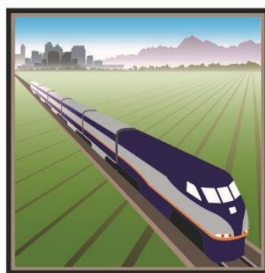


Supervisor **Vito Chiesa**, Chair, Stanislaus County
 Councilmember **Don Tatzin**, Vice-Chair, City of Lafayette
 Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
 Supervisor **Rodrigo Espinoza**, Merced County
 Supervisor **Scott Haggerty**, Alameda County
 Councilmember **Bob Johnson**, 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 **Federal Glover**, Contra Costa County
 Alternate **Don Nottoli**, Sacramento County
 Alternate **Mike Villalta**, City of Los Banos
 Alternate **Tom Blalock**, BART
 Alternate **Bob Elliott**, San Joaquin County
 Alternate **David Ayers**, City of Hanford
 Alternate **Andrew Medellin**, City of Madera
 Alternate **Michael Derr**, City of Selma
 Alternate **Bob Link**, City of Visalia

AGENDA

September 28th, 2018 – 9:30 AM

Merced County Board of Supervisors Chambers
 2222 M Street 3rd Floor, Merced, CA, 95340

Call-In Locations

Tulare County Board of Supervisors Board Chambers 2800 W. Burrell, Visalia, CA	Rancho Cordova City Hall, Coloma Room, First Floor, 2729 Prospect Park Drive, Rancho Cordova, CA	City of Lodi 221 West Pine Street, Lodi, CA
--	---	--

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>

- | | |
|---|---|
| <ol style="list-style-type: none"> 1 Call to Order, Pledge of Allegiance, Roll Call 2 Consent Calendar 2.1 Approve Minutes from July 27th, 2018 Board Meeting 2.2 Next Board Meeting Location 2.3 SJJPA Operating Expense Report 2.4 San Joaquin Operations Update 2.5 Administrative Items 2.6 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for Continuing the Marketing Campaign for the Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed \$173,012.99 from July 1, 2018 – the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement | <p>Chair Chiesa</p> <p>Chair Chiesa</p> |
|---|---|

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 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.	Chair Chiesa	
4	Presentation by Kern Council of Governments on Bakersfield Station Parking Improvements	Bob Snoddy	INFORMATION
5	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with the Union Pacific Railroad for Capital Improvements Associated with Positive Train Control over the Trackage which the San Joaquins Intercity Service Operates in the amount of \$1,301,969 and Authorizing Directing the Executive Director to Execute All Necessary Documents	Brian Schmidt	ACTION
6	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Make Changes Related to Fare Normalization and Revenue Management for Holiday Reserved Service	David Lipari	INFORMATION/ACTION
7	San Joaquins Schedule Update	Anthony Chapa	INFORMATION
8	Valley Rail Program Update Project Matrix	Kevin Sheridan	INFORMATION
9	Hispanic Outreach Update	David Lipari/Rene Gutierrez	INFORMATION
10	Executive Director's Report	Stacey Mortensen	INFORMATION
11	Board Member Comments	Chair Chiesa	
12	Adjournment	Chair Chiesa	

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 2.1

ACTION

July 27, 2018 SJJPA Board Meeting Minutes

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 am, July 27, 2018 at Sacramento City Hall Historic Hearing Room Building in Sacramento, CA.

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 9:03 am. The Pledge of Allegiance was led by Executive Director Stacey Mortensen.

Board Members Present: Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Espinoza, Frazier, Johnson, Shuklian

Sacramento Vice Mayor Steve Hansen welcomed the Board to Sacramento and discussed his work with SJJPA on the Sacramento Morning Express and upcoming passenger rail improvements coming to the Sacramento region.

2. Consent Calendar

- | | |
|--|--------------------|
| 2.1 Approve Minutes from May 25, 2018 Board Meeting | ACTION |
| 2.2 Appoint New San Joaquin Valley Rail Committee Member | ACTION |
| 2.3 Next Board Meeting Location | INFORMATION |
| 2.4 SJJPA Operating Expense Report | INFORMATION |
| 2.5 San Joaquins Operations Update | INFORMATION |
| 2.6 Administrative Items | INFORMATION |

There was no Board discussion on this item.

Doug Kerr, Rail Passenger Association of California (RailPAC), gave a positive public comment on the appointment of the new San Joaquin Valley Rail Committee Member.

M/S/C (Frazier/Hume) to approve Item 2.1 and 2.2. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018 by the following vote to wit:

Ayes:	6	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Frazier, Shuklian, Espinoza
Noes:	0	
Abstain:	1	Johnson

Absent: 3 Haggerty, Quintero, Verboon

3. Public Comments

Jamison Parker, of the Midtown Association of Sacramento, discussed new developments happening in Midtown and his support of the new passenger rail service coming to Midtown.

Mike Barnbaum commented on a new private intercity bus service from Sacramento to Southern California, and the need for alternative transportation options.

David Swagal, of the United States High-Speed Rail Association (USHSR), commented on high-speed rail's progress in California.

Jeffrey Tarnaky commented on the need for new disability improvements and operations in association with passenger rail services, specifically on the Capitol Corridor.

4. Presentation by City of Sacramento on Active Transportation Improvements in Sacramento

Jennifer Donlon Wyant, Active Transportation Program Specialist for the City of Sacramento Department of Public Works, gave a presentation on the City's latest plans for their Active Transportation Program. The content of Ms. Wyant's presentation is summarized in the Board Briefing Materials, and in Ms. Wyant's PowerPoint slides for this agenda item (available on the website).

Vice-Chair Hume commented on prior active transportation plans that received funding in Sacramento and that he is excited by the progress that's been made on active transportation improvements in recent years.

Chair Chiesa asked Ms. Wyant if the City has done a county-wide assessment for active transportation needs. He recalled the efforts done in Stanislaus County. Ms. Wyant responded that there is regular coordination between the City and the County, but that the County has its own active transportation plans for its jurisdiction outside of the city.

Ms. Mortensen asked about a protected bike lane on 10th Street in Sacramento. Ms. Wyant responded with a diagram from her PowerPoint presentation showing the different classes of bike lanes and what kind of protection for the user each offers.

5. Presentation on Sacramento Regional Rail Working Group

Steve Cohn began the item with a presentation on goals and activities of the Sacramento Regional Rail Working Group. The content of Mr. Cohn's presentation is summarized in the Board Briefing Materials, and in Mr. Cohn's PowerPoint slides for this agenda item (available on the website).

Chair Chiesa commented positively on Steve Cohn's activism after his time in public service.

Mr. Barnbaum commented on two upcoming express bus services coming to the Sacramento region, one to UC Davis from downtown Sacramento as well as Shasta Regional Transportation Authority's electric bus service.

**6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the 2018 First Amended Interagency Transfer Agreement with the California Department of Transportation for Administration of the San Joaquins Intercity Rail Service, and Authorizing and Directing the Executive Director to Execute All Necessary Documents
ACTION**

Ms. Mortensen began the item with a presentation on the 2018 First Amended Interagency Transfer Agreement. The content of Ms. Mortensen's presentation is summarized in the Board Briefing Material, and in Ms. Mortensen's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

M/S/C (Espinoza/Shuklian) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority approving the 2018 First Amended Interagency Transfer Agreement with the California Department of Transportation for Administration of the San Joaquins Intercity Rail Service and authorizing the directing the Executive Director to execute all necessary documents. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Frazier, Espinoza, Johnson, Shuklian,
Noes:	0	
Abstain:	0	
Absent:	3	Haggerty, Quintero, Verboon

7. Valley Rail Update

Kevin Sheridan began the item with a presentation on the Valley Rail Program. The content of Mr. Sheridan's presentation is summarized in the Board Briefing Material, and in Mr. Sheridan's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

8. Approve a Resolution of the Governing Board of San Joaquin Joint Powers Authority (SJJPA) Authorizing the Executive Director to Proceed with Negotiations for the Acquisition of Trackage Rights, Rolling Stock, Train Layover and Station Locations Between the Cities of Stockton and Natomas Using Transit and Intercity Rail Program (TIRCP) Grant Funding and Authorizing the San Joaquin Regional Rail Commission to Act on Behalf of the SJJPA in the Development of the Joint Train Layover and Station Locations
ACTION

Ms. Mortensen began the item with a presentation on the Transit and Intercity Rail Capital Program (TIRCP) grant funding for the SJJPA. The content of Ms. Mortensen's presentation is summarized in the Board Briefing Material, and in Ms. Mortensen's PowerPoint slides for this agenda item (available on the website).

Member Frazier asked which agency would own the new Madera station. Ms. Mortensen responded that the SJJPA would own that station.

Vice-Chair Hume wanted clarification on the options before the Board.

Chair Chiesa stated that he prefers one board be in charge of decisions regarding joint SJRRC/SJJPA stations. Supports the action before the Board of having the SJRRC act on behalf of the SJJPA for joint station locations and layover facilities.

Member Espinoza asked about the Atwater/Livingston ACE Station.

M/S/C (Hume/Frazier) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority authorizing the Executive Director to proceed with negotiations for the acquisition of trackage rights, rolling stock, trail layover and station locations between the cities of Stockton and Natomas using Transit and Intercity Rail Capital Program (TIRCP) grand funding and authorizing the San Joaquin Regional Rail Commission to act on behalf of the SJJPA in the development of the joint train layover and station locations. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Frazier, Espinoza, Johnson, Shuklian,
Noes:	0	
Abstain:	0	
Absent:	3	Haggerty, Quintero, Verboon

9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Make Schedule Changes Related to Morning Express Service to Help Improve On-Time Performance, Reduce Travel Time, and Increase Ridership
ACTION

Dan Leavitt began the item with a presentation on the Sacramento Morning Express Service's on-time performance and ridership, including optimizations to the schedule to help increase ridership, reduce travel time, and improve the service. The content of Mr. Leavitt's presentation is summarized in the Board Briefing Material, and in Mr. Leavitt's PowerPoint slides for this agenda item (available on the website).

Chair Chiesa agreed that there should be changes made to the weekend service.

Member Frazier commented that he knew delays would impact the service but is supportive of making changes and being responsive to what is happening in the corridor. Member Frazier believes it is important that there is flexibility with giving the Chair the authorization to make changes.

Member Shuklian also agreed for the need to tweak the service and supports the staff's recommendations.

Member Espinoza also agrees with staff's recommendations.

Chair Chiesa discussed his experience on the Morning Express service and the need for local control of the corridor.

Mike Barnbaum commented that he appreciated the staff's work and recommendations. Mr. Barnbaum highlighted the possibility of extending the San Joaquins service to the Oakland Coliseum Station for connections to the stadium and the Oakland Airport Connector. Mr. Barnbaum recommended the schedule changes be implemented in October at the start of Amtrak's fiscal year.

M/S/C (Frazier/Hume) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority authorizing the Chair to make schedules changes related to Morning Express Service to help improve on-time performance, reduce travel time, and increase ridership. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Espinoza, Frazier, Johnson, Shuklian
Noes:	0	
Abstain:	0	
Absent:	3	Haggerty, Quintero, Verboon

10. 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 FY 17/18 and FY 18/19 State Rail Assistance (SRA) Funding in the Amount of \$8,000,000 for the Stockton Wye and Merced Parking Lot Projects
ACTION

Mr. Sheridan began the item with a presentation on State Rail Assistance (SRA) funding and projects identified for use of those funds. The content of Mr. Sheridan's presentation is summarized in the Board Briefing Material, and in Mr. Sheridan's PowerPoint slides for this agenda item (available on the website).

Chair Chiesa asked if an offer had been made on the land for the Merced Parking Lot Project. Mr. Sheridan responded that an offer had not been made, but that contact with the property owner had been made and that negotiations would begin in mid-August with the owner. Chair Chiesa asked about the Stockton Wye project if the freight railroads are able to get SRA funds. Ms. Mortensen responded that the freight railroads do not have access to SRA funding, but that there are other grant programs that the freight railroads can apply for. Ms. Mortensen also commented that the freight railroads have committed to financially support the Stockton Wye project.

Member Espinoza asked about the location of the Merced parking lot project in relation to the Merced Station location. He hoped that the parking lot would be closer to the station. Mr. Sheridan explained how a deal may be made to get a parcel adjacent to the station for parking.

M/S/C (Shuklian/Espinoza) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority authorizing the Executive Director to submit and execute any and all grant applications, agreements, certifications and assurances and any other documents necessary to obtain FY 17/18 and FY 18/19 State Rail Assistance (SRA) funding in the amount of \$8,000,000 for the Stockton Wye and Merced Parking Lot Projects. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Espinoza, Frazier, Johnson, Shuklian
Noes:	0	
Abstain:	0	
Absent:	3	Haggerty, Quintero, Verboon

11. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Two-Year and Eleven-Month Contract with Two One-Year Options for Bay Area Region Marketing & Outreach Services to CirclePoint for an Amount Not-to-Exceed \$432,000 from August 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement
ACTION

David Lipari began the item with a presentation on Bay Area region marketing and outreach services contract. The content of Mr. Lipari's presentation is summarized in the Board Briefing Materials, and in Mr. Lipari's PowerPoint slides for this agenda item (available on the website). Mr. Caluya described the procurement process for this item as well as the contract.

Chair Chiesa asked how many contracts SJJPA has had with CirclePoint. Mr. Caluya responded that CirclePoint has 2 contracts with the SJJPA.

M/S/C (Hume/Frazier) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority authorizing a two-year and eleven-month contract with two one-year options for Bay Area region marketing and outreach services to CirclePoint for an amount not-to-exceed \$432,000 from August 1, 2018 through June 30, 2021, and authorizing and directing the Executive Director to execute the agreement. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Espinoza, Frazier, Johnson, Shuklian
Noes:	0	
Abstain:	0	
Absent:	3	Haggerty, Quintero, Verboon

12. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Two-Year and Eleven Month Contract with Two One-Year Options for Federal Legislative Advocacy Services to Buchanan Ingersoll & Rooney PC for an Amount Not-To-Exceed \$76,470 from August 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement
ACTION

Mr. Caluya began the item with a presentation about the Federal Legislative Advocacy services contract. Mr. Caluya's presentation is summarized in the Board Briefing Materials, and in Mr. Caluya's PowerPoint slides for this agenda item (available on the website).

Ms. Mortensen provided background and context on how federal advocacy fits with the San Joaquin service.

Member Frazier liked the way the federal legislative advocacy service contract is setup.

Vice-Chair Tatzin was pleased with the selected firm's performance on a different federal advocacy contract.

M/S/C (Hume/Shuklian) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority authorizing a two-year and eleven-month contract with two one-year options for federal legislative advocacy services to Buchanan Ingersoll & Rooney PC for an amount not-to-exceed \$76,470 from August 1, 2018 through June 30, 2021, and authorizing and directing the Executive Director to execute the agreement. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Espinoza, Frazier, Johnson, Shuklian
Noes:	0	
Abstain:	0	
Absent:	3	Haggerty, Quintero, Verboon

**13. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Two (2) Two-Year and Eleven Month Contracts with Two One-Year Options for Legal Services to Neumiller & Beardslee and Burke, Williams & Sorensen, LLP from August 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreements
ACTION**

Mr. Caluya began the item with a presentation on the legal services contract. Mr. Caluya's presentation is summarized in the Board Briefing Materials, and in Mr. Caluya's PowerPoint slides for this agenda item (available on the website).

Member Frazier asked if there are safeguards against duplication of work between both legal teams. Mr. Caluya responded Neumiller & Beardslee would be day-to-day legal counsel, while Burke, Williams & Sorensen would be the legal counsel for the capital projects programs.

Member Espinoza asked why there are two firms instead of just one. Chair Chiesa asked Ms. Mortensen to provide further clarification on this item. Ms. Mortensen explained that because of the size of the Valley Rail Program, right-of-way acquisition and construction contracts, it would be best to have it setup in this manner. The responsibility that there will not be duplication of work would be with the Executive Director and the Director of Capital Projects. Chair Chiesa agreed with the need for two firms, but also acknowledge Member Espinoza's point.

M/S/C (Hume/Shuklian) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority authorizing a two-year and eleven-month contract with two one-year options for Legal Services to Neumiller & Beardslee and Burke, Williams & Sorensen, LLP from August 1, 2018 through June 30, 2021, and authorizing and directing the Executive Director to execute the agreement. Passed and Adopted by the San Joaquin Joint Powers Authority on July 27, 2018, by the following vote to wit:

Ayes:	7	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Espinoza, Frazier, Johnson, Shuklian
Noes:	0	
Abstain:	0	
Absent:	3	Haggerty, Quintero, Verboon

14. Executive Director's Report

Ms. Mortensen emphasized the importance of Board Member participation and need to make sure there is a quorum for every Board Meeting.

Ms. Mortensen also discussed the possibility of doing teleconferencing if necessary for Board Meetings but that there could be issues. Ms. Mortensen said she will be reaching out for ideas to improve the Board Meetings.

15. Board Member Comments

Chair Chiesa commented on marketing efforts and the Morning Express Service. Chair Chiesa stated that he likes that the trends are going in a positive direction.

16. Adjournment

Chair Chiesa adjourned the meeting at 11:05 am.

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28th, 2018

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

Staff is planning on holding the next Board Meeting on November 16, 2018 in Martinez, CA, with the exact location to be determined based on availability. Other locations could still be considered.

The meeting time will be coordinated with the San Joaquin schedules.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 2.3

INFORMATION

SJJP Operating Expense Report

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

- Fiscal Year 2018/19 (July 1, 2018 – August 31, 2018)

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
August 2018
17% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 18-19 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Project Management, Services & Supplies			
Salaries/Benefits/Contract Help	1,544,968	183,788	12%
Office Expense	15,489	2,604	17%
Subscriptions/Periodicals/Memberships	5,000	-	0%
Computer Systems	5,000	58	1%
Communications	28,905	5,963	21%
Motor Pool	21,314	548	3%
Transportation/Travel	30,000	55	1%
Audits Regulatory Reporting	20,000	-	0%
Professional Services Legislative	50,000	-	0%
Professional Services Legal	50,000	6,085	12%
Professional Services General	369,500	4,901	1%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	5,000	43	1%
Project Management, Services & Supplies Subtotal	2,212,176	204,044	9%
Contracted Services			
Maintenance of Headquarters Structures/Grounds	48,500	4,876	10%
Insurance	38,000	-	0%
Insurance Management Fees	2,500	-	0%
Marketing & Outreach	1,500,000	158,913	11%
Professional Services Operations	20,000	-	0%
Communications, Operations	10,250	314	3%
San Joaquin Intercity Rail Operations	49,422,457	6,456,363	13%
Contracted Services Subtotal	51,041,707	6,620,466	13%
TOTAL OPERATING EXPENSES	53,253,883	6,824,510	13%

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 2.4

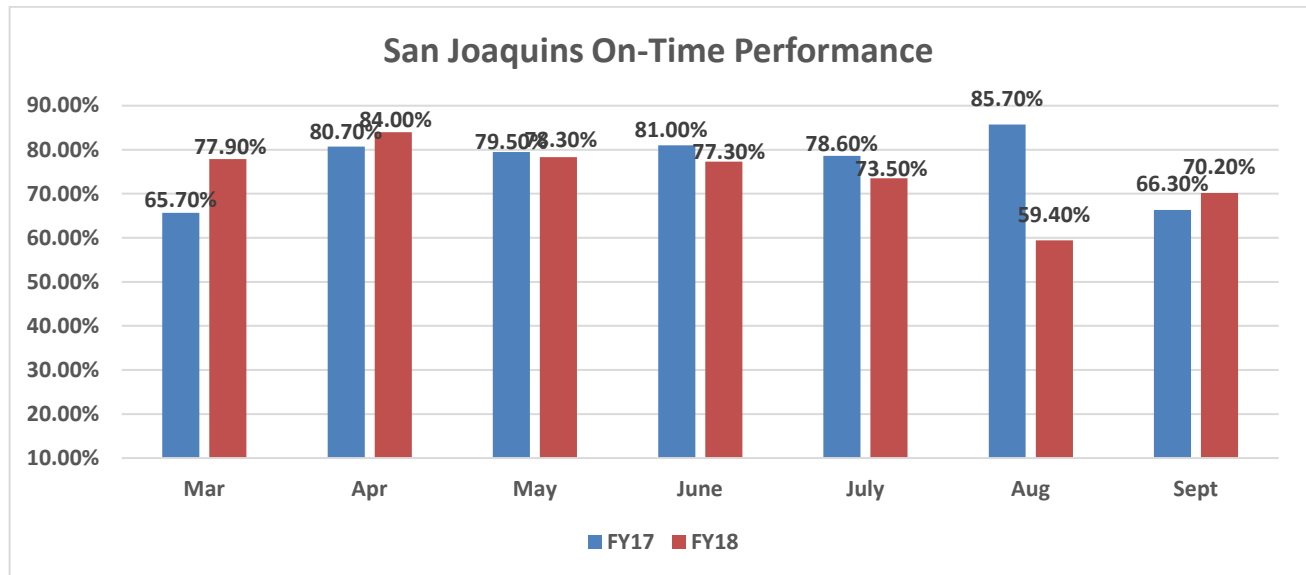
INFORMATION

San Joaquins Operations Update

Positive Train Control:

On-Board PTC equipment has been installed on the Northern California fleet F59 and Charger Locomotives. The Northern CA fleet has been commissioned and is in revenue service on the BNSF railroad. We anticipate starting service on the UPRR within the next week.

On-Time Performance:



On-Time Performance has been down the past five months (May – Sept) as compared to last year. The main reasons for the drop in OTP is due to vehicle strikes, trespasser strikes, police activity, fires, mechanical and interference with other trains.

The San Joaquins' FY18 On-Time Performance (OTP) for October 2017 through September 17, 2018, is 77.7%, this has been the San Joaquins lowest OTP in many years. Staff is currently working with Amtrak and Host Railroads to make changes to our current schedule.

The chart below provides an overview of the San Joaquins OTP compared to the two other State supported services for the current fiscal year (October through September 17, 2018):

Service	FY18
San Joaquins	77.7%
Capitol Corridor	89.9%
Pacific Surfliner	77.1%

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 2.5

INFORMATION

Administrative Items

Media Stories:

Attached are a few articles. Links are provided below.

“Valley Leaders Take Issues To Washington” – Escalon

Times: <https://www.escalontimes.com/news/valley-leaders-take-issues-washington/>

Avoidable, preventable train collisions focus of rail safety month” – Stockton

Record: <https://www.recordnet.com/news/20180829/avoidable-preventable-train-collisions-focus-of-rail-safety-month>

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Valley Leaders Take Issues To Washington

Updated: Sept. 12, 2018, 9:45 a.m.

This week, San Joaquin County Supervisor Chuck Winn and City of Stockton Vice Mayor Elbert Holman are joining elected officials from all eight San Joaquin Valley counties to meet with White House officials and key federal legislators during the annual “Valley Voice” advocacy trip to Washington D.C.

The delegation traveling to the nation’s capital is known as the San Joaquin Valley Regional Planning Agencies Policy Council, and represents the boards of each metropolitan planning organization (such as San Joaquin Council Of Governments), and the San Joaquin Valley Air Pollution Control District.

The Regional Policy Council is advocating for major federal investments to the highway system, increased funding for air quality initiatives, passenger rail improvements, and additional policy requests. This week’s advocacy trip, led by City of Woodlake Mayor Rudy Mendoza, the chair of the policy council, formally kicks off on Wednesday morning in a meeting with Rep. Devin Nunes, R-Visalia and ends Thursday afternoon, Sept. 13 at the Department of Transportation.

“Transportation is changing rapidly in California and throughout the nation. It is imperative that we share our priorities and concerns with Congress, our representatives, and the administration as they develop their plans for the future,” San Joaquin County Supervisor and Policy Council Vice Chair Chuck Winn said. “Joining together, we provide a stronger message.”

All told, the group of about 30 elected officials and associated staff members have scheduled meetings with the White House Office of Intergovernmental Affairs; Senators Feinstein and Harris; House Majority Leader McCarthy; Congressmen Costa, Denham, McNerney, Nunes, and Valadao; the Department of Transportation (DOT); and the US Department of Agriculture.

This year, continued development and expansion of the San Joaquin’s rail service is high on the list of priorities as is Highway 99 development and goods movement. The officials also want federal agencies to support administrative and legislative policy changes that enhance transportation planning in the region.

“Having an adequate transportation system to support a multibillion dollar Ag industry, along with being able to comply with the clean air act and support a rapidly growing population, is essential in the San Joaquin Valley,” stated City of Stockton Vice Mayor Elbert Holman. “Working together with the other members of the Policy Council sends a strong message of collaboration that is needed in order to be successful.”

More information, including highlights of the funding, policy, and legislative requests and the full delegation for Valley Voice 2018, can be found at www.sjcog.org/valleyvoice.

San Joaquin Council of Governments is a joint powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The agency serves as the federally-designated metropolitan planning organization, the state-designated regional transportation planning agency, the implementing agency for the habitat conservation program, the local transportation authority (overseeing Measure K, the local half-cent transportation sales tax), and as a technical resource for the San Joaquin region.

Link to Article: <https://www.escalontimes.com/news/valley-leaders-take-issues-washington/>

Avoidable, preventable train collisions focus of rail safety month

By Roger Phillips

Posted Aug 29, 2018 at 6:01 PM

Updated Aug 29, 2018 at 6:02 PM

STOCKTON — Sometimes it happens because an individual is obliviously chatting on their phone or writing a text message.

Sometimes it happens because the loud music blaring through the headphones is captivating to the exclusion of all else in the immediate environment.

And sometimes it happens because a motorist or bicyclist is in a hurry and tries to rush across railroad tracks even though the crossing gate has been lowered and a train is coming down the line.

“These are (accidents) that are avoidable and preventable,” said Nancy Sheehan, the state coordinator of Operation Lifesaver California, a program spreading the message that train-vs.-person accidents can be reduced if people simply pay attention and are in a little bit less of a hurry.

The message — coming just before September, which is Rail Safety Month in California — was drummed home Wednesday morning in Stockton. Sheehan, along with other state and local officials, held a brief event at the Robert J. Cabral Station on the east edge of downtown aimed at highlighting the problem.

“We have experienced an unprecedented number of incidents at rail crossings and at the railroads’ right-of-way,” said James Jordan, regional administrator of the Federal Railroad Administration. “It’s a sad fact that grade-crossing collisions are on the rise nationally and the number of fatalities resulting from these accidents in the state is steadily increasing.”

Sheehan provided statewide and San Joaquin County statistics from the recent past.

Statewide, there were 114 deaths and 89 injuries of railroad trespassers in 2017. There were 38 rail-crossing fatalities and 58 injuries the same year. Over the past five years, 623 people have been killed and another 620 have been injured in rail-related incidents in California.

San Joaquin County is one of the most affected localities in California, which itself had the most casualties in the United States in 2017. The county has suffered 21 fatalities and 130 injuries in the past five years. Annually, San Joaquin County ranks from fourth to eighth among all counties in terms of the most rail accidents in California.

The increasing prevalence of homeless encampments near train tracks is a significant contributor to the problem, according to Sheehan. And the statistics do not include the suicides that take place on train tracks, said Sheehan, who added that raising the public’s awareness of the problem is the best way to improve the troubling statistics.

“We have a lot of train tracks and so many distractions,” Sheehan said. “We are a very distracted society. It’s more than just (California’s large) population. It’s about people being in a rush and trying to beat the train. That’s always a losing proposition.”

Link to Article: <https://www.recordnet.com/news/20180829/avoidable-preventable-train-collisions-focus-of-rail-safety-month>

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 2.6

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for Continuing the Marketing Campaign for the Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed \$173,012.99 from July 1, 2018- the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement

Background:

As identified in the SJJPA's approved 2017 SJJPA Business Plan Update, a key to the success of the Sacramento Morning Express Service is the ability to market and advertise the new service. In the 2017 SJJPA Business Plan Update, SJJPA requested and received approval for \$500,000 to engage in this activity. On September 22, 2017 the Marketing Campaign for the Sacramento Morning Express Services contract was awarded to Jeffrey Scott Agency.

The Marketing Campaign for the Sacramento Morning Express contract was designed in three phases:

- Phase #1: Pre-Campaign Data Gathering: Before launching an advertising effort, relevant data will be analyzed, new data acquired, and benchmarks developed to prepare an effective and measurable advertising campaign. This phase was used to develop sufficient measurables for both the effectiveness of the campaign and the effectiveness of the 'Sacramento Morning Express Service'. Effective pre-campaign data was collected that can be re-measured and analyzed post campaign.
- Phase #2: Advertising Campaign: The design and methodology of the Advertising Campaign took queues from the acquired/analyzed data from 'Phase 1' in both messaging and budget allocation across media markets and channels. A focus of the campaign is business travelers both daily travelers and frequent business travelers. Secondly, the campaign will address the leisure profile which currently makes up nearly 90% of the San Joaquins ridership. Messaging and creative strategies were developed for both rider profiles and deployment methodologies may differ.

- Phase #3: Post-Campaign Evaluation: Based on the Pre-Campaign evaluation and benchmark exercise, post-campaign data will be gathered and analyzed to evaluate both the effectiveness of the “Advertising Campaign” and the service itself.

At the November 17, 2017 Board Meeting, the board was made aware that the initiation date for the Sacramento Morning Express Service which was originally scheduled for January 8, 2018 would be delayed to a later date due to an extensive capitalized maintenance project between Stockton and Fresno. This work was scheduled to begin on January 15, 2018 and took approximately 6 to 8 weeks to complete. As a result of the delay in the start of the service and the subsequent need to delay the start of certain portions within the scope of work for the Sacramento Morning Express campaign, only Phase #1 was entirely completed in FY17/18 while Phase #2 was approximately 80% completed. Phase #3 also remains to be completed.

With the funds approved for FY17/18, it is required that the unused funds be carried over to FY18/19 to complete the scope of work. SJJPA Staff requested approval from Caltrans in August 2018 once the final invoices for FY17/18 were received and an exact remaining amount was available. Caltrans has approved the use of the remaining balance for this scope of work to be utilized to complete the campaign for the Sacramento Morning Express Service.

Fiscal Impact:

There are currently sufficient funds in the SJJPA Marketing Budget to continue the scope of services. At a future date a budget amendment encompassing the Morning Express and additional Marketing carryover funds from FY17/18 will be brought to the Board for approval.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for Continuing the Marketing Campaign for the Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed \$173,012.99 from July 1, 2018- the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement

SJJPA RESOLUTION NO. 18/19-_____

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING AN AGREEMENT FOR CONTINUING THE MARKETING CAMPAIGN FOR THE SACRAMENTO MORNING EXPRESS SERVICE TO JEFFREY SCOTT AGENCY FOR AN AMOUNT NOT-TO-EXCEED \$173,012.99 FROM JULY 1, 2018- THE PROJECTS COMPLETION, AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT

WHEREAS, the Governing Board of the San Joaquin Joint Powers Authority (SJJPA) desires to proceed with the approved Marketing Campaign for the Sacramento Morning Express Agreement (collectively the “Agreement”);

WHEREAS, the approved 2017 SJJPA Business Plan Update identifies the need for a Marketing Campaign for the Sacramento Morning Express Service;

WHEREAS, on September 22, 2017 the Marketing Campaign for the Sacramento Morning Express Services Agreement was awarded to Jeffrey Scott Agency;

WHEREAS, at the end of FY17/18 the original scope of services was uncompleted due to the delay in the launch of the Morning Express service;

WHEREAS, SJJPA received approval from Caltrans to carryover the remaining funds for the contract to FY18/19;

WHEREAS, SJJPA finds it desirable to complete the scope of services by entering into an agreement with Jeffrey Scott Agency since the original contract expired in FY17/18; and

NOW THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for Continuing the Marketing Campaign for the Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed \$173,012.99 from July 1, 2018- the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement

PASSED AND ADOPTED by the SJJPA on this 28th day of September, 2018, 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

September 28, 2018

STAFF REPORT

Item 4

INFORMATION

Presentation by Kern Council of Governments on Bakersfield Station Parking Improvements

Bob Snoddy, Regional Planner with Kern Council of Governments will give a presentation on Bakersfield Station Improvements.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with the Union Pacific Railroad for Capital Improvements Associated with Positive Train Control over the Trackage which the San Joaquins Intercity Service Operates in the amount of \$1,301,969 and Authorizing and Directing the Executive Director to Execute All Necessary Documents

Background:

Following a commuter railroad accident in Chatsworth, California on September 12, 2008, Congress passed the Rail Safety Improvement Act of 2008 (the “**2008 Act**”). Among other things, the 2008 Act requires the implementation of positive train control (“**PTC**”) on all railroad routes that meet certain criteria. PTC uses communication-based/processor-based train control technology to prevent train-to-train collisions, overspeed events, incursions into established work zone limits, and incorrect movements of a train through a switch onto parallel tracks.

This agreement with the Union Pacific Railroad is for PTC Capital Improvements to allow the San Joaquins to continue operating after December 31, 2018 and is for expenses on segments where the San Joaquins operate. The contribution to the capital projects of \$1,301,969 was derived as a percentage of usage of all services both freight and passenger train miles, including UP and other passenger tenants on the Port Chicago to Oakland and Stockton to Sacramento corridors. As a note, the approach in calculating the contribution is the same approach used to calculate the Capitol Corridor’s and Altamont Corridor Express PTC contributions.

Additionally, prior to SJJPA taking oversight of the San Joaquins Service, Caltrans entered into an agreement with the BNSF for PTC Capital Improvements which have been completed.

Fiscal Impact:

Funding for the SJJPA/UPRR PTC Capital Improvements is included in the SJRRC/ACE/SJJPA 2018/2019 fiscal year Capital Budget in the Positive Train Control line and in the Capital Budget.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with the Union Pacific Railroad for Capital Improvements Associated with Positive Train Control Over the Trackage which the San

Joaquins Intercity Service Operates in the Amount of \$1,301,969 and Authorizing and Directing the Executive Director to Execute All Necessary Documents

SJJPA RESOLUTION NO. 18/19-_____

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AN AGREEMENT WITH THE UNION PACIFIC RAILROAD FOR CAPITAL IMPROVEMENTS ASSOCIATED WITH POSITIVE TRAIN CONTROL OVER THE TRACKAGE WHICH THE SAN JOAQUINS INTERCITY SERVICE OPERATES IN THE AMOUNT OF \$1,301,969 AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ALL NECESSARY DOCUMENTS

WHEREAS, this SJPPA is the Managing Agency for the San Joaquins Intercity Passenger Rail Service which operates over the Union Pacific Railroad (UPRR);

WHEREAS, Capital Improvements for Positive Train Control on the UPRR line along the San Joaquin corridor are required to continue the intercity service;

WHEREAS, UPRR has identified The San Joaquins services share of the costs associated with the Positive Train Control Capital Improvements and the required modifications to the existing Union Pacific Railroad infrastructure;

WHEREAS, the Approved 2017/2018 San Joaquins Business Plan identifies funding for Positive Train Control Capital Improvements on the UPRR right-of way and is included in the Fiscal Year 2018/2019 ACE/SJRRC/SJJPA Capital Budget;

WHEREAS, funding for the Capital Improvements have been identified and included in the State of California Public Transportation Account for this project, and

NOW THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with the Union Pacific Railroad for Capital Improvements Associated with Positive Train Control Over the Trackage which the San Joaquins Intercity Service Operates in the Amount of \$1,301,969 and Authorizing Directing the Executive Director to Execute All Necessary Documents

PASSED AND ADOPTED by the SJJPA on this 28th day of September, 2018, 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

September 28, 2018

STAFF REPORT

Item 6

INFORMATION/ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Make Changes Related to Fare Normalization and Revenue Management for Holiday Reserved Service

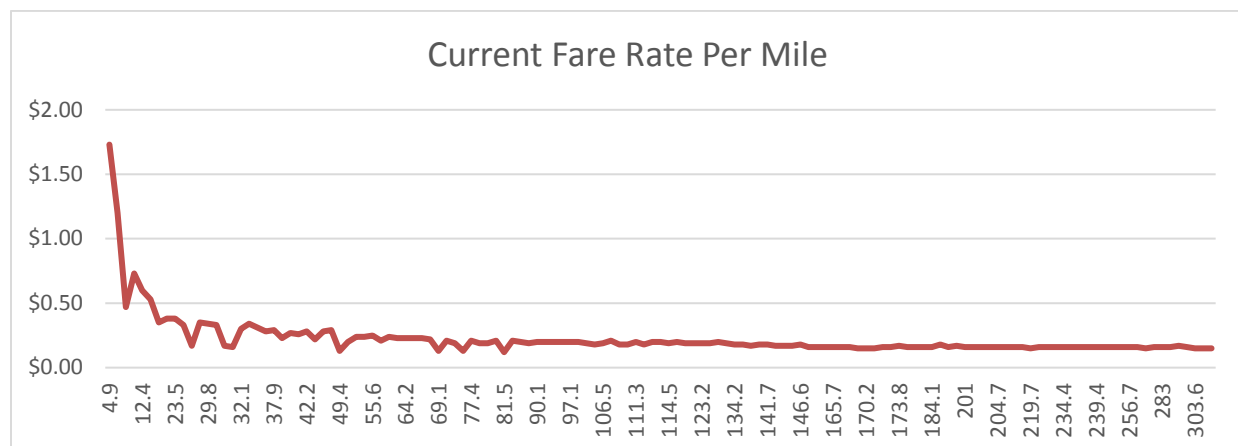
Background

At the March 23, 2018 SJJPA Board Meeting, the board took action to change the San Joaquins fare structure to eliminate Reserve Ticketing (with the exception of holidays and other peak travel periods) and eliminate Revenue Management. This action was taken to more equitably treat all riders including riders needing to purchase tickets in stations. These riders were more adversely affected by the reserve ticketing policy. This action put the San Joaquins fare policy more in line with other two state intercity corridors (Capitol Corridor and Pacific Surfliner). As a part of the fare policy change, staff recommended analyzing the current fare structure due to initial analysis showing anomalies in the fare grid.

Current Fare Grid Analysis

Analysis of the current fare grid shows a large degree of variability when analyzing station pair fares using a fare rate per mile calculation. This fare rate per mile variability is particularly apparent in the shorter mileage trips (approximately 5 – 80 miles) – See Figure 1.

Figure 1



When looking at the grid as a whole, there does not seem to be a unifying methodology to structure the fares. See 'Attachment A' for more detailed results of the analysis. 'Attachment A' bands the train station pairs by similar trip lengths.

It is recommended that the fares be "normalized" in a fare rate per mile methodology to ensure an equitable fare structure throughout the corridor. This normalization process will structure the fare grid in such a way to benefit the San Joaquins Service revenue and provide a more stable platform for discounts and future fare increases.

During this process, staff made two important discoveries that required alterations to the project's methodology:

- 1) Part of the rate per mile variability in the 5 – 80 mile range appears to incentivize some shorter mileage trips including but not limited to station pairs: Hanford/Fresno, Stockton/Antioch, and Wasco/Bakersfield. Perhaps this is due to San Joaquin Valley riders utilizing the service as a form of public transportation.
- 2) Fares to/from Stockton San Joaquin St. Station are consistently lower than other station pairs of similar length. For a number of years, Stockton San Joaquin St. has had significantly lower fares than other stations, especially fares from San Joaquin St. into the Bay Area. This was due to Stockton being the last major city in the San Joaquin Valley before the trains moved into the East Bay. The fares were lowered to encourage ridership because capacity was available on the San Joaquins and it was thought that lower fares would help encourage lower income travelers to ride the service.

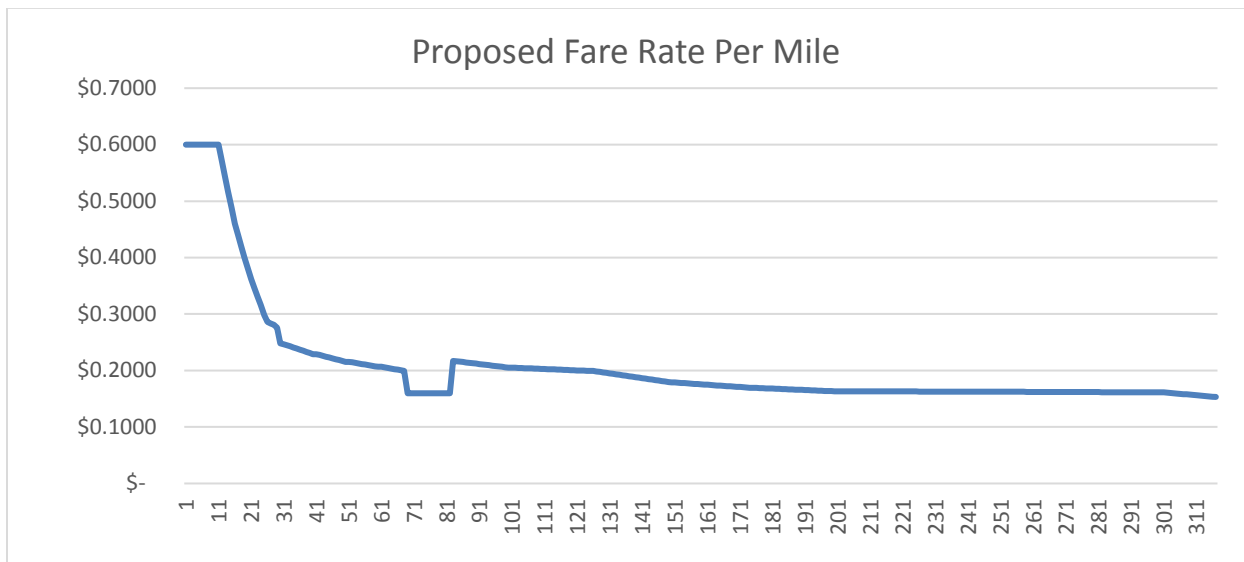
Fare Grid Normalization

With some guidance from Amtrak and LOSSAN JPA which just completed a similar normalization process, staff is recommending a new fare grid that unifies the fares under a fare rate per mile methodology with fare rate per mile descending the longer the trip length. The normalization project sought to unify the grid while making the least amount of changes to the grid as possible to reduce the effect on current ridership. This project's first focus was the train fare grid. A similar methodology will be employed to analyze and normalize the thruway bus fare grids.

When formulating the proposed fare rate per mile methodology, creating a unified methodology for both shorter and longer trips caused the shorter trips to spike resulting in much higher fares than currently offered on the San Joaquins. To keep the shorter trip fares from spiking, it is recommended to apply a separate fare rate per mile methodology for short trips and longer trips. Even with this methodology, there are still some fares that will receive greater increases due to their historically low fares including but not limited to Hanford/Fresno and Stockton/Antioch. In Figure 2 below, this is represented in the spike at 80 miles.

Additionally, to not unduly raise fares to/from Stockton San Joaquin St., a slight accommodation is recommended in the grid. This accommodation can be seen in the leveling off the proposed fare rate per mile from 70 – 80 miles in Figure 2. Even with this accommodation, Stockton San Joaquin St. is proposed to receive an average 8% increase overall and an average 28% increase for its Bay Area pairs. If this grid is adopted, the treatment of San Joaquin St. could be readdressed during future fare considerations.

Figure 2



Normalization Effects on Revenue

San Joaquin's revenue has been trending downward when compared to the previous fiscal year. If the proposed fare rate per mile methodology is adopted, the fare normalization will have a positive effect on revenue by some station pairs receiving slight fare increases. With an analysis of the top 96 FY17 train station pairs which accounted for approximately 50% of ridership, the revenue effect was a 5% increase in revenue. 'Table 1' below shows the 'Top 20 Train Station Pairs' and how the proposed fare rate per mile would affect the fares.

Table 1

Top 20 Train Station Pairs					
True O/D Pair	FY17 Ridership	Current Fare	Proposed Fare	% Change	One-Way Fare with Monthly Pass
FNO-HNF	63,103	\$ 5.00	\$ 7.50	50%	\$3.75
FNO-SAC	37,879	\$ 27.00	\$ 29.50	9%	\$14.75
OKJ-SKN	26,445	\$ 10.00	\$ 13.25	33%	\$6.75
BFD-FNO	22,459	\$ 22.00	\$ 22.50	2%	\$11.25
RIC-SKN	17,470	\$ 9.00	\$ 11.25	25%	\$5.75
BFD-SAC	16,963	\$ 45.00	\$ 46.00	2%	\$23.00
FNO-RIC	14,412	\$ 30.00	\$ 31.75	6%	\$16.00
FNO-OKJ	14,382	\$ 33.00	\$ 33.50	2%	\$16.75
FNO-MTZ	13,646	\$ 28.00	\$ 29.50	5%	\$14.75
COC-HNF	13,257	\$ 9.00	\$ 7.50	-17%	\$3.75
FNO-MCD	12,200	\$ 14.00	\$ 12.25	-13%	\$6.25
FNO-MOD	12,141	\$ 19.00	\$ 19.75	4%	\$10.00
HNF-SAC	12,091	\$ 32.00	\$ 33.00	3%	\$16.50
ACA-SKN	11,025	\$ 5.00	\$ 7.75	55%	\$4.00
FNO-SKN	10,887	\$ 24.00	\$ 24.75	3%	\$12.50
EMY-FNO	10,840	\$ 33.00	\$ 32.75	-1%	\$16.50
EMY-SKN	9,961	\$ 10.00	\$ 12.50	25%	\$6.25
MOD-SAC	9,954	\$ 15.00	\$ 12.50	-17%	\$6.25
MCD-SAC	9,496	\$ 23.00	\$ 23.25	1%	\$11.75

The large majority of the fare increases are fairly minimal and do not exceed the second fare bucket under the previous revenue management system. Due to the modest nature of the increase, it is not expected that it should have a significant effect on ridership. Additionally, when compared to the Pacific Surfliner and Capitol Corridor, the San Joaquins would still hold the lowest fare rate per mile by over 25% in most cases which is important due to the San Joaquins ridership being less economically advantaged.

Staff has reviewed the proposed fare rate per mile methodology and how new stations in the Valley Rail Program would be affected. Staff took the proposed station locations and generated the potential fares based on the proposed fare rate per mile. The review included comparing potential future fares on the San Joaquins to competing services like BART and SacRT. When utilizing a 'Monthly Pass', the new fare rate per mile methodology allows the San Joaquins to be a competitive option.

Normalization Roll-Out

Staff will work internally and with Amtrak to finalize the fare rate per mile which may incur small changes based on feedback. If adopted, staff recommends a phased approach to the implementation of the grid. The phased approach would help temper ridership concerns with some fare increases. Staff recommends implementation over an 18-month period with 25% incremental changes to the fares.

Fare Grid Implementation Schedule	
Date of Change	% Change
October 2018	25%
April 2019	25%
October 2019	25%
April 2020	25%

As a part of the roll-out, Multi-Ride tickets will be adjusted to a unified 50% discount for monthly passes (assuming a 20-day usage rate or 40-trips per ticket) and 30% discount for 10-Rides. It is also recommended to create a new 6-Ride ticket for students-only which has been a successful program on other Amtrak operated routes.

In conjunction with the normalization roll-out, staff recommends that the San Joaquins have the ability to open an additional fare bucket during the holidays when it is reserved. This fare bucket would allow the San Joaquins to take advantage of the revenue opportunity of reserved service during high capacity traveling seasons.

Fiscal Impact:

There is no cost to change the fare grid. This change is projected to have a positive impact on San Joaquins revenue due to the small increase in a majority of the fares.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Make Changes Related to Fare Normalization and Revenue Management for Holiday Reserved Service

Attachment A

Trips 0 - 10 miles			Trips 10 - 20 miles			Trips 21 - 30 miles			Trips 31 - 40 miles			Trips 41 - 50 miles		
Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair
4.9	\$1.73	OKJ-EMY	11.7	\$0.47	TRK-MOD	23.5	\$0.38	MCD-TRK	32.1	\$0.30	MTZ-OAK	41.5	\$0.27	SKT-TRK
7.5	\$1.20	RIC-EMY	12.4	\$0.73	RIC-OKJ	26	\$0.33	FNO-MDR	32.1	\$0.34	MDR-MCD	41.6	\$0.26	SKN-TRK
			12.4	\$0.60	SKT-LOD	26.3	\$0.17	BFD-WAC	35.2	\$0.31	MCD-MOD	42.2	\$0.28	MOD-LOD
			16.9	\$0.53	COC-HNF	27.2	\$0.35	MTZ-EMY	36.2	\$0.28	LOD-SAC	45.9	\$0.22	ACA-EMY
			18.7	\$0.35	ACA-MTZ	29.8	\$0.34	MOD-SKT	37.9	\$0.29	WAC-COC	47.1	\$0.28	COC-FNO
			19.7	\$0.38	MTZ-RIC	29.9	\$0.33	MOD-SKN	38.4	\$0.23	ACA-RIC	48.6	\$0.29	SKT-SAC
						30.2	\$0.17	HNF-FNO				49.4	\$0.13	SKN-MTZ
						30.7	\$0.16	SKN-ACA				50.8	\$0.20	ACA-OKJ

Attachment A

Trips 51 - 75 miles			Trips 76 - 100 miles			Trips 101 - 150 miles			Trips 150 - 201 miles			Trips 201 - 320 miles		
Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair	Trip Miles	Cost Per Mile	Station Pair
53.9	\$0.24	LOD-TRK	76.6	\$0.13	SKN-EMY	105.2	\$0.18	COC-MCD	153.3	\$0.16	HNF-SKT	201	\$0.16	COC-ACA
54.8	\$0.24	WAC-HNF	77.4	\$0.21	MCD-LOD	106.5	\$0.19	MOD-EMY	153.4	\$0.16	HNF-SKN	201.9	\$0.16	HNF-SAC
55.6	\$0.25	MDR-TRK	78.4	\$0.19	MOD-SAC	109.5	\$0.21	MDR-LOD	153.9	\$0.16	FNO-ACA	202.8	\$0.16	HNF-MTZ
56.2	\$0.21	HNF-MDR	79.3	\$0.19	MOD-MTZ	110.7	\$0.18	TRK-RIC	165.7	\$0.16	HNF-LOD	204.6	\$0.16	BFD-MOD
58.1	\$0.24	FNO-MCD	81.1	\$0.21	BFD-HNF	111	\$0.18	WAC-MDR	166.3	\$0.16	MDR-RIC	204.7	\$0.16	FNO-OKJ
60.6	\$0.23	MOD-ACA	81.5	\$0.12	SKN-OKJ	111.3	\$0.20	BFD-FNO	166.6	\$0.16	WAC-TRK	208.1	\$0.16	WAC-SKT
64.2	\$0.23	BFD-COC	81.6	\$0.21	FNO-TRK	111.4	\$0.18	MOD-OKJ	169.4	\$0.15	BFD-MCD	208.2	\$0.16	WAC-SKN
65	\$0.23	MCD-SKT	85	\$0.20	WAC-FNO	111.8	\$0.20	HNF-TRK	170.2	\$0.15	COC-SKT	218.8	\$0.16	COC-SAC
65.1	\$0.23	MCD-SKN	88.3	\$0.19	HNF-MCD	113.6	\$0.20	MCD-SAC	170.3	\$0.15	COC-SKN	219.7	\$0.15	COC-MTZ
67.3	\$0.22	MDR-MOD	90.1	\$0.20	TRK-SAC	114.5	\$0.19	MCD-MTZ	171.7	\$0.16	FNO-SAC	220.5	\$0.16	WAC-LOD
69.1	\$0.13	SKN-RIC	91	\$0.20	TRK-MTZ	118.2	\$0.20	TRK-EMY	172.6	\$0.16	FNO-MTZ	222.5	\$0.16	HNF-RIC
72.3	\$0.21	TRK-ACA	93.3	\$0.20	FNO-MOD	123.1	\$0.19	FNO-SKT	173.8	\$0.17	MDR-EMY	230	\$0.16	HNF-EMY
73.1	\$0.19	COC-MDR	95.8	\$0.20	MCD-ACA	123.1	\$0.19	TRK-OKJ	178.3	\$0.16	WAC-MOD	234.4	\$0.16	BFD-SKT
			97.1	\$0.20	MDR-SKT	123.2	\$0.19	FNO-SKN	178.7	\$0.16	MDR-OKJ	234.5	\$0.16	BFD-SKN
			97.2	\$0.20	MDR-SKN	123.5	\$0.19	HNF-MOD	182.6	\$0.16	COC-LOD	234.9	\$0.16	HNF-OKJ
			99	\$0.19	MOD-RIC	127.9	\$0.20	MDR-ACA	184.1	\$0.16	HNF-ACA	238.9	\$0.16	WAC-ACA
						128.7	\$0.19	COC-TRK	192.3	\$0.18	FNO-RIC	239.4	\$0.16	COC-RIC
						134.2	\$0.18	MCD-RIC	192.9	\$0.16	BFD-TRK	246.8	\$0.16	BFD-LOD
						135.5	\$0.18	FNO-LOD	199.8	\$0.17	FNO-EMY	246.9	\$0.16	COC-EMY
						137.3	\$0.17	BFD-MDR				251.8	\$0.16	COC-OKJ
						140.4	\$0.18	COC-MOD				256.7	\$0.16	WAC-SAC
						141.7	\$0.18	MCD-EMY				257.6	\$0.16	WAC-MTZ
						143.1	\$0.17	WAC-MCD				265.2	\$0.15	BFD-ACA
						145.7	\$0.17	MDR-SAC				277.3	\$0.16	WAC-RIC
						146.6	\$0.17	MDR-MTZ				283	\$0.16	BFD-SAC
						146.6	\$0.18	MCD-OKJ				283.9	\$0.16	BFD-MTZ
												284.8	\$0.17	WAC-EMY
												289.7	\$0.16	WAC-OKJ
												303.6	\$0.15	BFD-RIC
												311.1	\$0.15	BFD-EMY
												316	\$0.15	BFD-OKJ

SJJPA RESOLUTION NO. 18/19-_____

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO MAKE CHANGES RELATED TO FARE NORMALIZATION AND REVENUE MANAGEMENT FOR HOLIDAY RESERVED SERVICE

WHEREAS, the San Joaquin Joint Powers Authority (SJJPA) manages and administers the San Joaquins Intercity Rail Service;

WHEREAS, SJJPA is responsible for oversight of the San Joaquin Intercity Rail Service, including the establishment of fares in accordance with the Interagency Transfer Agreement between the State of California Department of Transportation and SJJPA;

WHEREAS, Appendix K, Section 2 of said Interagency Transfer Agreement requires SJJPA Board approval of any changes to the Fare Policy of the San Joaquins Intercity Rail Service;

WHEREAS, the National Railroad Passenger Corporation (Amtrak) is the operator of the San Joaquin Intercity Rail Service;

WHEREAS, in its duties as service operator, Amtrak provides fare management and ticket sales services for the San Joaquins;

WHEREAS, the fares for the San Joaquins are not uniform across the corridor;

WHEREAS, the fares for the San Joaquins can be normalized to provide better equity across the corridor and improve revenue;

WHEREAS, the SJJPA will adjust the Multi-Ride tickets offered on the San Joaquins in accordance with the fare normalization;

WHEREAS, the SJJPA will create a new 6-Ride ticket for students which has been a successful program on other Amtrak operated routes;

WHEREAS, on March 23, 2018, SJJPA approved when necessary reserved service for Holidays for the San Joaquins;

WHEREAS, reserved service constitutes and opportunity for revenue management to positively affect revenue; and

NOW THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to make

changes related to Fare Normalization and Revenue Management for Holiday Reserved Service.

PASSED AND ADOPTED by the SJJPA on this 28nd day of September, 2018, 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

September 28th, 2018

STAFF REPORT

Item 7

INFORMATION

San Joaquins Schedule Update

Background:

Staff is currently working with Amtrak, BNSF and Deutsche Bahn Engineering and Consulting to make some changes to the current train schedule.

- Extend Train 1701 to start in Bakersfield for weekend service (currently runs Fresno to Sacramento on weekends)
- Extend last Train 718 out of Oakland to Bakersfield daily (currently ends in Fresno)
- Adjust Train 701 departure time to 4:55 am from Fresno (current departure time is 4:25 am)
- Continue to work with Amtrak to fine tune schedules and achieve goal of reducing run time from Bakersfield to Oakland to under 6 hours.

Staff is working to have this schedule change completed by mid-November. These schedule changes are consistent with the Action taken by the SJJPA Board at the July 27th, 2018 SJJPA Board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 8

INFORMATION

Valley Rail Update Project Matrix

Attached to this staff report is a project matrix developed as a project management communication tool to provide updates on the current delivery status of projects associated with the Valley Rail Program. For these projects, SJJPA is the managing agency and is responsible to ensure the successful delivery of the projects identified. Please see project notes section on the spread sheet for related information.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Program Name	Project	Project Description	Environmental Development	Specifications, and Estimates	Right of Way	Begin Construction	Overall Project Budget	Comments / Current Status	Project Manager	Grants Manager
Positive Train Control (PTC)	PTC	Install PTC on UPRR				Jun-18	\$ 1,302,000	Expected to complete by December 2018	Schmidt	Peterson
Valley Rail - SJJPA Only	Fresno Layover Facility	Construction of the Permanent Layover Facility in Fresno	In Progress TBD CEQA - Sacramento Extension - ED			Anticipated 2021	\$ 15,865,704	CEQA Environmental Document in progress, expected March 2019	Sheridan	Peterson
Valley Rail - SJJPA Only	Madera Station	Construction of a new Station in Madera	Planning In Progress				\$ 26,676,411		Leavitt	Peterson
Valley Rail - SJJPA Only	Oakley Station	Construction of a new Station Platform in Oakley	CEQA - Notice of Exemption	In Progress TBD		Anticipated 2020	\$ 8,623,356	Preliminary Engineering	Sheridan	Peterson
Valley Rail - SJJPA Only	Network Integration	Integration among the California Services					\$ 1,000,000		Sheridan	Peterson
Valley Rail - SJJPA Only	BNSF Speed Restriction Reduction	eliminate the speed restriction in Kern County					\$ 20,000,000		Sheridan	Peterson
Station and Transportation Projects	Passenger Information Displays	Installation of Passenger Displays at Stations	Completed	In Progress TBD		Anticipated 2019	\$ 1,000,000	Meetings underway with JPAs	Chapa	Peterson
Station and Transportation Projects	Merced Parking Expansion	Construction of +/-100 Space Parking Lot					\$ 900,000		Sheridan	Peterson
California Passenger Information Display System	CALPIDS	Installation of Passenger Displays at Stations					\$ 612,716		Chapa	Peterson
Mid-Corridor Layover Facility	Temporary Fresno Layover Facility	Construction of Temporary Layover Facility in Fresno	Completed	Completed	N/A	In Progress Completed Anticipated September 2018	\$ 1,750,000	Work is underway, expected completion September 2018	Sheridan	Peterson

SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 9

INFORMATION

Hispanic Outreach Update

Background:

Part of the SJJPA Marketing & Outreach Plan is reaching out to minority, and non-English-speaking constituencies along the San Joaquin Corridor. With Hispanics comprising 37% of the 11-county corridor, but only 27% of San Joaquin's ridership, a concerted effort is being made to tailor outreach strategies, providing promotional materials in Spanish, and utilizing informational outlets that reach the Hispanic Community. The grassroots approach of the Business Plan calls for SJJPA to identify and address minority, and non-English-speaking constituencies including Hispanics throughout the San Joaquin Corridor that are underserved or lacking information. Staff and consultants value the Hispanic Community and are pursuing direct person-to-person contact through the utilization of outreach representatives – team members who live and are active in the community through which the train travels.

Hispanic Marketing and Outreach Update:

Activities that have shown to be fruitful avenues of engagement in this component of the Marketing Plan have been Large Event Tabling, Postcard Program, Hispanic Stakeholder Engagement, and Hispanic Advertising and Social Media.

Large Event Tabling – Large event tabling is a key grassroots initiative to meet current and potential riders in the Hispanic Community. SJJPA staff and Outreach Teams are continually tabling at events in the corridor to hand out service information, educate potential riders on the service, promote discounts, provide train safety information, and listen to the community's feedback on the service. Event tabling is an important strategy for reaching Hispanic and disadvantaged communities, allowing staff and Outreach Teams to meet these communities in their contexts with materials adapted in their language. Additionally, Outreach Teams employ or contract bilingual service ambassadors for SJJPA. (See Attachment A for a list of recent events)

Postcard Program – SJJPA's Sacramento Region marketing consultant, KP Public Affairs, developed and distributed Spanish language service and discount informational

postcards to Hispanic Markets throughout the Sacramento Region. These postcards were placed in the shopping bags of customers. These postcard drops are inexpensive to reach communities where they are without incurring undue labor hours. This program also offered the opportunity to table outside of these markets after the postcards had been employed for a period of time to make direct contact with customers. (See Attachment B for List of Markets and Copy of the Postcard)

Stakeholder Engagement – Local, committed stakeholders are vital to promote the service, improve local presence, and activate communities to ride the train. Stakeholder education meetings and presentations are a key component to the grassroots marketing efforts. Key stakeholder group outreach is a component of both the Outreach Team contracts as well as staff priorities. There are several key stakeholder groups related to SJJPA's Hispanic Outreach including: Hispanic Chambers of Commerce, Community Based Organizations that connect directly to the Hispanic community, Latino-based agencies, and university multi-cultural clubs within the corridor that are an essential component of awareness and messaging multiplication.

In many ways, local media partners are stakeholders in the San Joaquin Corridor. SJJPA staff and Outreach Teams are engaging with Hispanic and Spanish language media to cover train travel and try the train themselves.

Advertising & Social Media – SJJPA has focused Spanish language advertising efforts during peak campaigns, primarily using Spanish radio which is a proven conduit into the Hispanic community. Print media is also being used. In addition to engaging in Spanish language advertising, SJJPA ensures that its English language campaigns include a diverse representation of demographics including the Hispanic demographic. (See Attachment C for Spanish Language Ads)

SJJPA posts Spanish Language content on its social media channels. It also receives Spanish comments and questions which are responded to in language. (See Attachment D for Examples of Spanish Language Posts)

New and Continuing Strategies:

A new component to the near-term strategy for Hispanic Outreach will be data gathering. SJJPA staff and consultants will be data gathering through surveys and/or focus group sessions to determine service awareness in the Hispanic community, as well as, gather information regarding other impediments hindering Hispanic ridership growth. This data will be used to plan future engagement in this area of the Marketing Plan.

Large event tabling will continue to be a component of outreach to the Hispanic Community. In fact, many of the largest events in the San Joaquins corridor are Hispanic oriented. These events will continue to be an avenue to meet the community, grow awareness, answer questions, and provide information to a large number of current and potential riders.

The Postcard Program will be expanded into communities down the corridor to provide service information directly to the community. Additionally, Hispanic Community stakeholders will continue to be engaged with a focus on new stakeholder acquisition including: National Latina Business Women Association (NLBWA) throughout the corridor, Hispanic University Alumni Associations, League of California Cities Latino Caucus, and National Association of Hispanic Counties.

Spanish radio will continue to be a part of SJJPA marketing campaigns, and staff will be looking into new areas of advertising including Spanish Ad Words.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Recent Hispanic Focused Events

- Noches en la Plaza- Arte Americas- May/June 2018
- Fiestas Patrias- Manchester Center- September 2017
- Feria de Educacion- Fresno State October 2016, 2017
- Amigos Luncheon Presentations- April 2018
- Negociantes Unidos Presentation- April 2018
- Cinco de Mayo at Fulton Mall- May 2017, 2018
- Festival de Los Ninos at Fresno Zoo- April 2018
- Feria de Salud 2018 en Manchester Center- May 2018
- Dia de Los Muertos – October 2017
- SF Sunday Streets Continuous 2017, 2018
- Delta Blues Festival- September 2017, 2018
- Merced Soccer Academy Kids Fun Day- July 2017, 2018
- Latino Food & Music Festival- September 2017
- Tamale Festival- November 2017
- Salud Business Awards- April 2018
- Fiesta en la Calle Amigos Luncheon – August 2017, 2018
- Livingston Sweet Potato Festival- September 2017
- Dream Big Conference- February 2017, 2018
- Los Banos Tomato Festival- October 2017, 2018
- Planada Health Fair – October 2017
- Planada Day Celebracion- May 2018
- El Concilio Coalition Forum- August 2018
- El Concilio Cinco de Mayo- May 2017, 2018

Post Card Program- List of Hispanic Markets

List of the markets that displayed our flyer at the checkout counter and at an international calling booth.

Store	Address
La Esperanza Mexican Food Products	5028 Franklin Blvd., Sacramento, CA 95820
Toledo's Market	1341 Fulton Ave., Sacramento, CA 95825
La Superior Supermercados	2210 Northgate Blvd., Sacramento, CA 95833
La Superior Market	4940 Stockton Blvd., Sacramento, CA 95820
La Victoria Mercado Y Carniceria	2533 Del Paso Blvd., Sacramento, CA 95815
La Victoria Mercado Y Carniceria	6830 Stockton Blvd., #195, Sacramento, CA 95823
Mi Tierra Carniceria	8484 Florin Rd., Sacramento, CA 95828
Mi Rancho	2355 Florin Rd., Sacramento, CA 95822
Tapatio Brothers	2414 Howe Ave., Sacramento, CA 95825
La Popular Super Market	9180 Kiefer Blvd., Sacramento, CA 95826
Viva Supermarket	4211 Norwood Ave., Sacramento, CA 95838
Viva Supermarket	3845 Marysville Blvd., Sacramento, CA 95838
Tinoco's Meat Market	4827 Rio Linda Blvd., Sacramento, CA 95838

¿Por Qué Viajar en Tren?

Viaja con tranquilidad y disfruta de tu viaje sin importar tu destino cuando visites a tu familia, amigos, regreses a la escuela o cuando simplemente quieras salir de la ciudad. Aprovecha los descuentos en viajes durante todo el año, el café a bordo y WiFi, y hasta 4 piezas de equipaje gratis (2 bolsas y 2 maletas). Viaja sin complicaciones en Amtrak San Joaquins y recorre desde Sacramento hasta el Valle Central o a la Bahía e incluso a Los Ángeles o más allá usando el Servicio de Autobuses Thruway.



Disfruta de los Descuentos Diarios de California

- **Niños:** viajan al 50% de descuento (2-12 años), niños de 2 años y menores gratis (descuento disponible para 1 niño, por cada 1 pasajero adulto)
- **Amigos y Familia*:** compra un boleto al precio completo y obtén hasta 5 boletos al 50% usando el código promocional - V302
- **Estudiantes:** descuento del 15% usando código promocional - V353
- **Pasajeros con Discapacidad:** descuento del 15% usando el código promocional - V577
- **Adultos Mayores:** descuento del 15% usando el código promocional - V282

*Y estos, son sólo algunos de los descuentos disponibles; visita nuestra página web para recibir más detalles e información.

Estaciones de Tren a Cargo de San Joaquins

- | | | |
|--------------|---------------------|---------------|
| • Sacramento | • Martinez | • Hanford |
| • Lodi | • Antioch-Pittsburg | • Corcoran |
| • Stockton | • Modesto | • Wasco |
| • Oakland | • Merced | • Bakersfield |
| • Emeryville | • Madera | |
| • Richmond | • Fresno | |

*Y también conectándose a cientos de otros destinos con los autobuses Thruway.

Reserva Hoy en AmtrakSanJoaquins.com

Reserva Tus Boleto En AmtrakSanJoaquins.com: selecciona "Adulto" como tu tipo de pasajero y escribe el código promocional para el descuento que deseas obtener. Para más información, visita: <https://www.amtrak.com/california-everyday-discounts>.

1-800-USA-RAIL



@AmtrakSanJoaquins



@SanJoaquins

#AmtrakSanJoaquins • #ConnectingCA

Se aplican algunas restricciones, las políticas, tarifas, horarios y cargos de Amtrak están sujetos a cambios sin previo aviso. *Esta oferta está disponible exclusivamente para los pasajeros que viajan con niños de entre 2 y 12 años, y pueden maximizar el ahorro familiar reservando en línea con Amigos y Familia, disponible todos los días de la semana al comprar con un día de anticipación.

WEB BANNERS IN SPANISH



WEB BANNERS IN SPANISH



WEB BANNERS IN SPANISH





AHORRE 50%

CON NUESTRO DESCUENTO DE AMIGOS Y FAMILIARES

COMPRE UN BOLETO DE TARIFA COMPLETA Y OBTENGA
HASTA 5 BOLETOS AL 50 % DE DESCUENTO



CÓMO RESERVAR EN LÍNEA

1. Visite www.AmtrakSanJoaquins.com con por lo menos 48 horas de anticipación a su viaje.
2. Seleccione "Adulto" en el renglón "Tipo de Pasajero" para todos los pasajeros (incluyendo personas mayores y niños).
3. Utilice el código de descuento V302.
4. Relájese y disfrute su viaje!

AMTRAKSANJOAQUINS.COM | 1-800-USA-RAIL






Visite AmtrakSanJoaquins.com para descubrir otros grandes descuentos para niños, personas mayores, veteranos y más.

PRESENTAMOS

EL MORNING EXPRESS TREN

A SACRAMENTO



RESERVE SU BOLETOS AHORA
LLEGUE A SACRAMENTO ANTES DE LAS 8^{PM}



AMTRAKSANJOAQUINS.COM | 1-800-USA-RAIL

MORNING EXPRESS HORARIO

ESTACIONES



TREN HACIA EL NORTE									
7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
FRESNO	MADERA	MERCED	TURLOCK/DEMAR	MODESTO	STOCKTON (SKT)	LOCK	SACRAMENTO		

TREN HACIA EL SUR									
12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15
FRESNO	MADERA	MERCED	TURLOCK/DEMAR	MODESTO	STOCKTON (SKT)	LOCK	SACRAMENTO		

DE LA ESTACIÓN A SU DESTINO

*Necesita transporte a su destino final? Solicite un Lyft en la Aplicación de Amtrak y tendrá un descuento de \$5 en sus primeros CUATRO viajes! Se baja en Stockton, para "averiguar" si más lejos? Considere con el servicio de ferrocarril ACE® en la Estación de Stockton para viajar de ida y vuelta a las zonas de Tri Valley y Silicon Valley.



Amtrak San Joaquins

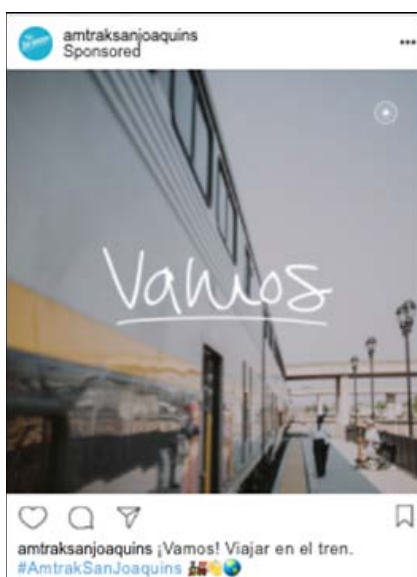
October 5, 2016 · 🌐

Celebrate #HispanicHeritageMonth at the 4th Annual Latin Food and Music Festival with the Sacramento Hispanic Chamber of Commerce this weekend! It's a family-friendly celebration with live music, dance performances, arts and crafts and a food fair! Ride Amtrak San Joaquins to Sacramento, our station is a brisk walk to #CesarChavezPark! Make sure you take advantage of our Friends & Family Discount and save when you ride with us: <https://www.amtrak.com/san-joaquin-friends-and-family-compa...>



👍 Like

💬 Comment



Amtrak San Joaquins @SanJoaquins · 21 Dec 2016

Vamos a viajar. 🌎 🇺🇸 🇪🇸

🗣️ Translate from Spanish





Amtrak San Joaquins

May 3, 2017 · 🌐

The El Concilio Cinco de Mayo Family Fiesta at Weber Point in Stockton is one of the largest Cinco de Mayo festivals in the San Joaquin Valley! It kicks off with a parade on May 7, and hosts **Hispanic** food, entertainment, games and culture. Take Amtrak San Joaquins to our Stockton station. From there, hop on RTD's Metro Express to Weber Point.

Event details: <https://www.facebook.com/events/461709747552443/>

Book a ride on Amtrak San Joaquins to Stockton: www.amtraksanjoaquins...
[See More](#)





Amtrak San Joaquins

November 29, 2016 · 🌐

Enjoy Latin music, poetry, book readings, film, and cultural tours at the monthly Mission District “Calle 24” art stroll and mural tour. Learn about [Hispanic](#) and Latin American culture in San Francisco’s [#MissionDistrict](#), the region’s center of Latino activism, arts, commerce, and culture since the 1940s. While here, enjoy the Mission’s world-famous selection of Central and South American foods, available at restaurants such as La Taqueria, Gracias Madre, Lolinda, or Pancho Villa. Or try San Francisco’s own Mission Burrito at SF Institution El Farolito. Art stroll runs 11am-7pm every second Sunday, and is held on 24th Street between Potrero and Valencia.

Photo: Frances Ellen via Flickr



SAN JOAQUIN JOINT POWERS AUTHORITY

September 28, 2018

STAFF REPORT

Item 10

INFORMATION

Executive Director's Report

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

Fiscal Impact:

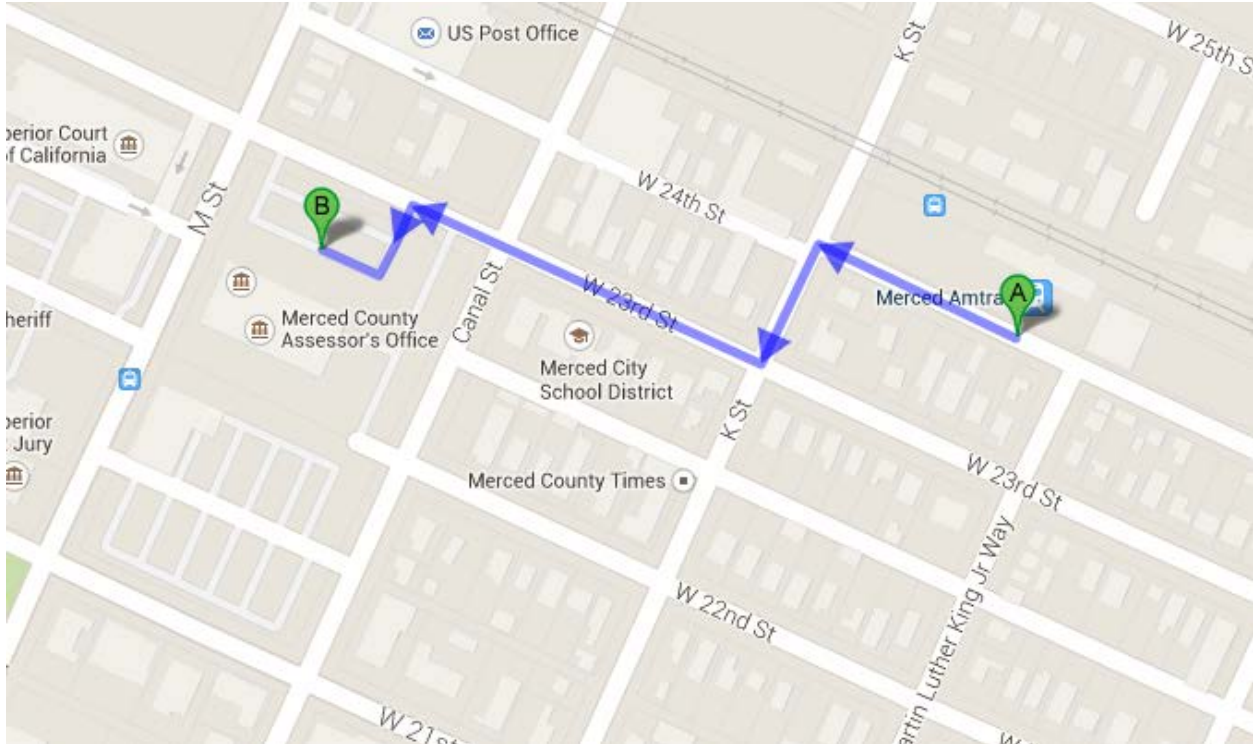
There is no fiscal impact.

Recommendation:

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

**DIRECTIONS TO SEPTEMBER 28, 2018 SJJPA BOARD MEETING
AT MERCED COUNTY BOARD OF SUPERVISORS CHAMBERS**

2222 M Street, Merced at 9:30 am



Amtrak – San Joaquins

Board Members, Working Group Members, and members of the Public are strongly encouraged to use Amtrak 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.

Getting there:

The San Joaquins Southbound 710 Daily (departing from Oakland at 5:35 am) arrives at Merced Amtrak Station at 8:34 am. The San Joaquins Northbound 703 Daily (departing from Bakersfield at 6:00 am) arrives at the Merced Amtrak Station at 8:55 am. The Merced Amtrak Station is about 0.25 miles from the Merced County Administration Building (see map above) and is about a 7 minute walk. Since the station is just a few blocks from the meeting location there will be no shuttle service provided, unless requested.

The San Joaquins Northbound 713 Daily (to Oakland) departs Merced Amtrak Station at 12:05 pm. The San Joaquins Southbound 714 Daily (to Bakersfield) departs Merced Amtrak Station at 12:39 pm. The meeting will be adjourned by 11:30 am.

For those driving, 2222 M Street is located in downtown Merced. Merced is over 60 miles south of downtown Stockton along SR-99.

Coming from the south, take SR-99 (North). At Merced, take the Martin Luther King Jr. Way Exit toward downtown (turn right) for about 0.2 miles. Turn left on to W. 16th Street for about 0.3 miles. Turn right on M. Street (0.5 miles). The Merced County Administration Building is on the right (2222 M. Street). Merced is about a 1 hour drive from Fresno.

The Merced County Administration Building has a large parking lot and there is no charge for parking, there should be plenty of available spots. There is also parking available along the nearby streets (see map above).