



San Joaquin

Joint Powers Authority

March 22, 2019 Board Meeting



San Joaquin Joint Powers Authority

Item 1

Call to Order

Pledge of Allegiance

Roll Call



San Joaquin Joint Powers Authority

Item 2

Consent Calendar

- 2.1 Approve Minutes from January 25, 2019 Board Meeting
- 2.2 Next Board Meeting Location (May 31, 2019) – Modesto, CA
- 2.3 SJJPA Operating Expense Report
- 2.4 San Joaquins Operations Update



San Joaquin Joint Powers Authority

Item 2

Consent Calendar

- 2.5 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Recognizing Michael Snyder for his Dedication, Professionalism and Passion for the San Joaquins Service in His Role on the San Joaquin Valley Rail Committee



San Joaquin Joint Powers Authority

Item 3

Public Comments



San Joaquin Joint Powers Authority

Item 4

Review of Public Comments for the Draft 2019 San Joaquin Joint Powers Authority Business Plan Update

Dan Leavitt/Paul Herman

Review of Public Comments

- The 2019 Draft San Joaquin Joint Powers Authority Business Plan Update (Draft Business Plan) was released for public review on March 1, 2019.
- In addition to being posted on the SJJPA website, various stakeholder groups were notified via e-mail about the release and provided links to the Draft Business Plan. Stakeholder groups included the Central Valley Rail Working Group (CVRWG), SJJPA Ad Hoc Working Group, the San Joaquin Valley Rail Committee (SJVRC), etc.
- SJJPA's general stakeholder list was also sent notification in regards to the availability of the Draft Business Plan for comment.

Review of Public Comments

- Comments were received from:
 - San Joaquin Council of Governments (SJCOG)
 - Train Riders Association of California (TRAC)
 - Kern County Bakersfield Express Stakeholder Working Group
 - Adam Cohen
 - John Webb
 - Rail Passengers Association of California and Nevada (RailPAC)
 - San Joaquin Valley Rail Committee (SJVRC)

Review of Public Comments

- SJCOG comments include:
 - Asking how SJJPA's approach to ticketing would affect the JPA's ability to allow multi-ride and monthly passes on the San Joaquins.
 - SJCOG suggested that station ownership information should be included in the Business Plan, as well as updated ridership and on-time performance data.
 - Suggested Stockton Cabral Station TOD table to include a recently received grant.
 - SJCOG commented on the Capitol Corridor's approach to their ticketing policy.

Review of Public Comments

- TRAC commented on many topics, including:
 - Support for the Spring 2019 schedule changes and the initiatives proposed in the Draft 2019 Business Plan
 - Support for the Madera to San Jose Thruway Bus Pilot
 - Support for higher speeds to eliminate crew changes
 - Support future use of Altamont Corridor by San Joaquins
 - Support of consolidation of Stockton's two train stations to the Robert J. Cabral Station
 - Support for express service between Bakersfield and Sacramento

Review of Public Comments

- TRAC commented on many topics, including:
 - Issues regarding high-speed rail and the San Joaquins interfacing in the future
 - Concerns regarding high-floor trains impacts on dwell times
 - Concerns about initializing of Positive Train Control and its impacts on on-time performance
 - Requested TRAC proposal be added to Chapter 4 for San Joaquins to be operated on improved Altamont Corridor
 - Stressed the need to have all Sacramento trains serve the Sacramento Valley Station once the UP's Sacramento Subdivision is being utilized by the San Joaquins
 - Provided a "loop" concept to serve Sacramento Valley Station from the Sacramento Subdivision.

Review of Public Comments

- Kern County Bakersfield Express Stakeholder Working Group, commented on many topics, including:
 - Support for the 2019 Business Plan Update
 - Support for efforts to reduce travel times between Bakersfield and Northern California, limited stop service, increasing speeds, track upgrades, and other operational improvements
 - They suggested adding “implementing limited stop service” as a potential strategy to achieve travel time savings to specific sections of the Business Plan.

Review of Public Comments

- Kern County Bakersfield Express Stakeholder Working Group, commented on many topics, including:
 - Suggested specific language changes to recognize efforts to reduce travel times between Bakersfield and Sacramento (as well as to the Bay Area)
 - Suggested language to add for the Station Development Chapter regarding Bakersfield Station
 - Suggested language for two new station area development principles.

Review of Public Comments

- Adam Cohen of Bakersfield:
 - Commented on potential opportunities for keeping a reserve of equipment for use when there are delays
- John Webb of Humboldt County:
 - Suggested that food service should remain on all San Joaquins trains
 - Commented that the Perata Law should be amended
 - Thruway Bus Route 7 (Martinez – Arcata) should have a connection with SMART
 - Comet Cars should not be scrapped when the San Joaquins receives its new equipment (useful as backup).

Review of Public Comments

- RailPAC requested that:
 - SJJPA reevaluate the marketing goals in its outreach to minority populations within the San Joaquins corridor.
 - SJJPA support Senator Allen and the efforts to repeal the Perata Law (SB 804) from 1999.

Review of Public Comments

- SJVRC commented on many topics including:
 - Their desire to keep the café car on all trains to help attract passengers
 - The need to create simpler and more user-friendly ticketing for passengers transferring between multiple train operators
 - Increasing bike and pedestrian connectivity to stations
 - Creating partnerships with local bike coalitions
 - Requested for a copy of the Capitol Corridor's service optimization study.



San Joaquin Joint Powers Authority

Item 5

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2019 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2019/2020

Dan Leavitt

Approve Draft 2019 SJJPA Business Plan Update

- The primary purpose of the Annual Business Plan is to identify SJJPA's intentions for the next two State Fiscal Years
- The Annual Business Plan is reviewed and approved by the State and used to develop annual appropriation requests to the State Legislature.
- The 2019 Business Plan Update will be a refinement of last year's Plan.



SAN JOAQUIN JOINT POWERS AUTHORITY DRAFT 2018 BUSINESS PLAN UPDATE

PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FISCAL YEARS 2018/19 & 2019/20

Approve Draft 2019 SJJPA Business Plan Update

- A public review draft of the Business Plan was released on March 1, 2019, allowing for Board, agency, and public input.
- Public outreach efforts and comments summarized in Item 4.
- This item requires at least 2/3 total voting members to vote in favor for it to pass.
- SJJPA to submit Draft Business Plan to CalSTA by April 1, 2019.
- SJJPA to submit Final 2019 SJJPA Business Plan Update to CalSTA by June 30, 2019.

Approve Draft 2019 SJJPA Business Plan Update

- Key Changes from 2018 SJJPA Business Plan:
 - Spring 2019 Schedule: Returns the San Joaquins to full-corridor service for 7 daily round trips and introduces slotted schedule.
 - Spring 2020 Schedule: Continues full corridor service and will include reduced operating times to under six hours between Bakersfield and Oakland.

Approve Draft 2019 SJJPA Business Plan Update

- Key Changes from 2018 SJJPA Business Plan:
 - Increase revenue and reduce costs on the San Joaquins Café Car service.
 - Request operating funds from the state for a pilot program to operate a new Thruway bus between Madera and San Jose. This contract, as well as all future Thruway bus contracts, is expected to be managed by the SJJPA in coordination with CalSTA and Caltrans.
 - Support the state's Integrated Ticketing Efforts

Approve Draft 2019 SJJPA Business Plan Update

- Key Changes from 2018 SJJPA Business Plan:
 - Address issues such as the retirement of the Comet Cars from regular service and the deployment of the new Siemens rolling stock.
 - In addition, updates to ridership and financial figures were provided, along with discussion of the status of current and planned capital projects.

Approve Draft 2019 SJJPA Business Plan Update

- Changes since public release (March 1):
 - Schedule revisions listed as “*April 2019 schedule*” and “*April 2020 schedule*” have been changed to read: “*Spring 2019 schedule*” and “*Spring 2020 schedule*”.
 - In the Executive Summary and Chapter 4 (Operating Plan and Strategies):
 - added: “*implementing limited stop service*” as one of the potential strategies to achieve this travel time savings
 - changed “*Bay Area*” to “*Northern California*” to recognize the SJJPA’s efforts at reducing travel times to both Sacramento and the Bay Area.

Approve Draft 2019 SJJPA Business Plan Update

- Changes since public release (March 1):
 - Added to Chapter 13 under Bakersfield TOD:
 - *“The Bakersfield Amtrak station is very accessible to the heart of downtown and in the city’s High-Speed Rail Station Area Plan. The station is within walking distance of two hotels, the convention center, and arena, many government office buildings, the county library, the city’s ice and aquatic centers, a movie theater, Mill Creek Linear and Central Parks, and numerous affordable and market-rate housing options. This site offers continued opportunities for the station to catalyze transit-oriented development.”*

Approve Draft 2019 SJJPA Business Plan Update

- Changes since public release (March 1):
 - Added two new “station area development” principles to Chapter 13 and Executive Summary:
 - *“6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development, and TOD”*
 - *“7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.”*

Approve Draft 2019 SJJPA Business Plan Update

- Changes since public release (March 1):
 - In Chapter 4, under “Studies of New Proposals” the following text was added:
 - *“SJJPA has also received proposals from Train Riders Association of California (TRAC) suggesting that SJJPA seek private sector funding for a much faster Altamont alignment that would be shared by San Joaquins and ACE. TRAC’s plan involves shifting San Joaquins off its current route between Stockton and Oakland to serve what TRAC believes is a larger market.”*

Approve Draft 2019 SJJPA Business Plan Update

- Changes since public release (March 1):
 - In Executive Summary, under “Marketing Strategies” a paragraph was adjusted to read: “*With Hispanics comprising over 38% of California’s population, but less than one-third of San Joaquins’ ridership*” and “*The grassroots strategy has helped SJJPA identify and address other markets throughout the San Joaquins Corridor that are underserved...*”
 - Chapter 13: Identified what entity owns each station
 - Corrected typos

Approve Draft 2019 SJJPA Business Plan Update

Fiscal Impact:

Approval of the 2019 SJJPA Business Plan is required for the SJJPA to continue managing the San Joaquins and receive funding from the State for the administration, marketing, and operations for the San Joaquins.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2019 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2019/2020.



San Joaquin Joint Powers Authority

Item 6

Spring 2019 Schedule Change Update

Paul Herman

Update on Spring 2019 Schedule Change

Background:

- To improve ridership, fare box recovery, and on-time performance on the San Joaquins Service, the SJJPA Board approved a resolution at the January 25, 2019 Board Meeting to implement a full-corridor “slotted” bi-hourly pulse schedule for the Spring 2019 schedule change and to end the Sacramento Morning Express service. A “slotted” schedule means that all San Joaquins trains meet each other at double-track sections on the corridor.

Update on Spring 2019 Schedule Change

Draft Northbound Customer Timetable							
Train number	711	701	713	715	717	719	703
BAKERSFIELD	4:12	6:12	8:12	12:12	14:12	16:12	18:12
WASCO	4:39	6:39	8:39	12:39	14:39	16:39	18:39
CORCORAN	5:14	7:14	9:14	13:19	15:19	17:19	19:19
HANFORD	5:34	7:34	9:34	13:39	15:39	17:39	19:39
FRESNO	6:12	8:16	10:16	14:16	16:16	18:16	20:16
MADERA	6:38	8:42	10:42	14:42	16:42	18:42	20:42
MERCED	7:23	9:23	11:23	15:23	17:23	19:23	21:15
TURLOCK-DENAIR	7:45	9:45	11:45	15:45	17:45	19:45	21:37
MODESTO	8:06	10:04	12:06	16:06	18:06	20:06	21:53
STOCKTON	8:40		12:40	16:40	18:40	20:40	
STOCKTON (ACE)		10:38					22:25
LODI		10:53					22:40
SACRAMENTO		11:44					23:31
ANTIOCH-PITTSBURG	9:08		13:08	17:08	19:08	21:08	
MARTINEZ	9:30		13:30	17:30	19:31	21:30	
RICHMOND	9:54		13:54	17:54	19:55	21:55	
EMERYVILLE	10:09		14:14	18:13	20:15	22:16	
OAKLAND JACK LONDON (Arr.)	10:27		14:27	18:26	20:30	22:29	

Update on Spring 2019 Schedule Change

Draft Southbound Customer Timetable							
Train number	702	710	712	714	716	704	718
OAKLAND JACK LONDON		7:36	9:36	11:36	13:36		17:36
EMERYVILLE		7:47	9:47	11:47	13:47		17:47
RICHMOND		7:55	9:55	11:55	13:55		17:55
MARTINEZ		8:25	10:25	12:25	14:25		18:25
ANTIOCH-PITTSBURG		8:50	10:50	12:50	14:50		18:50
SACRAMENTO	6:26					16:26	
LODI	7:04					17:04	
STOCKTON (ACE)	7:22					17:22	
STOCKTON		9:23	11:23	13:23	15:23		19:23
MODESTO	7:56	9:56	11:56	13:56	15:56	17:56	19:56
TURLOCK-DENAIR	8:09	10:09	12:09	14:09	16:09	18:09	20:09
MERCED	8:45	10:45	12:45	14:45	16:45	18:45	20:45
MADERA	9:19	11:19	13:19	15:19	17:19	19:19	21:19
FRESNO	9:49	11:49	13:49	15:49	17:49	19:49	21:49
HANFORD	10:24	12:24	14:24	16:24	18:24	20:24	22:24
CORCORAN	10:40	12:40	14:40	16:40	18:40	20:40	22:40
WASCO	11:12	13:17	15:17	17:17	19:17	21:12	23:12
BAKERSFIELD (Arr.)	11:51	13:51	15:51	17:51	19:51	21:51	23:51

Update on Spring 2019 Schedule Change

- SJJPA, Amtrak, and the Host Railroads have tentatively agreed on **May 6, 2019** as the date for the upcoming schedule change. In coordination with CCJPA, this date allowed for both services to implement their schedules changes on the same date for better coordination between the two services.



San Joaquin Joint Powers Authority

Item 7

Café Car Performance Update

David Lipari

Overview of Current Operations

- Each San Joaquins train has a café car which offers food and beverage service throughout most of the end-to-end trip.

- The café car is staffed by an Amtrak Lead Service Attendant (LSA).
 - ▣ The LSA is responsible for providing customer service, light food preparation, and performing onboard transactions.

Overview of Current Operations

- The San Joaquin Joint Powers Authority (SJJPA) and the Capitol Corridor Joint Powers Authority (CCJPA) share the Oakland Amtrak Commissary where product is warehoused and ordered to be loaded onto the trainsets.
- Due to the co-location of the commissary, SJJPA and CJJPA share in the responsibility of providing oversight and direction for the café car program with menus that are generally consistent across both corridors. The café car menu features a wide variety of entrees, snacks, and beverages.

Café Car Menu

BREAKFAST

Combo: Blueberry Muffin and Coffee	\$3.75
Jimmy Dean® Sausage Egg Muffin	\$4.50
Meat and Cheese Breakfast Burrito	\$3.50
Bagel and Cream Cheese	\$2.50
Blueberry Muffin	\$2.75
Cinnamon Roll	\$2.75



SNACKS*

Cheese and Cracker Tray	\$5.50
Fresh Fruit Cup	\$4.50
Almonds	\$4.00
Pistachios	\$4.00
Hummus Snack Kit	\$3.00
Chips (assorted)	\$2.00



BEVERAGES

Soft Drinks	\$2.25
Bottled Spring Water	\$2.25
Flavored Water	\$2.25
San Pellegrino® Sparkling Water	\$2.75
Apple/Orange/Cranberry Juice	\$2.50
Coffee, Hot Tea or Hot Chocolate	\$2.00
Milk	\$1.50
Cup of Hot Water	\$0.25



FRESH MEALS

Premium Sandwiches	\$7.50
Premium Salads	\$7.50
Angus Cheeseburger	\$5.75
Hot Dog	\$4.50
Hot Link	\$4.50
Grande Chicken Burrito	\$7.00

Add \$3 for Combo



SWEETS*

Candy (assorted)	\$2.50
Giant Cookie	\$2.00



BEER, WINE & SPIRITS*

Private Label Wine (187ml)/(375ml)	\$4.00/\$15.00
Sparkling Wine (187ml)	\$7.50
Cocktails (50ml)	\$4.50
Premium Beer (12oz)/(22oz)	\$4.00/\$10.00
Domestic Beer (12oz)	\$5.00



SMALL BITES

Digiomo® Pepperoni Pizza	\$5.00
Bean and Cheese Burrito ^M	\$3.50
French Fries ^M	\$3.00
Jumbo Cheese-Filled Pretzel ^M	\$2.00



SUNDRIES

BikeLink Card	\$20.00
Ear Buds	\$5.00
Bungee Cord 24"	\$3.00
Playing Cards	\$4.00

Available on Capitol Corridor Trains Only:
Cappy Push Train Toy \$10.00
Clipper Card (limit, 1 per rider) \$11.00
Discounted SF MUNI Tokens (limit, 2 per rider)

Menu items may contain any of the following: wheat, milk, soy, egg, almonds, and/or fish.
*Vegetarian-friendly.
Condiments are available in the Café Car.



PRICES EFFECTIVE: 7/2018
All prices include sales and excise taxes.
Menu selections and prices subject to change without notice. Some items may not be available due to an unexpected high demand.



CC51.MENU.CAF.Menu.0718



Valid government issued photo identification required.
*Must be 21 to purchase or consume alcohol.
Additional photo provided by Sierra Nevada Brewing Co.

Café Car Menu

FRESH MEALS

Premium Sandwiches	\$7.50
Premium Salads	\$7.50
Angus Cheeseburger	\$5.75
Hot Dog	\$4.50
Hot Link	\$4.50
Grande Chicken Burrito	\$7.00



Ear Buds	\$5.00
Bungee Cord 24"	\$3.00
Playing Cards	\$4.00

Available on Capitol Corridor Trains Only:
Cappy Push Train Toy \$10.00
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All prices include sales and excise taxes.
Menu selections and prices subject to change without notice. Some items may not be available due to an unexpected high demand.



CC51.MENU.CAF.Menu.0718

Fiscal Performance of the Café

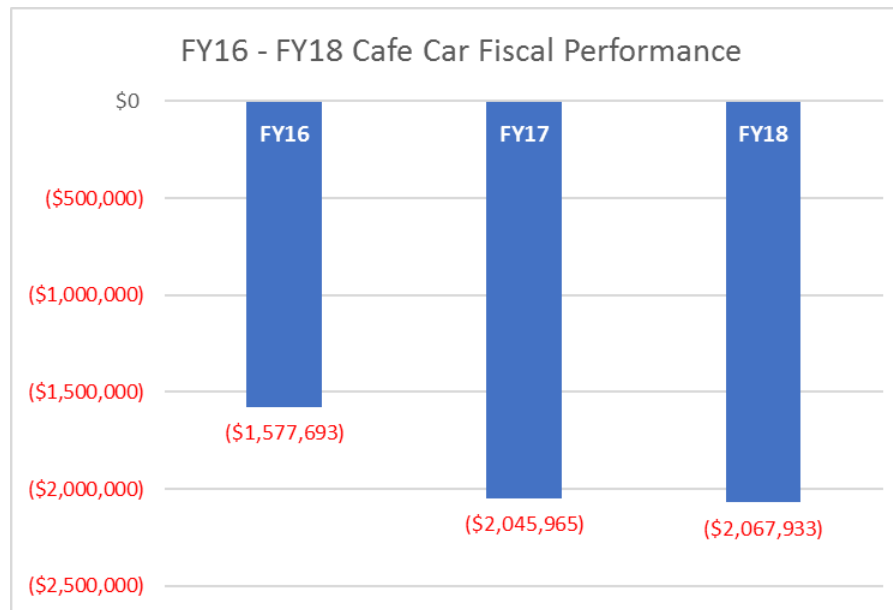
- Historically, café car operations onboard intercity passenger rail service have not been revenue positive.
- The café car is an attractional marketing amenity similar to onboard Wi-Fi.
- The nature and magnitude of the café car service's impact on the fiscal performance of the service varies depending on several factors including but not limited to: ridership, product mix, labor cost, overhead, and pricing.

Fiscal Performance of the Café

- When looking at the fiscal performance of the San Joaquins café car there are several factors to consider:
 - ▣ Revenue: Revenue collected onboard the train in the café car.
 - ▣ Labor: Cost associated with the LSA labor.
 - ▣ Commissary Provisions: Cost associated with the purchasing of product and other items for café sales and operations.
 - ▣ Amtrak OBS Additive: Cost associated with managers' and other Amtrak employees' labor.

Fiscal Performance of the Café

- The fiscal performance of the café car is in a steady decline.



- A large jump between FY16 and FY17 is a result the addition of the 7th daily round-trip.

Fiscal Performance of the Café

- As an amenity to the passenger, an appropriate measure is to look at the fiscal performance of the café car from a ‘Per Rider Subsidy’ perspective

CAFÉ CAR SUBSIDY PER RIDER			
FISCAL YEAR	FY16	FY17	FY18
NET LOSS	(\$1,577,693)	(\$2,045,965)	(\$2,067,933)
RIDERSHIP	1,122,301	1,120,037	1,078,750
SUBSIDY PER RIDER	\$1.41	\$1.83	\$1.92

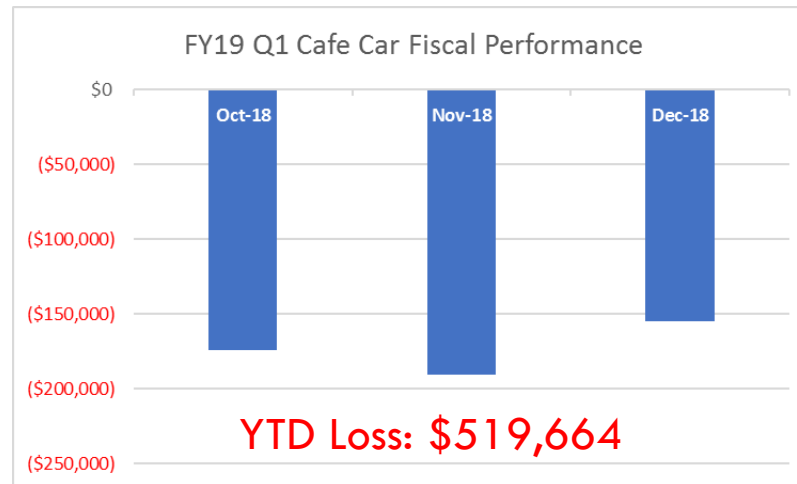
- From this perspective, the subsidy per passenger is increasing.

Strategies to Improve Cost Recovery

- Two years ago, in response to the trend of very poor cost recovery of the café car, staff put Amtrak on notice of the need to improve the cost recovery.
- Strategies to improve cost recovery included:
 - Dramatically Eliminating Number of Items Sold
 - Controlling Spoilage of Perishable Items
 - Sourcing Local Products to Boost Sales
 - Raising Café Item Prices
 - Increasing Implementation of Feedback from LSA's
 - Reducing Quantities of Product Stored Onboard the Train

Strategies to Improve Cost Recovery

- However, based on the fiscal performance from FY17 and FY18 to FY19, the strategies employed have not increased the cost recovery of the café car, and the café car continues to increase in cost to the agency.



- Staff has made it clear to Amtrak that annual losses in the range of \$1M-\$2M annually will not be acceptable.

Future Strategy to Improve Cost Recovery

- As an amenity, the café car is an attractive marketable feature of the service.
- With a run-time in excess of 6 hours on Bay Area trains and many passengers boarding over 2-hour bus journeys from Los Angeles, the onboard café car can be an efficient way to serve the needs of San Joaquins passengers on longer journeys.
- Keeping this in mind, staff has exhausted all paths to improve cost recovery with Amtrak.

Future Strategy to Improve Cost Recovery

- Without a path forward to perform café car changes that improve cost recovery, staff recommends evaluating the use of a third-party vendor to provide this service.
- A third-party vendor is utilized on at least one other Amtrak operated corridor with significant success in cost recovery efforts with the added benefits of simplified operations and reporting of performance.

Future Strategy to Improve Cost Recovery

- A third-party vendor would be contracted with necessary operations within the corridor to efficiently and compliantly service San Joaquins trains.
- Due to the unique nature of onboard café car service, staff will evaluate the market of potential vendors and operating schemes to most efficiently reach the goals of meeting passenger needs and achieving improved cost recovery.



San Joaquin Joint Powers Authority

Item 8

Update on Valley Rail Program

Kevin Sheridan

Project Matrix

- ❑ A Project Matrix was developed as a project management communication tool to provide updates on the current delivery status of projects associated with the Valley Rail Program.
- ❑ SJJPA is the Managing Agency and is responsible to ensure the successful delivery of the projects identified.

Project Matrix Updates

Program Name	Project	Project Description	Project Approval Environmental Development	Plans, 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 Amtrak Design			Anticipated 2021	\$15,865,704	Working on Amtrak Agreement	Chapa	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	Completed 06/25/2018 CEQA - Notice of Exemption	In Progress TBD		Anticipated 2020	\$8,623,356	CTC Awarded Funding In October for Final Design Engineering	Herman	Peterson
Valley Rail - SJJPA Only	Network Integration	Planning Study for Network Integration among the California Services					\$1,000,000		Leavitt	Peterson
Valley Rail - SJJPA Only	BNSF Speed Restriction Reduction	Track improvements to eliminate the speed restriction in Kern County					\$20,000,000		Sheridan	Peterson

Project Matrix Updates

Program Name	Project	Project Description	Project Approval Environmental Development	Plans, Specifications, and Estimates	Right of Way	Begin Construction	Overall Project Budget	Comments / Current Status	Project Manager	Grants Manager
Station and Transportation Projects	Passenger Information Displays	Installation of Passenger Displays at Stations	Completed	Design In Progress		Anticipated 2019	\$1,000,000	Design contract awarded in Feb 2019	Chapa	Peterson
Station and Transportation Projects	Merced Parking Expansion	Construction of +-100 Space Parking Lot					\$900,000		Sheridan	Peterson
Station and Transportation Projects	Stockton Wye	Construct track connection between BNSF Stockton and UPRR Fresno Subdivisions					\$8,716,689		Sheridan	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	Completed	Chapa	Peterson



San Joaquin Joint Powers Authority

Item 9

Report on Transit Cross-Promotion Advertisements

Rene Gutierrez

Transit Connectivity

- Connectivity with other modes of transit is vital to maintaining an effective and efficient transportation system.
 - ▣ SJJPA is continually assessing the existing connectivity between the Amtrak San Joaquins and local transit services (including Amtrak Thruway buses).
- Factors Impacting Connectivity:
 - ▣ The First and Last mile impediment is a factor impacting connectivity on the San Joaquins. Some stations benefit from being located at or near a local transit center. Alternatively, some stations are located on the edge of town where local and intercity bus service is not provided.

Transit Cross-Promotion Advertisements

- Staff is working with local transit agencies in creating posters, digital ads and printing bus placards used for advertising connectivity between transit routes and Amtrak San Joaquins stations.
 - Advertisements highlight the use of local bus transit service versus riding a taxi or rideshare vehicles to/and from the Amtrak station.
 - Installing cross-promotion ads in all the buses and transit routes will increase awareness of specific routes that connect to an Amtrak station.
 - Once at the station passengers can connect to over 135 destinations in California and Nevada.

Cross-Promotion Modesto Area Express (MAX) Advertisements

SAVE
50%
OFF

WITH OUR FRIENDS & FAMILY DISCOUNT



**RIDE MAX BUS ROUTE 25
TO THE MODESTO AMTRAK STATION AND
CONNECT TO OVER 135 DESTINATIONS
ACROSS CALIFORNIA**



Cross-Promotion Advertisements: Merced The Bus

SAVE
50%
OFF

WITH OUR FRIENDS & FAMILY DISCOUNT



RIDE THE BUS ROUTE M5 OR ROUTE UC



AHORRE
50%
CON

NUESTRO DESCUENTO PARA
AMIGOS Y FAMILIARES



VIAJE EN LA RUTA M5 DEL AUTOBÚS O EN LA RUTA DE UC
A LA ESTACIÓN DE AMTRAK DE MERCED Y CONÉCTESE
A MÁS DE 135 LUGARES EN TODO CALIFORNIA.



SAN JOAQUINS

PARA OBTENER INFORMACIÓN SOBRE LOS BOLETOS, VISÍTE AMTRAKSANJOAQUINS.COM

Cross-Promotion Fresno Area Express (FAX) Advertisements

AHORRE
50%
CON
NUESTRO DESCUENTO PARA
AMIGOS Y FAMILIARES



VIAJE EN LA RUTA 22 DEL
FAX A LA ESTACIÓN DE
AMTRAK DE FRESNO QUE
LO CONECTA A MÁS DE
135 DESTINOS.



AMTRAK SAN JOAQUINS

PARA OBTENER INFORMACIÓN SOBRE LOS BOLETOS, VISITE AMTRAKSANJOAQUINS.COM

FAX
FRESNO AREA
EXPRESS
FRESNO.GOV/FAX

Installed Cross-Promotion Advertisements





San Joaquin Joint Powers Authority

Item 10

Presentation on SB 804 (1999) the “Perata Law”

Dan Leavitt

SB 804 (1999) the “Perata Law”

- SB 804 was passed in 1999 with the objective of protecting private intercity bus lines from competition from the State sponsored Thruway bus network.
- SB 804 is an act to add Section 14035.55 to the Government Code requiring that passengers using the Amtrak Thruway buses must have a rail component to their journey.
- SB 804 declares that intercity passenger bus service provided by intercity bus companies on a regular basis “is the only public mass transportation service in the state to provide surface transportation without public subsidy”.

SB 804 (1999) the “Perata Law”

- California’s Amtrak Thruway Bus Network is one of the largest bus networks in the United States connecting over 250 communities throughout California and major cities in Nevada.
- RailPac believes this network is underutilized because of the restriction on who can use this network, being limited to only those who ride a train on a segment of their travel.
- By eliminating this restriction, the State could provide transportation services to more people while reducing energy consumption and emissions.

SB 804 (1999) the “Perata Law”

- While there would be many benefits from amending SB 804 at virtually no cost, it is very likely that some private intercity bus carriers and their unions would oppose efforts to amend provisions of SB 804.
- Amending SB 804
 - ▣ Increased access to priority and underserved communities
 - ▣ Reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile.
 - ▣ Provide better utilization of current infrastructure and reduce congestion on some of the nation’s most congested freeways.

SB 804 (1999) the “Perata Law”

- Continue to work with Senator Allen’s office and RailPac to explore options to amend the provisions of SB 804 with the goal of finding win-win opportunities for all parties impacted by SB 804.
- Seek new partnerships with public or private bus operators (like the partnership being developed with Shasta Regional Transportation Agency for express service to Redding).



San Joaquin Joint Powers Authority

Item 11

Executive Director's Report

Stacey Mortensen



San Joaquin Joint Powers Authority

Lafayette's Citizen of the Year, four decades of service



Don Tatzin with his wife Ellen Reintjes and border collies (from left) Cloud, Tenaya and Greylock form what the family



San Joaquin Joint Powers Authority

Item 12

Board Members Comments

Chair Chiesa



San Joaquin Joint Powers Authority

Item 13

Adjournment

Chair Chiesa



San Joaquin

Joint Powers Authority

March 22, 2019 Board Meeting