jacobs) is currently under contract with the California Department of Transportation (Caltrans) Division of Rail to provide engineering to construct mini-high level platforms at eighteen (18) locations for the San Joaquins service. Locations are:

- | | |
|------------------------------------|--------------------------|
| 1. Jack London Station (OKJ) | 10. Modesto (MOD) |
| 2. Emeryville Station (EMY) | 11. Turlock-Denair (TRK) |
| 3. Richmond Station (RIC) | 12. Merced (MCD) |
| 4. Martinez Station (MTZ) | 13. Madera (MDR) |
| 5. Antioch-Pittsburg Station (ACA) | 14. Fresno (FNO) |
| 6. Stockton (SKN) | 15. Hanford (HNF) |
| 7. Stockton – Cabral Station (SKT) | 16. Corcoran (COC) |
| 8. Sacramento (SAC) | 17. Wasco (WAC) |
| 9. Lodi (LOD) | 18. Bakersfield (BFD) |

Jacobs has completed fifteen percent (15%) of the engineering. However, currently the funding has been expended and the contract task order cannot be amended to complete the engineering until Fiscal Year 20/21. The mini-high platform construction needs to be underway by Fall 2020 to support the San Joaquins Siemens fleet arrival in Fall 2020.

In order to continue progressing with the mini-high platform design Caltrans approached SJJPA to inquire about taking on the Jacobs contract to complete the engineering and would also provide the necessary funding.

Time is of the essence to complete the final engineering and construct the mini high platforms in conjunction with the new Siemens beginning service. Caltrans competitively procured Jacobs as part of the State's "On Call" to provide engineering services, SJJPA staff is recommending assuming the State's role as contract manager and entering a

sole source contract with Jacobs to complete the final engineering. In doing so the project delivery of the construction of the mini-high platforms and anticipated delivery of the first new Siemens fleet will continue to align.

Background:

The need for the new mini-high platforms is associated with the Siemens coaches design having a different boarding height (approximately 51”) when compared to the existing San Joaquins fleet. If new mini-high platforms are not installed, station born lifts will be required to ensure ADA passengers can board. The station born lifts require additional resources and increase the station dwell times, mini-high platforms provide unassisted access for ADA boarding.

Being that Caltrans cannot get authorization to amend Jacobs contract until possibly August 2020, and the first set of Siemens rolling stock are due Fall 2020. The final mini-high platform engineering and construction will be delayed and not aligned with the arrival of the first set of Siemens coaches.

SJRRC staff is requesting the Board to authorize SJJPA’s Executive Director to enter into a sole source contract with Jacobs to complete the project design, not-to-exceed \$500,000. The justification for this request is to preserve Jacob’s continuity during the design phase and is based on the following:

- Caltrans is unable to get authorization to amend the contract with Jacobs to complete the work started. This delay creates schedule impacts and potential cost increases. Soliciting a Request for Proposal (RFP) to complete the final design in the middle of the current phase of work does not benefit SJJPA and would result in a substantial increase in support costs, and substantial schedule delays.
- The need for a third party to complete the work and related delays was not anticipated or caused by SJJPA. SJJPA staff was notified in late November 2019 that Caltrans would be unable to amend the Jacobs contract in a timeframe where work would not be impacted. Until that time, Jacobs was already working on and expected to complete projects under the Caltrans contract.
- Caltrans procured Jacobs using a competitive procurement process. SJJPA staff recommends this course of action as the most prudent way of ensuring the project continues to be delivered successfully.

Per Section 7.1.1 of SJRRC’s Procurement Manual, which was adopted by SJJPA, a Sole Source procurement is considered when “there are other sources of supply but because of financial, schedule, performance and other factors a single source of supply is immune from effective competition. Such an immunity is created when the award to a different contractor would create a waste of SJRRC funds resulting from a substantial

increase in support costs, a substantial schedule delay not working to poor planning by SJRRC, an unacceptable technical risk towards completion of a project (or continuation of a warranty), or substantial increases in lifecycle costs."

Fiscal Impact:

None. Project will utilize State funding programmed by Caltrans Division of Rail and Mass Transportation. The funding for this contract will be available for encumbrance pending the California Transportation Commission's approval in January 2020.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Negotiate and Enter into a Sole Source Contract with Jacobs Engineering Group Inc. to Complete the Final Engineering Required for the San Joaquins Siemen's Fleet Mini-High Platform Boarding Access, Amount Not-To-Exceed \$500,000.

SJJPA RESOLUTION 19/20-

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS
AUTHORITY AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO
NEGOTIATE AND ENTER INTO A SOLE SOURCE CONTRACT WITH JACOBS
ENGINEERING GROUP INC. TO COMPLETE THE FINAL ENGINEERING REQUIRED
FOR THE SAN JOAQUINS SIEMEN'S FLEET MINI-HIGH PLATFORM BOARDING
ACCESS, AMOUNT NOT-TO-EXCEED \$500,000**

WHEREAS, Jacobs Engineering Group Inc. is currently under an agreement with Caltrans for engineering services related to the mini-high platform designs at eighteen (18) stations along the San Joaquins Corridor; and

WHEREAS, Caltrans will be unable to amend the contract to complete the project until Fiscal Year 20/21; and

WHEREAS, to avoid delays to the project, Caltrans approached SJRRC to take over the contract to avoid delays in the project; and

WHEREAS, the San Joaquin Joint Powers Authority will enter into a Sole Source contract with Jacobs Engineering Group Inc. to complete the final engineering required for the San Joaquins Siemen's Fleet Mini-High Platform Boarding Access; and

NOW, THEREFORE, BE IT RESOLVED the Governing Board of the San Joaquin Joint Powers Authority Authorizes the Executive Director to Negotiate and Enter into a Sole Source Contract with Jacobs Engineering Group Inc. to Complete the Final Engineering Required for the San Joaquins Siemen's Fleet Mini-High Platform Boarding Access, Amount Not-To-Exceed \$500,000.

PASSED AND ADOPTED, by the SJJPA this 24th day of January 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 8

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 Obtain State Rail Assistance (SRA) Funding in the Amount of \$3,000,000 for the Robert J. Cabral Station Expansion Project

Summary:

Staff is recommending \$3,000,000 in SRA funding be requested for the Robert J. Cabral Station Expansion Project. Located in Stockton, the Robert J. Cabral Station is a vital hub for San Joaquins passengers utilizing both the rail and Thruway bus service. With the Valley Rail Program under development to provide additional San Joaquins frequencies to/from Sacramento, enhancing the Cabral Station will accommodate ridership increases and provide additional passenger amenities.

The project scope also includes other site improvements at the WP Depot, as well parking optimization and enhancements throughout the Cabral Station area. The additional parking improvements will ensure there is adequate parking at the WP Depot, and other areas of the Cabral Station, for passengers, staff, and meeting attendees.

The current approved funding for the Robert J. Cabral Station Expansion Project is approximately \$2.3 million. Most of this funding is required to go towards the construction of the new parking lot, sidewalks, fencing, and lighting adjacent to the WP Depot. Although some of the funding can be used towards removal of the remaining structure and towards the construction of a new building, the primary designation is to create a new parking facility with passenger amenities.

SJJPAA is requesting \$3,000,000 in SRA funding for the engineering and construction of the new WP Depot building, as well as site and parking enhancements. These funds will be matched through an SRA request from SJRRC to ensure there is adequate funding to complete all project components. The preliminary estimate to construct the new building is approximately \$5 million.

Background:

The Western Pacific (WP) Depot building is owned by the San Joaquin Regional Rail Commission (SJRRC) and is located adjacent to the existing Robert J. Cabral Station. The Robert J. Cabral Station Master Plan (2005, 2008) explored land use and design options for the WP Depot and surrounding area to enhance the experience of passengers and the community. In recent years, a temporary parking lot has been constructed near the building, with work underway to construct a permanent parking lot to serve both San Joaquins and ACE passengers. Fire damage has left the Western Pacific Depot building in a state of disrepair and unsafe for use. As a result, SJRRC coordinated with the California Department of Transportation on the completion of environmental studies for the site improvements, which involved a Historic Property Survey Report (HPSR).

Based on preliminary work completed by consultants hired by SJRRC for the parking lot improvements, it has been determined that it would not be feasible to bring the remaining structure up to modern building code standards. An estimate has been prepared for the reconstruction of the WP Depot as a new building that would resemble features of the destroyed WP Depot. This new structure would provide passenger amenities, parking security and operating offices, and an expanded meeting location for SJJPA and SJRRC. Throughout the design process, staff will ensure the needs of the San Joaquins traveler are factored into the construction of the building, parking improvements, and amenities.

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. The estimated funding distribution for the intercity rail agencies can be seen below. Over the first three years of the Program, SJJPA is eligible for \$13.1M in SRA funding.

Intercity Rail Agency	Estimated Distribution		
	2017-18	2018-19	2019-20
Capitol Corridor Joint Powers Authority	\$3.1M	\$4.9M	\$5.1M
LOSSAN Rail Corridor Agency (Pacific Surfliner)	\$3.1M	\$4.9M	\$5.1M
San Joaquin Joint Powers Authority	\$3.1M	\$4.9M	\$5.1M
Flexible for intercity rail agencies, public agencies authorized to plan and/or manage intercity rail operations for aspiring corridors, and Caltrans	\$3.1M	\$4.9M	\$5.1M

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.

In July 2018, the SJJPA Board approved an allocation of SRA funding for the construction of the Stockton Wye (\$7,100,000) and Merced Parking Lot (\$900,000). As a result, there is currently \$5.1 million in SRA funding available for allocation for SJJPA.

Fiscal Impact:

There is no fiscal impact. SRA funding is provided through Senate Bill 1.

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 Obtain State Rail Assistance (SRA) Funding in the Amount of \$3,000,000 for the Robert J. Cabral Station Expansion Project.

SJJPA RESOLUTION 19/20-

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 OBTAIN STATE RAIL ASSISTANCE (SRA) FUNDING IN THE AMOUNT OF \$3,000,000 FOR THE ROBERT J. CABRAL STATION EXPANSION PROJECT

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

WHEREAS, SJJPA wishes to utilize SRA funding on the Robert J. Cabral Station Expansion Project; and

WHEREAS, funding will enable the engineering and reconstruction of the Western Pacific Depot building to provide additional passenger amenities, enhanced security and operations capabilities, and an expanded meeting location to benefit the San Joaquins service; and

WHEREAS, project scope also includes WP Depot site improvements and parking optimization and enhancements throughout the Robert J. Cabral Station area in Stockton;

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority authorizes the Executive Director to submit and execute any and all grant applications, agreements, certifications and assurances and any other documents necessary to obtain State Rail Assistance (SRA) funding in the amount of \$3,000,000 for the Robert J. Cabral Station Expansion Project.

PASSED AND ADOPTED, by the SJJPA on this 24th day of January 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 9

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Interagency Agreements with the Fresno Police Department, Merced Police Department, Stockton Police Department, California Highway Patrol, and Any Other Related Agency to Provide a Supplemental Security Presence and Authorizing and Directing the Executive Director to Execute Any and All Documents and Agreements Required

Background:

On August 13, 2019, SJJPA was awarded two \$500,000 allocations from the State for San Joaquin's stations security pilot and onboard security pilot projects. The funding was awarded to explore supplemental security services to the current Amtrak Police services.

Enhanced Station Security Pilot:

The 'Enhanced Station Security Pilot' funds were awarded to increase security personnel at select stations that have been the subject of passenger complaints. The goal of the award is to enhance security presence and safety for passengers at key San Joaquin's Stations. In determining the select stations for this pilot, three stations were selected: Fresno, Merced, and Stockton. These three stations are in urban areas and have the largest number of passenger complaints.

To provide the added security personnel, staff proposes contracting with the local police departments. Contracting with local police departments will provide personnel that can enforce the laws and strengthen the partnership with local law enforcement. The police departments will be providing an officer(s) to patrol the station and a squad car to add a visual deterrent. This onsite presence will increase passengers' perception of safety at these stations. During this pilot program, staff will monitor the 'Customer Satisfaction Scores' for the stations selected to see whether or not the safety related criteria improve.

Enhanced Onboard Security Pilot:

The 'Enhanced Onboard Security Pilot' funds were awarded to increase the onboard security personnel on San Joaquin's trains to resolve passenger issues, increase

passenger and employee safety, and deter fare evasion. The goal of the award is to enhance the perception of safety for passengers onboard the San Joaquins by providing additional personnel to supplement Amtrak Police shifts.

To provide the personnel, staff proposes contracting with the California Highway Patrol (CHP). All of the equipment utilized on the San Joaquins corridor, except for the Horizon Café Cars, are state-owned assets. Contracting with the CHP will provide state law enforcement to provide enhanced security onboard the state-owned fleet. Couplets will be determined by staff and CHP with the CHP district boundaries in mind to allow officers well-timed trips onboard the San Joaquins. During this pilot program, staff will monitor the 'Customer Satisfaction Scores' for the San Joaquins to see whether or not the train safety related criteria improves.

Fiscal Impact:

On August 13, 2019 SJJPA received a letter from Caltrans authorizing two \$500,000 one-time available fiscal year 18/19 operations augmentation funds for Enhanced Station Security and Onboard Security. This funding does not require any updates to 2019 Business Plan.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Interagency Agreements with the Fresno Police Department, Merced Police Department, Stockton Police Department, California Highway Patrol, and Any Other Related Agency to Provide a Supplemental Security Presence and Authorizing and Directing the Executive Director to Execute Any and All Documents and Agreements Required.

SJJPA RESOLUTION 19/20-

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS
AUTHORITY AUTHORIZING INTERAGENCY AGREEMENTS WITH THE FRESNO
POLICE DEPARTMENT, MERCED POLICE DEPARTMENT, STOCKTON POLICE
DEPARTMENT, CALIFORNIA HIGH PATROL, AND ANY OTHER RELATED AGENCY
TO PROVIDE A SUPPLEMENTAL SECURITY PRESENCE AND AUTHORIZING AND
DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENTS**

WHEREAS, SJJPA was awarded two (2) \$500,000 allocations from the State for San Joaquin stations security pilot and onboard security pilot projects; and

WHEREAS, the 'Enhanced Station Security Pilot' funds were awarded to increase the security personnel at select stations that have been the subject of passenger complaints; and

WHEREAS, to provide the personnel, staff recommended contracting with local police departments and highway patrol to provide personnel that can enforce the laws and strengthen partnerships with local law enforcement; and

WHEREAS, the San Joaquin Joint Powers Authority will enter into interagency agreements to provide supplemental security presence at San Joaquin stations and onboard the San Joaquin corridor; and

NOW, THEREFORE, BE IT RESOLVED the Governing Board of the San Joaquin Joint Powers Authority Authorizes Interagency Agreements with the Fresno Police Department, Merced Police Department, Stockton Police Department, California High Patrol, and Any Other Related Agency to Provide a Supplemental Security Presence and Authorizing and Directing the Executive Director to Execute the Agreements.

PASSED AND ADOPTED, by the SJJPA this 24th day of January 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 10

INFORMATION

Update on the 2020 SJJPA Business Plan

Background:

The primary purpose of the Annual Business Plan is to identify SJJPA's intentions for the next two State Fiscal Years. As part of its administrative responsibilities of the San Joaquins Intercity Passenger Rail Service, the SJJPA must submit an Annual Business Plan by April 1st of each year in draft form to the Secretary of the California Transportation Agency (CalSTA) and in final form by June 30th. The Annual Business Plan is reviewed and approved by the State and used to develop annual appropriation requests to the State Legislature.

As specified in AB 1779, the Annual Business Plan shall include a report on the recent, as well as historical, performance of the corridor service; an overall operating plan, including proposed service enhancements to increase ridership and provide for increased traveler demands in the corridor for the upcoming year; short-term and long-term capital improvement programs; funding requirements for the upcoming fiscal year; and an action plan with specific performance goals and objectives. In addition, the Annual Business Plan shall document service improvements (rail and Thruway Bus) to provide the planned level of service, operating plans, and consideration of other service expansions and enhancements.

A public review draft of the 2020 SJJPA Business Plan (Business Plan) will be released in February 2020, allowing for Board, agency, and public input. After the review period and revisions are completed, the official draft of Business Plan (for submittal to CalSTA) will be presented for approval at the March 27, 2020, SJJPA Board Meeting.

Key Changes/Additions Anticipated for the 2020 Business Plan:

The 2020 Business Plan is an update of the 2019 Business Plan. In order to provide the most up-to-date and comprehensive Business Plan possible, updates to ridership and financial figures will be provided, along with discussion of the status of current and planned capital projects, and any new planning initiatives. Additionally, certain sections will be updated to reflect recent changes in service.

Key changes will include the following:

- Emphasis on SJJPA's coordination and integration with CHSRA's plans for the Merced – Bakersfield HSR Interim Operating Segment and SJJPA's intention to connect to this initial operating segment to the San Joaquins at a multi-modal station at downtown Merced. Future San Joaquins service improvements would focus on increasing service from Merced to the north.

- Request funding for environment review and detail design for the Merced Intermodal Track Connection (MITC) project. This project is critical to integrating the San Joaquins with the Merced – Bakersfield HSR Interim Operating Segment. The MITC project will enable the San Joaquins to directly connect with interim HSR operations at Merced by creating a direct link between the BNSF alignment and the HSR station (located just west of the UPRR alignment).
- Highlight the importance of the Stockton Diamond Grade Separation Project and that SJJPA in partnership with SJRRC will be pursuing state and federal funding in 2020 to implement this critical project using Valley Rail funding as matching funding. [The schedule for the environmental review and detailed design of this key project will be included.]
- Initiate operations for the pilot program to operate a new Thruway Bus between Merced and San Jose (with stops at Los Banos and Gilroy). This service was previously expected to run between Madera and San Jose.
- Include “South of Merced Integration Studies” as part of FY 2020/21 “Action Plan”. These studies will investigate and identify connectivity needed from Corcoran, Wasco, and Downtown Hanford to the Merced-Bakersfield HSR Interim Operating Segment, study the potential use of the BNSF slots between Merced and Bakersfield for regional service that is complementary to HSR, and how San Joaquins Thruway Bus service can support the Cross-Valley Corridor efforts.
- Funding for additional freight railroad OTP incentives.
- 8th and 9th daily round trips will not be implemented until FY 2021/22 at the earliest. Improvements along the Sacramento Subdivision (including key stations) must be completed before new service to Sacramento can be initiated.
- Reinstate reserved ticketing to reduce the likelihood of standees onboard trains. A 5% overbooking policy will be in place to ensure no undue sold-out situations occur on short segments of the corridor.
- The state is not moving forward with the Onboard Information System (OBIS) program. References to this program in the Business Plan are being deleted.

Fiscal Impact:

There is no fiscal impact from this item.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 11

INFORMATION

Update on the Interregional Transportation Improvement Program (ITIP)

On December 15, 2019, the California Department of Transportation (Caltrans) presented the Final 2020 Interregional Transportation Improvement Program (ITIP). The purpose of the ITIP is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.

In this year's ITIP, SJJPA received funding for several new and existing projects within the San Joaquins intercity rail corridor. These projects are:

- \$20.8 million for the Stockton Diamond Grade Separation Project
- \$20 million for Second Platform Projects at Modesto Station and Turlock-Denair Station
- \$15 million for the Stockton Regional Rail Maintenance Facility Expansion Project
- \$5 million for Mini-High Platform Improvements at existing San Joaquins Stations

These funds will go towards environmental clearance, design engineering, right-of-way, and utility relocations, and construction capital across the various projects. SJJPA is also committed to providing matching funds for the Stockton Diamond Grade Separation Project and will be seeking additional Federal, State, and local funding sources in the future to complete the construction of this critical grade separation project.

Fiscal Impact:

There is no fiscal impact from this item.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 12

INFORMATION

Update on the 2020 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) Application

Background:

Staff will give a presentation summarizing the TIRCP application that was submitted on January 16, 2020, to the California State Transportation Agency.

Fiscal Impact:

There is no fiscal impact from this item.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 13

INFORMATION

Marketing Update: Allensworth Annual Rededication and Santa on the Train

Allensworth Annual Rededication:

Colonel Allensworth State Historic Park is a state park preserving Allensworth, the only California town to be founded, financed and governed by African Americans. The small farming community was founded in 1908 by Lt. Colonel Allen Allensworth, Professor William Payne, William Peck, a minister; John W. Palmer, a miner; and Harry A. Mitchell, a real estate agent, dedicated to improving the economic and social status of African Americans. The Park is located just steps away from the San Joaquins corridor between Corcoran and Wasco. Normally a whistle stop for groups-only, staff has developed a relationship with the Friends of Allensworth, a non-profit, dedicated to preserving and promoting the park, to arrange and promote travel for some of the Park's larger events.

The largest annual event at the park is the Rededication event, typically held in October. Staff and outreach teams were able to successfully perform outreach for this event with over 80 people arriving to the park via Amtrak San Joaquins. Staff attended the Rededication event to table and hand out marketing materials promoting the train to Allensworth, as well as, other travel ideas via the San Joaquins. The San Joaquins received a high level of recognition during the event through constant announcements made by the event organizer during the day of the event.





Santa on the Train:

To help promote the San Joaquins service and bring holiday cheer to riders, staff and outreach teams hosted a Santa on the Train event on the San Joaquins. Santa boarded 701 in Fresno on December 22, 2019 and rode to Sacramento. Santa was available for pictures in a decorated area of a car, and also walked up and down the train greeting riders while taking photos.

Staff and outreach teams coordinated trips for the Merced Boys & Girls Club (18 individuals) and the Modesto Family Promise (16 individuals) to attend thanks to Boardmember Rodrigo Espinoza's and KP Public Affairs sponsorships respectively. Additionally, a small group from Stockton Boys & Girls Club also joined the event, as well as, families from the corridor. Santa guided approximately 40 riders (children and adults) to the Downtown Sacramento Ice Rink. With the success of the inaugural year, staff plans to expand the Santa on the Train event next year.





SAN JOAQUIN JOINT POWERS AUTHORITY

January 24, 2020

STAFF REPORT

Item 14

INFORMATION

Executive Director's Report

Executive Director Stacey Mortensen will give the monthly Executive Director's report.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

**DIRECTIONS TO JANUARY 24, 2020, SJJPA BOARD MEETING AT
THE SAN JOAQUIN COUNCIL OF GOVERNMENTS (BOARD ROOM)
555 E. Weber Avenue, Stockton at 10:00 am**

Getting there on Amtrak San Joaquins:

Board Members, Working Group Members, and members of the Public are strongly encouraged to use the San Joaquins to get to the SJJPA Board Meeting if possible. The time and location of the SJJPA Board Meeting is convenient for those who would like to take the San Joaquins to the meeting.

From the San Joaquin Valley:

Take San Joaquins Northbound 711 Train (departing from Bakersfield at 4:12 am); it arrives at the Stockton Amtrak San Joaquin Street Station at 8:40 am. The station is about 1.0 miles from the San Joaquin Council of Governments Building.

SJJPA will have a shuttle waiting for arriving passengers.

From the Bay Area:

Take San Joaquins Southbound 710 Train (departing from Oakland at 7:36 am); it arrives at the Stockton San Joaquin Street Amtrak Station at 9:23 am. The station is about 1.0 miles from the San Joaquin Council of Governments Building.

SJJPA will have a shuttle waiting for arriving passengers.

From the Sacramento:

Due to limited number of trains, there is no convenient service from/to Sacramento that match up well with the meeting times.

Getting Home on Amtrak San Joaquins:

To the San Joaquin Valley:

Take the San Joaquins Southbound 714 Train (to Bakersfield), which departs from the Stockton Amtrak San Joaquin Street Station at 1:23 pm.

- **SJJPA will have a shuttle to the station leaving from the SJCOG parking lot at 12:15 pm.**

To the Bay Area:

Take the Amtrak San Joaquins Northbound 713 Train (to Oakland), which departs from the Stockton Amtrak San Joaquins Street Station at 12:40 pm

- **SJJPA will have a shuttle to the station leaving from the SJCOG parking lot at 12:15 pm.**

Driving

For those driving, 555 East Weber Avenue is located in downtown Stockton.

Coming from the South:

Take NB-99 (North). Follow sign that indicate CA-99 N to S Stanislaus St. in Stockton. Keep right at the fork to continue on CA-4, follow signs for Downtown Stockton / I-5. Take exit 66B for Stanislaus St toward Downtown Stockton. Turn left on S Stanislaus St. and follow to E Weber Avenue and take a left. SJCOG will be in the right at the northwest corner of Weber and American. To access the SJCOG parking lot, take a right on American St. from Weber and the driveway will be on the left.

Coming from the North:

Take either Highway 99 or I-5 (South). For I-5 use the right lane to take exit 472 for State Highway 4 East toward Downtown Stockton/Fresno Ave. Take exit 66 for Stanislaus St toward Downtown Stockton. Turn left on S Stanislaus St and follow to E Weber Avenue and take a left. SJCOG will be in the right at the northwest corner of Weber and American. To access the SJCOG parking lot, take a right on American St. from Weber and the driveway will be on the left.

For Highway 99 use two right lanes to CA-4 Downtown Stockton exit. Take CA-4 east toward downtown Stockton to the Stanislaus Street Exit. Turn right on Stanislaus Street. Turn left on Weber Ave (three blocks). San Joaquin COG is one block north on the right (NW corner of Weber Ave. and S. American Street).

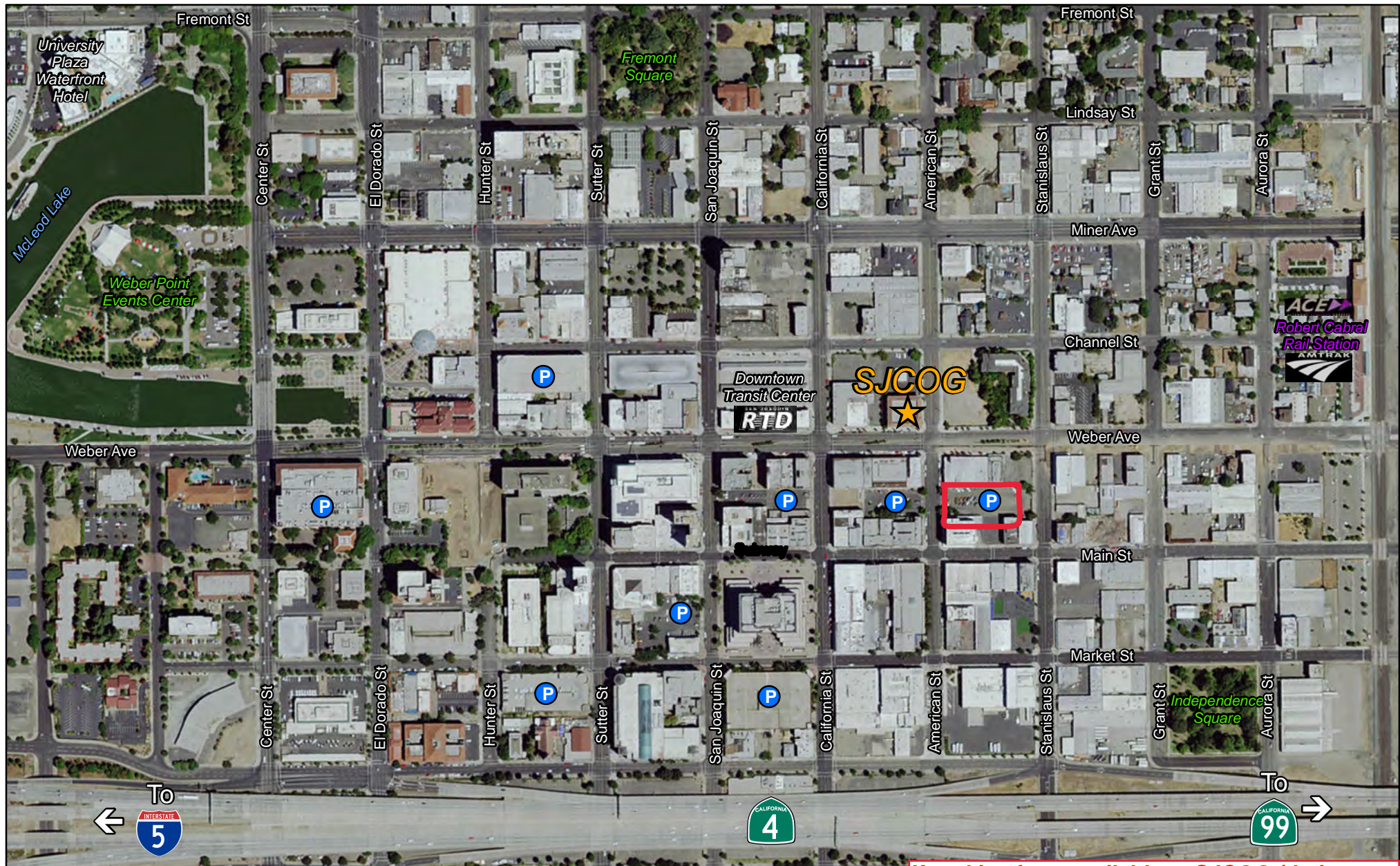
Parking

There is a parking at the San Joaquins Council of Governments Building on the north side of the building (all spaces are available for use unless marked for a manager).

If there is no parking available, we recommend a lot on east side of American Street. Please see the attached map that shows where the parking lot is located. Street parking is also available immediately around the San Joaquins Council of Governments.

If you have any questions, please contact: Freddy Rodriguez at freddy@sijpa.com or (209) 944-6271.

Downtown Stockton Parking



If parking is unavailable at SJCOC (their parking lot is located on north side of the building), the red box above indicates the recommended city parking lot to utilize. The cost is \$2/hour.