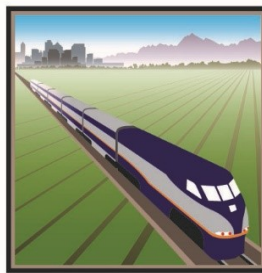


Supervisor **Vito Chiesa**, Chair, Stanislaus County
 Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
 Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
 Councilmember **Kevin Romick**, City of Oakley
 Supervisor **Rodrigo Espinoza**, Merced County
 Councilmember **Bob Johnson**,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



San Joaquin
Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
 Alternate **Don Nottoli**, Sacramento County
 Alternate **David Hudson**, City of San Ramon
 Alternate **Daron McDaniel**, Merced County
 Alternate **Bob Elliott**, San Joaquin County
 Alternate **David Ayers**, City of Hanford
 Alternate **Andrew Medellin**, City of Madera
 Alternate **Bob Link**, City of Visalia

AGENDA

March 22, 2019 – 10:30 A.M.

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

Heritage House County of Alameda 4501 Pleasanton Ave., Pleasanton, CA 94566	Fresno County Board of Supervisors Chambers Hall of Records, Room 301 2281 Tulare Street, Fresno CA, 93721
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This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

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

- | | | | |
|-----|---|--------------|--------------------|
| 1 | Call to Order, Pledge of Allegiance, Roll Call | Chair Chiesa | |
| 2 | Consent Calendar | Chair Chiesa | |
| 2.1 | Approve Minutes from January 25, 2019 Board Meeting | | ACTION |
| 2.2 | Next Board Meeting Location | | INFORMATION |
| 2.3 | SJPA Operating Expense Report | | INFORMATION |
| 2.4 | San Joaquins Operations Update | | INFORMATION |

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

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 Joaquin Service in His Role on the San Joaquin Valley Rail Committee		ACTION
3	Public Comments	Chair Chiesa	
	Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. Please limit presentations to three minutes. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code.		
4	Review of Public Comments for the Draft 2019 San Joaquin Joint Powers Authority Business Plan Update	Dan Leavitt/Paul Herman	INFORMATION
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	ACTION
6	Spring 2019 Schedule Change Update	Paul Herman	INFORMATION
7	Café Car Performance Update	David Lipari	INFORMATION
8	Update on Valley Rail Program	Kevin Sheridan	INFORMATION
9	Report on Transit Cross-Promotion Advertisements	Rene Gutierrez	INFORMATION
10	Presentation on SB 804 (1999) the “Perata Law”	Dan Leavitt	INFORMATION
11	Executive Director’s Report	Stacey Mortensen	INFORMATION
12	Board Member Comments	Chair Chiesa	
13	Adjournment		

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 2.1

ACTION

January 25, 2019 SJJPA Board Meeting Minutes

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 1:00 PM, January 25, 2019 at the Fresno County Board of Supervisors Chambers in Fresno.

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

Vito Chiesa, Chair of the San Joaquin Joint Powers Authority (SJJPA), called the meeting to order at 1:00 PM. The Pledge of Allegiance was led by Member Romick.

Board Members Present: Chair Chiesa, Vice-Chair Haggerty, Vice-Chair Hume, Romick, Shuklian, Espinoza, Quintero, Verboon, Johnson, and Frazier.

2. Consent Calendar

- | | |
|--|--------------------|
| 2.1 Approve Minutes from November 16, 2018 Board Meeting | ACTION |
| 2.2 Appoint New Members to the San Joaquin Valley Rail Committee | ACTION |
| 2.3 Next Board Meeting Location | INFORMATION |
| 2.4 SJJPA Operating Expense Report | INFORMATION |
| 2.5 San Joaquin Operations Update | INFORMATION |
| 2.6 Safety and Security Update | INFORMATION |
| 2.7 Administrative Items | INFORMATION |
| 2.8 Accept Independent Auditors' Report for Fiscal Year 2017/18 | ACTION |

Steven Phillips, Amtrak employee, commented on the potential of a 3rd party vendor being selected for Café Car Services on the San Joaquins. Mr. Phillips recommended that the board not pursue a 3rd party vendor for Café Car Services.

David Swagal, of the US HSR Association, commented on the progress of High-Speed Rail in California.

Mike Barnbaum of Sacramento, discussed future locations for upcoming SJJPA Board Meetings. Discussed the Perata Law and the challenges that this law presents when making travel arrangements for meetings in Stockton for Sacramento residents.

Chair Chiesa informally asked the Board Members to hold off on approving Item 2.3 (Next Board Meeting Location-ACTION) until after Item 5 was presented.

Vice-Chair Haggerty asked about Item 2.5 (San Joaquins Operations Update), what the main reason for the poor San Joaquins On-Time Performance (OTP). Mr. Schmidt answered Vice-Chair Haggerty's questions, stating that poor OTP can be attributed to Positive Train Control delays on both the BNSF corridor as well as the Union Pacific corridor. Mr. Schmidt also discussed a bridge structure in the San Joaquin/Sacramento Delta would not properly lock which affected 12 out of 14 San Joaquins trains on the day of that event.

Vice-Chair Haggerty asked about police activity as being a reason for delays. Mr. Schmidt responded with a couple of examples of how police activity would impact San Joaquins OTP.

Vice-Chair Haggerty asked on Item 2.7 (Administrative Items) that staff produce a letter of recognition for San Joaquin Rail Committee Member Michael Snyder, who resigned from the committee after moving out of State after the Camp Fire in Paradise destroyed his family's home. Mr. Schmidt acknowledged this request and said that staff will produce a letter of recognition for Mr. Snyder's service.

M/S/C (Shuklian/Hume) to approve Items 2.1, 2.2 and 2.8. Passed and Adopted by the San Joaquin Joint Powers Authority on January 25, 2019, by the following vote to wit:

Ayes:	10	Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Espinoza, Romick, Johnson, Frazier, Quintero, Verboon, Shuklian
Noes:	0	
Abstain:	0	
Absent:	0	

3. Public Comments

Steve Roberts with Rail Passenger Association of California and Nevada (RailPAC) commented on the Perata Law repeal efforts and asked the Board to consider supporting the repeal of the Perata Law. Chair Chiesa responded to Mr. Roberts comments, saying the Board is looking into the Perata Law and will continue to explore possible changes to the Perata Law in the future.

4. Election of Officers

ACTION

Chair Chiesa discussed the bylaws relating to the appointment of a Chair and Vice-Chairs. Member Verboon nominated Chair Chiesa to be reappointed as Chair.

M/S/C (Verboon/Frazier) to appoint Chair Chiesa as Chair of the San Joaquin Joint Powers Authority. Passed and Adopted by the San Joaquin Joint Powers Authority on January 25, 2019, by the following vote to wit:

Ayes: 10 Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Espinoza, Romick, Johnson, Frazier, Quintero, Verboon, Shuklian
Noes: 0
Abstain: 0
Absent: 0

Chair Chiesa nominated Vice-Chair Hume to be reappointed and Member Frazier nominated Member Haggerty to serve as Vice-Chairs.

M/S/C (Chiesa/Frazier) to appoint Vice-Chair Hume and Member Haggerty as Vice-Chairs of the San Joaquin Joint Powers Authority. Passed and Adopted by the San Joaquin Joint Powers Authority on January 25, 2019, by the following vote to wit:

Ayes: 10 Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Espinoza, Romick, Johnson, Frazier, Quintero, Verboon, Shuklian
Noes: 0
Abstain: 0
Absent: 0

5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Make Schedule Changes Related to the San Joaquins Service to Help Improve On-Time Performance, and Increase Ridership and Revenue

ACTION

Dan Leavitt and Paul Herman began the item with a presentation on the upcoming San Joaquins schedule change and an analysis of ridership and revenue performance of the current San Joaquins schedule. The content of Mr. Leavitt and Mr. Herman's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

Member Frazier commented on the difficulties of making the decision to end the Morning Express service but acknowledged the necessity of doing so with the ridership and revenue shortfalls seen over the months since the service was initiated. Member Frazier complemented staff for the work that was done that led to the recommendation

of this item. Member Frazier discussed the nimbleness of having local control of the San Joaquins service in decision making when ridership didn't materialize as originally planned and the responsiveness of staff to recommend actions for the betterment of the service.

Member Shuklian agreed with Member Frazier's comments.

Member Verboon also agreed with Member Frazier's comments.

Chair Chiesa commented on his disappointment of the low ridership of the Morning Express service, and the history of planning for this service. Chair Chiesa asked staffed about how the host railroads are working with staff to help improve on-time performance in the new schedule change. Mr. Leavitt responded that the host railroads have been working with staff well in the development of the new schedule change as well as the new agreements necessary to distribute the pad time throughout the corridor instead of at the end of the corridor to help improve the reliability of the service.

Mike Barnbaum commented on the Sacramento Morning Express Schedule, the challenges for Sacramento travelers coming from the Stockton area, and northbound departure times out of Bakersfield in the new proposed schedule change.

Peter Warner of Hanford suggested changes to the proposed schedule change.

Jamal Campos of Modesto, a regular Morning Express rider, commented on his experience on the Morning Express train to get to his job in Stockton.

Member Verboon commented on the need to continually update the San Joaquins schedule as markets change and grow, and with high-speed rail's initial operating segment in the Central Valley coming in the next decade there may be more changes coming for the San Joaquins service. Mr. Leavitt commented that the California High-Speed Rail Authority has reached out to staff to begin having more formal relations regarding future coordination between the two agencies.

M/S/C (Verboon/Hume) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Make Schedule Changes Related to the San Joaquins Service to Help Improve On-Time Performance, and Increase Ridership and Revenue. Passed and Adopted by the San Joaquin Joint Powers Authority on January 25, 2019 by the following vote to wit:

Ayes:	10	Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Espinoza, Romick, Johnson, Frazier, Quintero, Verboon, Shuklian
Noes:	0	

Abstain: 0
Absent: 0

**6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority that Potential Express Train Service from Bakersfield to Sacramento be Considered and Further Analyzed as Part of the April 2020 Schedule and as Part of the Expanded Service for the San Joaquins
ACTION**

Mr. Leavitt began the item with a presentation on the potential express train service from Bakersfield to Sacramento to be considered as part of a future San Joaquins schedule change. The content of Mr. Leavitt's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

Michael Barnbaum commented on the potential of a express train service from Bakersfield to Sacramento or the Bay Area.

Michael Turnipseed of the Kern County Taxpayer Association thanked the staff and the Board for its consideration of the express train concept from Kern County.

Adam Cohen of Bakersfield thanked staff and the board for its consideration of the express train concept from Kern County. Mr. Cohen also discussed the impacts the Morning Express service had on Kern County and Southern California passengers in terms of the additional travel time that made trips longer for those passengers because the connection to their regions was by bus and not by a train for the first and last trains of the day. Mr. Cohen would like to see a larger focus on reducing travel times generally in the San Joaquins corridor.

Peter Warner of Hanford commented on the need to reestablish the thruway bus connections for Sacramento trains to the Bay Area.

Member Frazier asked for clarification from staff on the options for the April 2020 schedule change. Mr. Leavitt responded that the proposal related to this board item is one of several different options staff will be looking at for possible implementation in 2020.

Vice-Chair Hume asked about the travel time differences between the different scenarios presented in the item. Mr. Leavitt responded that the differences seen in the scenarios represented different equipment types as well as more efficient meets along the corridor with trains traveling in the opposite direction of the northbound express

train. Mr. Leavitt also discussed the how depending on which stations would be skipped the travel time could see further reduction.

M/S/C (Romick/Shuklian) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority that Potential Express Train Service from Bakersfield to Sacramento be Considered and Further Analyzed as Part of the April 2020 Schedule and as Part of the Expanded Service for the San Joaquins. Passed and Adopted by the San Joaquin Joint Powers Authority on January 25, 2019 by the following vote to wit:

Ayes:	9	Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Espinoza, Romick, Johnson, Frazier, Verboon, Shuklian
Noes:	0	
Abstain:	0	
Absent:	1	Quintero

7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for Passenger and Market Research Services to Resource Systems Group, Inc. for an Amount Not-To-Exceed \$150,000 from February 1, 2019 – June 30, 2022 and Authorizing and Directing the Executive Director to Execute the Agreement
ACTION

David Lipari began the item with a presentation on the Passenger and Market Research Services agreement. The content of Mr. Lipari’s presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

M/S/C (Frazier/Hume) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for Passenger and Market Research Services to Resource Systems Group, Inc. for an Amount Not-To-Exceed \$150,000 from February 1, 2019 – June 30, 2022 and Authorizing and Directing the Executive Director to Execute the Agreement. Passed and Adopted by the San Joaquin Joint Powers Authority on January 25, 2019 by the following vote to wit:

Ayes:	8	Chair Chiesa, Vice-Chair Hume, Espinoza, Romick, Johnson, Frazier, Verboon, Shuklian
Noes:	0	
Abstain:	0	
Absent:	2	Vice-Chair Haggerty, Quintero

8. Madera to San Jose Thruway Bus Pilot

Mr. Herman began the item with a presentation on the Madera to San Jose Thruway Bus Pilot. The content of Mr. Herman's presentation is summarized in the Board Briefing Materials, and in Mr. Herman's PowerPoint slides for this agenda item (available on the website).

Member Frazier thanked staff for their work on the proposal.

Member Verboon discussed his experience traveling to San Jose through the Pacheco Pass on the traffic congestion along that route that could impact this thruway bus pilot. Mr. Herman responded that a further operational analysis will be completed and presented to the board that outlines the potential issues and recommends a service pattern for this thruway bus route.

9. Update on Shared Use Agreement with SJRRC for Valley Rail Stations and Facilities

Kevin Sheridan began the item with a presentation on the Shared Use Agreement with SJRRC for Valley Rail Stations and Facilities. Mr. Sheridan's presentation is summarized in the Board Briefing Materials, and in Mr. Sheridan's PowerPoint slides for this agenda item (available on the website).

Chair Chiesa discussed the Turlock station parking lot improvements that have recently been completed.

10. California Integrated Travel Project (Cal-ITP)

Sarah Rasheed began the item with a presentation on the California Integrated Travel Project. Ms. Rasheed's presentation is summarized in the Board Briefing Materials, and in Ms. Rasheed's PowerPoint slides for this agenda item (available on the website).

Mr. Leavitt discussed the incremental nature of this project's development and while the State desires to ultimately see an integrated ticketing system with all rail/transit providers in the State, it will likely begin with a smaller pilot program.

There was no Board discussion on this item.

11. Report on Student Group Trip to the World of Wonders (W.O.W.) Museum

Carmen Setness began the item with a presentation on a recent student group trip to the World of Wonders Museum in Lodi. The content of Ms. Setness' presentation is

summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

Member Espinoza commented on the positive benefits the student group trip program the San Joaquins allows for schools in the San Joaquin Valley and other programs to teach students train safety. Member Espinoza looked forward to seeing more student group trips on the San Joaquins service and thanked staff for their efforts on this program.

Member Shuklian asked if law enforcement can ride for free if they provide their services while on board. Mr. Schmidt responded that Amtrak does provide a program to allow that.

12. Update on the 2019 SJJPA Business Plan

Mr. Leavitt began the item with a presentation on the key elements that will be in the 2019 SJJPA Business Plan. The content of Mr. Leavitt's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

Member Frazier asked if a passenger would be able to directly book a ticket from Madera to San Jose on the proposed thruway bus pilot. Mr. Leavitt responded that the Perata Law limits passengers to being able to ride the thruway buses only if they have a rail trip on the same ticket.

Member Verboon asked if there was anybody that the Board Members could talk to in the legislature to have the Perata Law modified so that a rail trip is not necessary to take a thruway bus. Mr. Leavitt suggested that staff come back with a board item for the next board meeting outlining the Perata Law for the Board.

Mike Barnbaum discussed the Perata Law and how the law impacts his trip planning when traveling throughout the State. Mr. Barnbaum also discussed other changes he would like to see in the business plan related to thruway bus routes, specifically adding an additional frequency on the Bakersfield – Las Vegas route.

13. Executive Director's Report

Mr. Schmidt gave an update on Positive Train Control (PTC) implementation and issues that are occurring related to PTC on the San Joaquins corridor.

14. Board Member Comments

There were no Board Member comments.

15. Closed Session Call to Order, Roll Call

Board Members Present: Chair Chiesa, Vice-Chair Hume, Romick, Shuklian, Espinoza, Verboon, Johnson, and Frazier.

16. Closed Session

A) CONFERENCE WITH REAL PROPERTY NEGOTIATIONS,

Property: West side of Canal Street between West 24th and West 25th street;
Assessor's Parcel Number (APN) 030-102-012.

Agency Negotiators: Paul Balestracci, Neumiller & Beardslee, Kevin Sheridan.

Negotiating Parties: G Street Mini Storage LLC.

Under Negotiation: Price and Payment Terms

17. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Enter an Appropriate Purchase Agreement with G Street Mini Storage LLC for the Negotiated Amount Approved of \$525,000 regarding APN 030-102-012 and Authorizing and Directing the Executive Director to Execute the Agreement and all Related Documents ACTION

Kevin Sheridan began the item with a presentation on the purchase agreement with G Street Mini Storage LLC. Mr. Sheridan's presentation is summarized in the Board Briefing Materials, and in Mr. Sheridan's PowerPoint slides for this agenda item (available on the website).

Member Frazier asked if the amount offered to the owner is market value. Mr. Sheridan responded that it is market value.

M/S/C (Frazier/Verboon) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Enter an Appropriate Purchase Agreement with G Street Mini Storage LLC for the Negotiated Amount Approved of \$525,000 regarding APN 030-102-012 and Authorizing and Directing the Executive Director to Execute the Agreement and all Related Documents. Passed and Adopted by the San Joaquin Joint Powers Authority on January 25, 2019 by the following vote to wit:

Ayes:	8	Chair Chiesa, Vice-Chair Hume, Espinoza, Romick, Johnson, Frazier, Verboon, Shuklian
Noes:	0	
Abstain:	0	
Absent:	2	Vice-Chair Haggerty, Quintero

18. Adjournment

Chair Chiesa called the meeting to adjournment at 3:00 PM.

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

SJJPA is planning on holding the next Board Meeting on May 31st, in Modesto, 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 Joaquins schedule.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 2.3

INFORMATION

SJJPA Operating Expense Report

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

- Fiscal Year 2018/19 (July 1, 2018 – January 31, 2019)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

San Joaquin Joint Powers Authority
Operating Expense Report
January 2019
58% 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	1,514,968	905,715	60%
Office Expense	15,489	4,949	32%
Subscriptions/Periodicals/Memberships	5,000	5,000	100%
Office Equipment Lease	-	-	0%
Computer Systems	5,000	120	2%
Communications	28,905	19,496	67%
Motor Pool	21,314	9,478	44%
Transportation/Travel	30,000	6,810	23%
Audits Regulatory Reporting	20,000	15,450	77%
Professional Services Legislative	50,000	13,334	27%
Professional Services Legal	80,000	50,254	63%
Professional Services General	369,500	253,227	69%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	5,000	244	5%
Project Management, Services & Supplies Subtotal	2,212,176	1,284,077	58%
Contracted Services			
Maintenance of Headquarters Structures/Grounds	48,500	24,804	51%
Insurance	38,000	-	0%
Insurance Management Fees	2,500	-	0%
Marketing & Outreach	1,500,000	720,433	48%
Professional Services Operations	20,000	-	0%
Communications, Operations	10,250	4,391	43%
San Joaquin Intercity Rail Operations	49,422,457	29,262,058	59%
Contracted Services Subtotal	51,041,707	30,011,686	59%
TOTAL OPERATING EXPENSES	53,253,883	31,295,761	59%

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

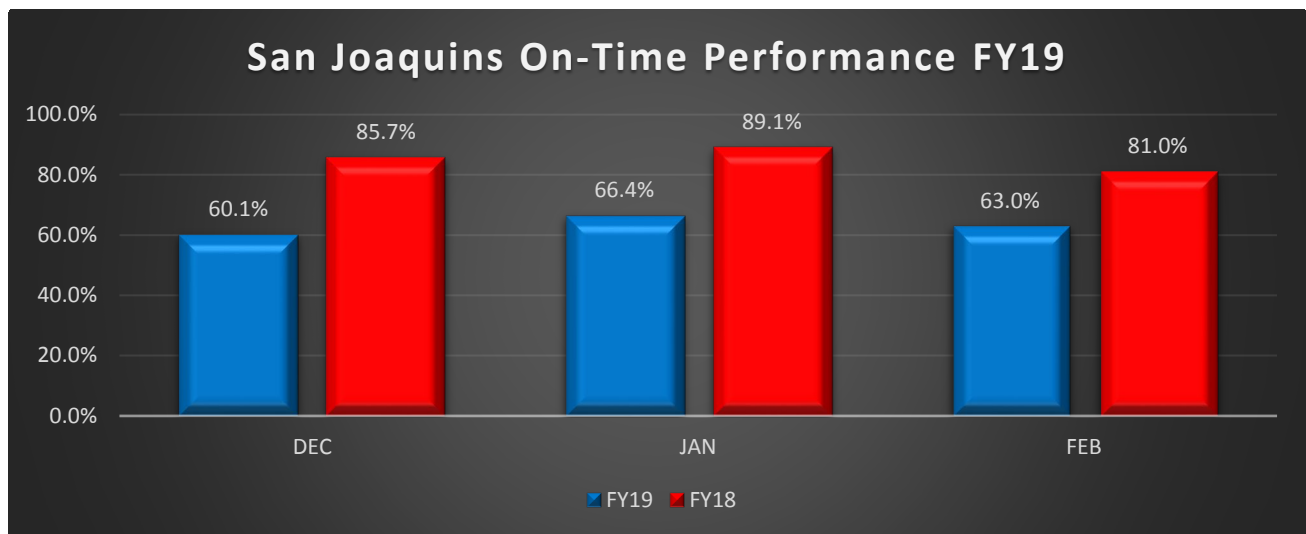
Item 2.4

INFORMATION

San Joaquins Operations Update

SJJPA is currently working with the Host Railroads, Amtrak, and DB Consulting for an early May schedule change. This upcoming schedule change will address our poor On-Time Performance that the San Joaquins have been experiencing for the last 15 months. The schedule change will focus on Station On-Time Performance and consistent train meets in designated areas of double-track.

On-Time Performance:



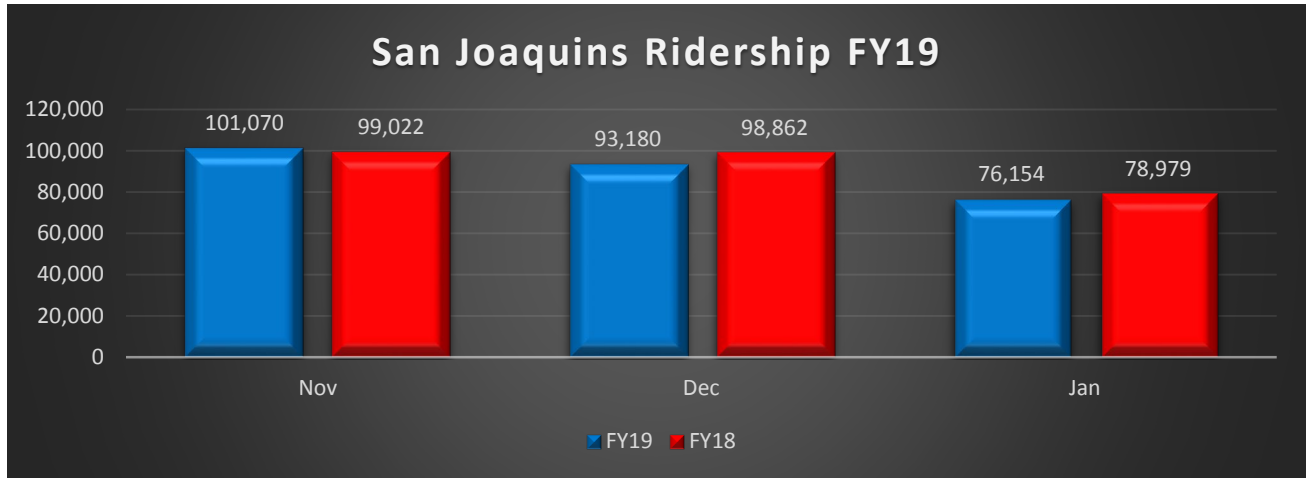
On-Time Performance has been down the past few months (December – February) as compared to last year. The main reasons for the drop in OTP is due to vehicle strikes, trespasser strikes, police activity, mechanical, PTC, and interference with other trains.

The San Joaquins' On-Time Performance (OTP) is at 63% for FYTD19. The chart below provides an overview of the San Joaquin's OTP compared to the two other State supported services for FY19 & FY18.

Service	FYTD 19	FY18
San Joaquins	63%	77%
Capitol Corridor	88%	90%
Pacific Surfliner	68%	77%

Ridership for San Joaquins

The San Joaquins have carried 355,206 passengers through January 2019. Ridership is off to slow start this fiscal year, with the Mid-December schedule change we have seen a slight increase on two of our trains and those numbers are projected to improve over the next few months.



	NOV	DEC	JAN
FY19	101,070	93,180	76,154
FY18	99,022	98,862	78,979

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 2.5

ACTION

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

Background:

The purpose of the San Joaquin Valley Rail Committee (SJVRC) is to discuss and formulate plans, suggestions, and ideas for changes and improvements to Amtrak San Joaquins intercity passenger rail service and recommend them to the San Joaquin Joint Powers Authority (SJJPA). SJVRC, formerly known as the Steering Committee of the Caltrans Rail Task Force, was established in 1987 and advised Caltrans until SJJPA took over management of the service in 2015.

On October 9, 2015, the SJVRC met and adopted new bylaws which changed the structure of the Committee. The new bylaws state that elected officials no longer serve on the Committee resulting in SJVRC being a citizen-based committee.

The SJVRC meets 2-4 times a year to discuss rail and thruway bus service issues and potential improvements. Counties authorized to have members include: Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Tulare, and Mariposa. A single member represents San Francisco and Butte County. In the future, four additional members may join the committee from counties outside of the ones listed above.

Michael Snyder was originally appointed to represent Alameda County in 2000 and later relocated and represented Butte County since 2015. He was a regular train rider and was a great resource for Caltrans and SJJPA staff. Tragically, the Snyder's home in Paradise was destroyed in the recent fire while they were out of the country. The family has relocated to Edmonds, Washington, and Michael has retired from his long-time role on the Committee.

Michael's friendly disposition and hands-on knowledge of the San Joaquins will be sorely missed

Recommendation:

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 Joaquin Service in His Role on the San Joaquin Valley Rail Committee.

SJJPA RESOLUTION 18/19-

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

WHEREAS, through authorization in the California Government Code, the Steering Committee of the Caltrans Rail Task Force advised the State of California for many years on the operation of the San Joaquin Intercity Rail Service;

WHEREAS, AB 1779, which established the San Joaquin Joint Powers Authority in 2012, amended the Government Code to ensure the Steering Committee continued on for the purpose of advising the new Authority, and renamed the Caltrans Rail Task Force the “San Joaquin Valley Rail Committee”;

WHEREAS, the Committee is made up of members stretching from Los Angeles, through the San Joaquin Valley, to Sacramento, Bay Area, and Northern California;

WHEREAS, Michael Snyder has been a committed member of the Committee since being appointed by Alameda County in 2000, and has strongly advocated for changes and improvements to the San Joaquins Service;

WHEREAS, Michael Snyder recently retired from his longtime role on the Committee;

WHEREAS, SJJPA desires to commend Michael Snyder’s service to the State of California and the San Joaquins Service; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority Approves a Resolution Recognizing Michael Snyder for his Dedication, Professionalism and Passion for the San Joaquins Service in his Role on the San Joaquin Valley Rail Committee

PASSED AND ADOPTED, by the SJJPA on this 22nd day of March 2019, 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

March 22, 2019

STAFF REPORT

Item 4

INFORMATION

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

Background:

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, etc. SJJPA's general stakeholder list was also sent notification in regards to the availability of the Draft Business Plan for comment.

Summary of Public Comments:

Several comments were received on the Draft Business Plan, which are attached to this staff report. Staff has reviewed these comments and incorporated some minor changes into the Draft Business Plan.

Below are summary of comments received:

- San Joaquin Council of Governments (SJCOG) asked about 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. SJCOG also suggested an addition to the Stockton Cabral Station TOD table to include a recently received grant. SJCOG commented on the Capitol Corridor's approach to their ticketing policy.
- Train Riders Association of California (TRAC), commented on many topics, including: higher speeds on the San Joaquins to eliminate crew changes and high-floor trains impacts on dwell times; initializing of Positive Train Control and its impacts on on-time performance; the need to have Sacramento trains serve the Sacramento Valley Station once the UP's Sacramento Subdivision is being utilized by the San Joaquins; the future use of the Altamont Corridor by San Joaquins trains; support of consolidation of Stockton's two train stations to the

Robert J. Cabral Station; and issues regarding high-speed rail and the San Joaquins interfacing in the future. TRAC also commented on several minor concerns related to marketing, support for express service between Bakersfield and Sacramento, and support for the Madera to San Jose Thruway Bus Pilot, as well as some editorial suggestions. TRAC expressed support for the spring 2019 schedule changes and the initiatives proposed in the Draft 2019 Business Plan Update.

- Kern County Bakersfield Express Stakeholder Working Group expressed support for the 2019 Business Plan Update and 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 several specific edits to the 2019 Business Plan Update including adding “implementing limited stop service” as a potential strategy to achieve travel time savings, language changes to recognize efforts to reduce travel times between Bakersfield and Sacramento (as well as to the Bay Area), and suggested language to add for the Station Development Chapter regarding Bakersfield Station and for two new station area development principles.
- Adam Cohen of Bakersfield commented on potential opportunities for keeping a reserve of equipment for use when there are delays or issues with train sets to avoid compounding delays.
- John Webb of Humboldt County suggested that food service should remain on all San Joaquins trains. Mr. Webb commented that the Perata Law should be repealed, and that Thruway Bus Route 7 (Martinez – Arcata) should have a connection with SMART. He also suggested that the Comet Cars should not be scrapped when the San Joaquins receives its new equipment as they will be useful for back-up/emergency service.
- Rail Passenger Association of California and Nevada (RailPAC) suggested that the SJJPA reevaluate the marketing goals in its outreach to minority populations within the San Joaquins corridor. RailPAC also submitted a letter asking for SJJPA’s to support Senator Allen and the efforts to repeal the Perata Law (SB 804) from 1999.
- San Joaquin Valley Rail Committee commented on many topics, including: a 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 and creating partnerships with local bike coalitions; and a request for a service optimization study.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

David Ripperda ripperda@sicog.org :

1. Correct typos in Short-Term Capital Projects table on page 5 and page 39.
2. Page 72, paragraph on Cabral TOD: change last sentence to: "... recently received a grant in the amount of \$2 million..."
3. Update ridership and on-time performance with latest available data from quarterly reporting.
4. Identify what entity owns each station (railroads, local agencies, state, etc.)

From: Rob Cunningham [<mailto:cunningham@sjcog.org>]
Sent: Friday, March 01, 2019 4:18 PM
To: Dan Leavitt <dan@acerail.com>
Cc: Joel Campos <campos@sjcog.org>
Subject: RE: San Joaquin Joint Powers Authority Draft 2019 Business Plan

Hi Dan,

I had a quick question about this line on pg. 50:

“Due to reduced available seating capacity from multiple equipment overhaul and retrofit programs, SJJPA may reinstate reserved ticketing to reduce the likelihood of standees onboard the trains. Reinstating reserved ticketing would alert ticket purchasers of “at-capacity” trains to help encourage them to purchase tickets for a less impacted train or another date.”

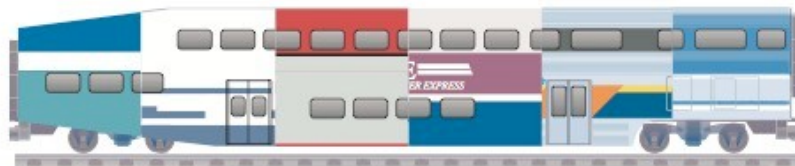
I was wondering how this approach to ticketing would affect your ability to allow 10-ride and monthly passes on the San Joaquins? And just as a general comment – as a Capitol Corridor I really appreciated that train’s policy of allowing ticketed riders to board any train. It made it very convenient to ride the train and have a flexible schedule for trips to the Bay Area. The approach outlined above may go against the SJJPA’s stated goal of attracting riders, particularly business travel.

Not sure if I’m reading too much into this, but I just wanted to give you some quick thoughts on this.

Thanks,

Rob Cunningham
Senior Regional Planner

San Joaquin Council of Governments
555 E. Weber Ave, Stockton, CA 95202
Direct Phone #: (209) 235-0389
E-mail: cunningham@sjcog.org



March 10, 2019

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Supervisor Vito Chiesa, Chair
San Joaquin Joint Powers Authority
949 East Channel Street
Stockton CA 95202

RE: 2018 Draft Business Plan

Dear Chair Chiesa:

The Train Riders Association of California, TRAC, is pleased to offer its comments on the 2019 Draft Business Plan (Plan). We are very pleased at the nimbleness with which SJJPA changed direction on the Morning Express. The ability to adapt to conditions is a great virtue in this business. We are even more pleased by the plan for 2-hour headways. That schedule concept represents a major step forward.

Major Concerns

1. **Higher Speeds:** TRAC supports SJJPA's efforts to eliminate crew changes on the route to the Bay Area. (pp. 30, 31.) We wholeheartedly agree with the desirability of higher speeds (pp. 31, 42), if they can be negotiated with the host railroads, and if the tracks can be maintained to provide a quality ride experience. This is perfectly aligned with the theme of our paper "Intercity Passenger Trains Are Not Commuter Trains."

However, we are concerned that, at the very same time that SJJPA wants to speed up trains, the **high-floor trains** imposed on it will slow things down. The Plan concedes that the Comet cars "slow boarding, increasing dwell time at stations." (p. 41.) Clearly, the new cars would do the same. Because of that, TRAC believes these cars to be fundamentally incompatible with SJJPA's operations. We suggest your Board request a staff report on the current thinking as regards high-floor access. In particular, if a change order is needed to ensure properly sized bridge plates to meet the requirements of GO 26-D, that should happen ASAP. (p. 25.)

We urge your Board to send a strong message to Caltrans and CalSTA stating your concern that these trains will impede ridership growth by slowing service. Also of concern is the maintenance inflexibility of semi-permanent couplings, which require sidelining entire trains that have one bad order car.

We are likewise concerned about the expected additional turnaround time for **initializing PTC**. (p. 30.) We've heard this from Caltrain as well. Having spoken with industry professionals, we doubt the legitimacy of the claim that a state-of-the-art

computer network can take 15-20 minutes to download data updates. Even if that were true, it would be possible to just update the information that had changed, which would only be a tiny amount, adding no schedule time.

TRAC sees great value in connecting directly to Oakland Airport via the Coliseum Station. (p. 44.) This short extension impacts the crew change issue, however. If the route time cannot be kept under 6 hours, TRAC recommends that SJJPA seek to renegotiate the labor contract, to add a fraction of an hour to the work day.

2. Sacramento Subdivision: TRAC reiterates the comment it has made multiple times: service to Sacramento should terminate at the Sacramento Valley Station. This is the regional hub--it would be unthinkable for an agency to consider running trains into Sacramento and not terminate at that station, if it weren't for the infrastructure limitation (p. 29). We see no reason to allow an infrastructure constraint to force a major transportation planning mistake, when alternatives are available. TRAC has offered a design for a loop track (attached). Trains to the north, including Redding, Marysville, Oroville, Natomas and Old North Sacramento should originate at the Sacramento Valley Station.

3. Use of the Altamont Corridor: The Studies of New Proposals section (p. 32) made no mention of TRAC's proposal that SJJPA seek private sector funding for a much faster Altamont alignment that would be shared by the San Joaquin and ACE. The only references to Altamont in the Plan: "SJJPA also will continue to explore the longer-term possibility of having some San Joaquins in the future utilize the Altamont Corridor to bring San Joaquins to additional Bay Area markets" (pp. 7, 44) fail to grasp the enormous ridership potential of an auto-competitive alignment direct to a much stronger market. The current San Joaquin was not designed to optimize ridership.

It should be noted that TRAC's plan involves shifting the San Joaquin off of its current route between Stockton and Oakland, to serve a higher-ridership market. As a result, the capacity improvements currently contemplated for that segment could become stranded. (pp. 35, 36, 41, 46.) (Additional capacity may not be needed for our plan to provide a connection between Stockton and the Capitol Corridor in Martinez.)

4. Cabral Station: TRAC supports the consolidation of Stockton's rail stations. Providing cross-platform transfers between East-West and North-South routes is key to the long-term operational needs of the Corridor (unless those transfers are made in Lathrop). (p. 44.) The reason why Stockton needs one station is precisely why all trains in Sacramento need to terminate at the Sacramento Valley Station.

5. High-Speed Rail: TRAC continues to be highly skeptical that HSR will come to fruition, especially following the recent announcement by the Governor. We question the need for the San Joaquin to spend now to interface with CHSRA down the road. (pp. 33, 34, 41, 43, 48.) SJJPA needs to develop a contingency plan now to cope with the aftermath of a failed HSR project. (p. 34.) We recommend the attached article as the foundation for SJJPA's contingency plan.

Minor Concerns

TRAC supports the proposed pilot program for Thruway bus service between Madera and San Jose. We suggest these buses be open to non-Amtrak passengers.

TRAC applauds the attention SJJPA is paying to transit-oriented development. (pp. 11, 71-73.) Many agencies ignore this critical part of ridership development at their peril.

How will the marketing and advertising program differ from what was done for the Morning Express? (pp. 53-56.)

TRAC supports the study of express service between Bakersfield and Sacramento (p. 33). This kind of market calls out for smaller, lower-cost alternative vehicles. DMUs seem especially appropriate.

Editorial Suggestions

The reference to "stopping service at Emeryville" (p. 27) reads like a recommendation to eliminate the station stop. The language on p. 31 is far clearer.

The reference to hourly service between Sacramento and Fresno (p. 36) needs to be supported with a reference to p. 43. It is not otherwise described in the Plan.

The statement "SJJPA is considering cafe car changes to underperforming trainsets..." (p. 52) is inconsistent with the strikethrough text on p. 48.

The redline numbers on page 57 are very difficult to read. In future Business Plan updates, only complete numbers should be struck-through. A space should be made between strike-through numbers and new numbers, to improve readability.

The numbers for administrative expense (p. 60) do not match either of the two tables. The two tables don't match, either. The 2017/18 year should have been placed in the new table, eliminating the need for redundant and mismatched information.

Conclusion

In conclusion, the Train Riders Association of California applauds the SJJPA for the initiatives proposed in the draft Business Plan. Thank you for this opportunity to comment on your draft Business Plan.

Sincerely yours,

/s/ RON JONES

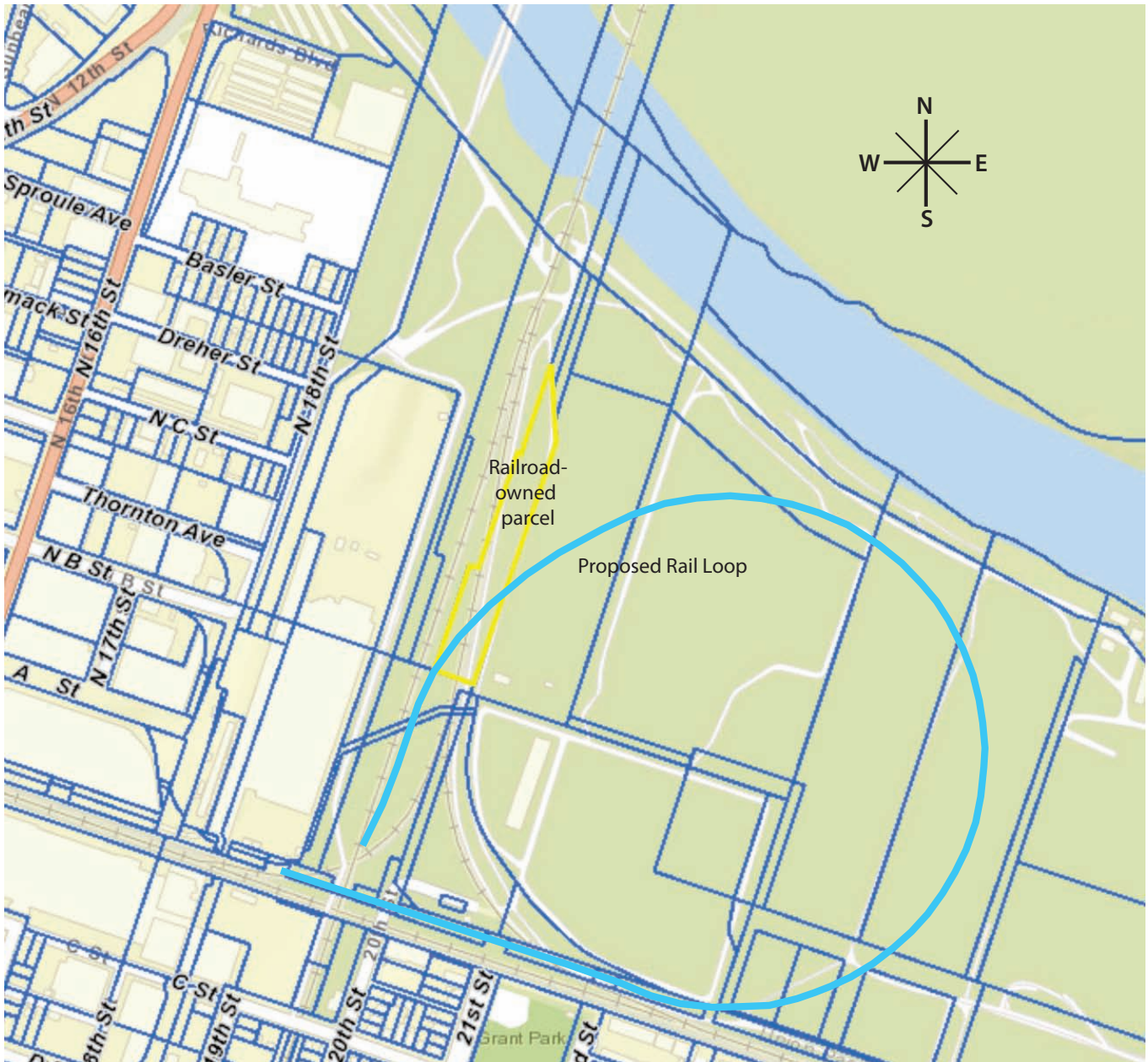
Ron Jones, President

Attachments: Loop Track design

"Why not try a 'faster' speed rail system first?"

Parcel Map at Proposed Crossing of Sacramento Subdivision under Martinez Subdivision

This area is approximately 1.0 mile northeast of downtown Sacramento Valley Station.



All parcels north and east of railroad tracks are vacant except for an electric substation, showing “\$0” assessed value, e.g., they are owned by government entities such as the Sacramento Municipal Utility District (SMUC), the City of Sacramento, etc.

Satellite Image of area from Google Maps.



This map illustrates a proposed new track connection from north-south Sacramento Subdivision to east-west Martinez Subdivision. A connection at the southwest corner of existing overcrossing is not feasible due to Blue Diamond Almond facilities, requiring land purchase and extensive demolition.

There is a SMUD substation inside the west side of the loop, which has a radius of about 0.25 mile. The center of the loop is also an apparent Superfund site, which are part of the remains of a former Blue Diamond Almond facility. The total rise of the proposed track loop is 24 feet, or roughly an average 0.7% grade over 0.75 mile of new track. This plan would also require construction of a short subway under the existing connecting track just west of the SMUD substation.

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Why not try a 'faster' speed rail system first? It could work now

Guest Commentary  | Feb. 25, 2019 | [COMMENTARY](#), [MY TURN](#), [TRANSPORTATION](#)

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By **Jim Gonzalez**, *Special to CALmatters*

Claims by President Donald Trump and other naysayers aside, Gov. Gavin Newsom provided clear analysis and direction regarding the stalled California High Speed Rail Project.

The governor's message was twofold: finish the Central Valley link between Merced and Bakersfield, and continue planning to complete high-speed rail within sensible and fiscally prudent guidelines and phases.

To this, I have a modest suggestion:

Gov. Newsom should consider a statewide faster-speed rail system. It is innovative and can be accomplished sooner and cheaper.

California has the technological means to provide passenger rail service which can travel at 125 miles an hour, an increase in speed of 58 percent over the 79 mph speed limit which governs most of the rail lines now serving California.

Already in service in California are six Siemens Clean Diesel Electric locomotives. They're designed to safely operate at 125 mph.

These environmentally-friendly locomotives are the first of their type to have received Tier IV emissions certification from the Federal Railroad Administration, and are part of a [multi-state procurement](#).

These faster speed locomotives already operate on the Capitol Corridor between San Jose and Sacramento, and could be mated with new passenger rail cars being, which are being built by a Sumitomo/Siemens partnership at Siemens' rail car manufacturing facility in Sacramento.

You read that right. The railcars are being made in California, providing well-paying manufacturing jobs for our middle class.

When these train sets are rolling, California will have the potential for 125 mph faster speed rail service. This will instantly put California in the same league as rail services in Europe and Asia where 125 mph service is routine.

True, this isn't the 200-plus mph rail service promised in the 2008 bond campaign for the [California high speed rail](#). But 125 mph passenger trains would offer service similar to the United Kingdom's Inter-City 125, which has been in [service since 1976](#).

These 125 mph capable train sets could be put in service on the high speed rail line being built between Merced and Bakersfield.

This represents a sensible, cost-effective solution that would allow faster-speed rail to operate immediately and spur the economic success on the Merced to Bakersfield line that Gov. Newsom envisions.

These same trains could be a solution for an upgraded line between San Diego and Los Angeles Union Station and north to San Luis Obispo. Riders would use faster-speed rail in even greater numbers if tracks were upgraded to support 125 mph service.

Technology exists today to employ faster-speed rail service as soon as the tracks, right of way, and system controls are in place. This would be the most cost-effective approach toward making the Central Valley portion of the high speed rail project fully operational.

It also would also dramatically increase passenger service and revenue on many other lines, including the 128-mile link between Los Angeles and San Diego, a welcome alternative to the grinding congestion of Interstate 5 and expensive air travel.

Anyone who has driven between the Bay Area and Los Angeles along Highway 5 knows that the real barrier to high speed rail remains the literal barrier of the Tehachapis.

Getting through that mountain range with grading, rail tunnels, and bridges will always be a profound and costly engineering challenge.

Someday it will be done. However, until the political will and the dollars match this engineering challenge, the Newsom Administration should consider faster speed rail and embark on providing 125 mph rail service for all of California's train passengers.

Jim Gonzalez, a former San Francisco supervisor, leads a political strategy and public policy research firm in Sacramento. He has consulted with passenger rail companies, though views in this commentary are not supported or authorized by any past or present client, jim@jimgonzalez.com. He wrote this commentary for CALmatters.

Commentaries

CALmatters welcomes commentary pieces focused on California policy and politics. Below are our guidelines:

- We will edit them, post them on our site and share them with our news partners. They may publish them.
- Your op-eds must be exclusive to CALmatters and no more than 650 words.
- Please include your photo and email address for publication.
- Please also include phone number so we can reach you.
- If your piece is selected for publication, we will ask that you sign a release, and statement that you have read and accept our ethics policy.

Please contact Dan Morain with any questions, dmorain@calmatters.org, (916) 201.6281.



CALmatters





March 12, 2019

San Joaquin Joint Powers Authority
949 East Channel Street
Stockton CA 95202

Dear Chairman Chiesa and Members of the Board:

The Kern County Bakersfield Express Stakeholder Working Group would like to express our support for the 2019 Business Plan Update. We support efforts to reduce travel times between Bakersfield and Northern California (both Sacramento and the Bay Area) employing limited stop service, increased speeds, track upgrades (e.g., additional double track segments), and other operational improvements. These improvements could reduce travel times between Sacramento and Bakersfield by approximately 45 minutes. We would also like to express our appreciation for the hard work and consideration of the San Joaquin Joint Powers Authority Board of Directors, Chairman Chiesa, Dan Leavitt, and other staff over the past year.

The stakeholder working group recommends consideration of the following minor edits to the draft. These points are prioritized and summarized below with recommended edits noted in bold.

- Reduced Running Times Between the Bay Area and Bakersfield: Kern County stakeholders support efforts to achieve time savings along the Bay Area to Bakersfield corridor. As part of this effort, we encourage the SJPPA to consider adding “implementing limited stop service” as one of the potential strategies to achieve this travel time savings. We also recommend changing “Bay Area” to “Northern California” to recognize the SJPPA’s efforts at reducing travel times to both Sacramento and the Bay Area.
 - “Reduce Running Times between the Bay Area and Bakersfield: As part of the April 2020 San Joaquins’ schedules, SJPPA is exploring ways to reduce travel times for trains running between the Bay Area and Bakersfield to under six hours. This will result in significant operational cost savings, as a crew change can be eliminated for each train. As part of this program, SJPPA is considering a variety of strategies, including implementing measures to reduce dwell times and schedule recovery time, **implementing limited stop service**, utilizing increased acceleration/deceleration of new Charger Locomotives, terminating some trains in Emeryville, and increasing operating speeds (up to 90 mph).”
 - “Operating Plan and Strategies - Building upon the April 2019 schedule, SJPPA is planning for an April 2020 schedule that will include reduced operating times between Bakersfield and **Northern California** and more detailed coordination with Capitol Corridor, Pacific Surfliner services, **and thruway bus connections** to enhance ridership potential and on time performance. Options to be considered to reduce travel times will include skip-stop/limited stop service, reducing pad-time, and stopping service at Emeryville.”
- Transit Oriented Development: Bakersfield has been consistently omitted from a mention about transit-oriented development around it’s Amtrak station. Kern County stakeholders respectfully request the addition of Bakersfield TOD and recommend the following language:

- **“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.”**

- **Station Area Development:** Kern County stakeholders encourage the addition of a sixth station area development principle that includes preparation for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.
 - **“Station Area Development**
Increased development near San Joaquins stations promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. The responsibility and powers needed to focus on growth and produce station area development reside primarily with local government. To help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles, SJJPA will:
 1. Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote transit-oriented development (TOD) in the vicinity of San Joaquins’ stations.
 2. Assist local governments in securing grants/funding for planning and implementing TOD around San Joaquins’ stations.
 3. Require new San Joaquins’ stations be developed as a multi-modal transportation hub.
 4. Encourage the location of new San Joaquins’ stations in traditional city centers and areas with high potential for TOD around the station area.
 5. Work with communities and organizations to support TOD and with developers to implement TOD.

6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development, and TOD.

7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.”

- **New Equipment:** Kern County stakeholders encourage SJJPA and Caltrans to consider the procurement of a limited number of business cars as part of the planned Siemens equipment deliveries in the early 2020s. This could enable new opportunities for enhanced revenue and ridership for the San Joaquins by offering additional products and services to business travelers.

- **Café Car:** Kern County stakeholders support efforts to more efficiently and cost-effectively provide catering service on the San Joaquins. We would respectfully request that the SJJPA consider the addition of healthier options as additional consideration for future menu and vendor changes to the food and beverage service.
 - **“SJJPA is evaluating the existing food and beverage service to provide high quality and healthier options in the most efficient and cost-effective manner.”**

In summary, the Kern County Bakersfield Express Stakeholder Working Group supports the 2019 Business Plan Update and thanks to the SJPA for their hard work to enhance the customer experience, reduce travel times, and improve on-time performance. If we can be of any assistance, please do not hesitate to contact us.

We hope to see reduced travel times soon. All aboard!

/s/Michael Turnipseed
Michael Turnipseed

/s/Troy Hightower
Troy Hightower

/s/Adam Cohen
Adam Cohen

From: Adam Cohen [<mailto:adam.p.cohen83@gmail.com>]

Sent: Wednesday, March 13, 2019 6:14 PM

To: Dan Leavitt <dan@acerail.com>

Cc: thightower@tdhintl.net; Michael Turnipseed <michael@kerntaxpayers.org>; vito.chiesa@stancounty.com; James Allison <JimA@capitolcorridor.org>

Subject: 2019 Business Plan Update

Hi Dan,

I wanted to make one additional comment on the SJJPA Business Plan update for consideration. As Caltrans continues with its procurement of replacement equipment, I would like to recommend that SJJPA, ACE, and Capitol Corridor consider jointly studying the potential opportunities and costs of reserve equipment (either new or retaining some of the old trainsets) pre-positioned (perhaps in San Jose, Sacramento, and/or Bakersfield). This equipment could be shared by all three organizations through a MOU.

This could help reduce delays and increase on-time performance when incidents occur in the system. Today is a great example of this ... when freight hit a vehicle on the tracks near Antioch, it delayed an early morning train which had a compounding effect all day. By having one or more trainsets in reserve at key locations, a late arriving train could still result in an on-time departure of later trains preventing a snowball effect of delays later throughout the day.

Just a thought for consideration.

Thanks again,

Adam

John Webb winnemuccuslim@hotmail.com :

1. Do not eliminate food service from any train. It will only drive people away, even the few ones on trains you want to increase ridership on.
2. The sooner a connection between Route 7 and SMART happens in North Santa Rosa the Better. Dump the Perata Act.
3. Do not scrap the Comet Cars, they will be useful for back-up/emergency service. They will be needed when the Superbowl is in Oakland or a second section on Thanksgiving.
4. Monitor better: 3 of 8 café car tables had "reserved signs" for "unaccompanied minors", although agent was not expecting any onboard. Agent stated they show up even if not expected.
5. Replenish timetables: Numerous outdated timetables (May 7, 2018) on train. Current timetable is December 18, 2018.
6. Update signage at Thruway Bus Stops: Arcata to Martinez 3/7/2019 signage at stops and much of what there was had outdated schedule info (2012).



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

January 8, 2019
Mr. Vito Chiesa
Chair, San Joaquin Joint Powers Authority

Dear Chair Chiesa and Board members:

REPEAL SB 804 (1999) Perata

SB 804 was passed in 1999 with the objective of shielding Greyhound Bus and other intercity bus lines from competition from the State sponsored Thruway bus network. Passengers using the Thruway buses must have an Amtrak ticket and must have a rail component to their journey.

RailPAC is supporting State Senator Allen and other members of the Assembly and Senate to repeal SB 804 (1999). RailPAC feels the current restriction is no longer relevant due to the restructuring and reduction of California's motor coach network. With its focus on high-yielding corridor city pairs, intercity motor coach service has almost disappeared from rural California. Repeal will enable California's "Thruway Bus" program to offer service to more residents, not just those connecting to/from an Amtrak train.

The flexibility gained from repealing the amendment results in more efficient route utilization and additional ridership. This reduces GHG, reduces the subsidy for the State passenger rail and increases travel options for all Californians. By adding additional riders to Thruway bus network, especially ACE riders, San Joaquin passengers would benefit from a more financially productive network.

Please consider adding this to the San Joaquin Joint Powers Authority's 2019 legislative program.

Thank you for your consideration.

Yours truly,
SIGNED

Steve Roberts, Doug Kerr, Vaughn Wolfe, Northern California Directors, Rail Passenger Association of California

RailPAC is an all-volunteer membership organization, founded in 1978 and dedicated to improving mobility for all Californians and throughout the western states.

Contact: info@railpac.org 415 787 2252

cc: Stacey Mortensen
Dan Leavitt



Mr. David Lipari
Marketing Manager
San Joaquin JPA
949 East Channel Street
Stockton, CA 95202

February 7, 2019

Dear Mr. Lipari,

As we discussed after the January 25th SJJPA Board meeting, the metric on page 8 of the 2018 San Joaquin Business Plan regarding the Hispanic ethnic share of the route compared to Census data is misleading. I would recommend creating an alternative metric for the 2019 Business Plan. The ethnic market goals should be based on measurement of the potential transportation market not the wider ranging total Census count. This change would not impact key ethnic target markets or spending against any current ethnic markets. This change would simply more clearly state the reality of ethnic share and avoid creating unattainable goals for the Board and SJJPA staff.

Outlined below are the factors that influence the methodology for measuring San Joaquin Route ethnic share.

- 1.) The San Joaquins serve the entire state not just the San Joaquin Valley. Many areas, especially those served by Thruway buses; are non-Hispanic White dominant (i.e. North Coast, Sierra Foothills, West LA, etc.). Several large UC and CSU campuses served by the route have very low Hispanic representation in their student bodies. San Joaquin marketing cannot impact these structural realities;
- 2.) Census data includes children while on-board surveys are filled out by adults. Any ethnic group that skews younger (thus having a greater likelihood of children in the household) will be overrepresented in the Census data compared to the on-board survey data. Also participants in the San Joaquin school rider programs are not included in the San Joaquin ethnic share profile;
- 3.) Travel costs money, not only for the fare but for all the other expenses involved. Families below a certain income level simply can't afford to travel. In reality they are not part of the San Joaquin Route market yet the Census counts all income groups equally;
- 4.) In addition, the propensity to travel is directly related to income levels. The fact that income levels diverge between ethnic groups skews the San Joaquin on-board profile compared to the Census counts;
- 5.) Many Hispanic families in California are blended containing both citizens and undocumented members. Post 9/11 security requirements as well as current security exercises, creates a "chilling" effect for rail travel within certain ethnic markets;

- 6.) The propensity to travel is also directly influenced by the rider's career. Those with managerial/professional positions travel more frequently than blue collar workers. Any ethnic skew between the careers of riders will impact the San Joaquin on-board profile compared to the Census;
- 7.) The largest segment of San Joaquin riders are those visiting family and friends. For some ethnic groups their families are outside the US. For those groups the San Joaquins are just not part of the travel equation. This is even true for those whose families reside in northern Mexico. Compared to a one-seat motor coach ride to the Tijuana bus station, the multi-connection ride on Amtrak is a challenge especially for those with small children and a great deal of luggage. This market barrier is structural in nature;
- 8.) Finally, there is the frequency effect which goes beyond a higher propensity to travel. Ethnic groups that tend to ride more frequently, higher income individuals or managerial/professional job holders, are going to be overrepresented in the on-board surveys.

Many of these factors can be explored with additional survey question options, data analysis at the crosstab level and weighting.

As I mentioned the simplest fix would be to use the statewide ethnicity breakdown. This would reduce the gap from about 20 points to about 8 points, still a worthy target for growth but not holding out a growth goal that is unachievable. Measuring the performance of important marketing programs against an unachievable goal guarantees failure and may in fact be a counterproductive action.

Let me know if you have any questions.

Yours truly,

Steve Roberts
Rail Passenger Association of California
(via e-mail)

Cc: Dan Leavitt
Paul Dyson
Doug Kerr



Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Mariposa, Merced, Sacramento, San Joaquin, Stanislaus, Tulare
Partners: Amtrak, Caltrans Division of Rail, BNSF Railway Company, Union Pacific Railroad

REPRESENTING COUNTIES ALONG THE SAN JOAQUIN RAIL CORRIDOR

San Joaquin Valley Rail Committee Comments on the 2019 SJJPA Draft Business Plan

- Any sort of change in stations served, like an express train service that skips some stations, should have public input prior to implementation.
- Introduce Bay Area Morning Express train; explore ridership forecasts and potential timetables.
- Include Mixed Use Residential infrastructure near new stations for improved walkability and station connectivity.
- Don't get rid of café car; serves as train amenity to attract passengers.
- Place Clipper Card kiosks at San Joaquin Stations and high traffic locations for commuters going towards Bay Area.
- Create simpler, more user-friendly ticketing experiences for passengers transferring and/or using multiple train operators.
- Highlight Electric Vehicle Charging stations at San Joaquin Stations where available. Implement EV Charging plug-in stations at new stations.
- Highlight Renewable Fuel Diesel Equipment as a potential Revenue Resource.
- Standardize procedures for on-board announcements of 'next station' and café car.
- Ensure train connects with ACE train in Stockton
- Coordinate with Uber/Lyft to improve first-mile/last mile connections.
- Improve freight & passenger train interference.
- For Sacramento Midtown station, improve connectivity to long distance Amtrak routes.
- Explore and improve Bike & Ped connectivity to Sacramento Valley Station.
- Create partnerships with bike coalitions throughout corridor.
- Request Service Optimization study.
- Highlight trip ideas on website example: Hanford Superior Dairy.
- Bus connection to Monterey, CA. Thruway buses use to stop in Los Banos, San Juan Bautista with final destination to Monterey. There were two daily round-trips before UC Merced was built.
- Information on San Joaquin web page has been lacking updates on recent schedule changes.
- Better marketing or outreach. Buy some billboard space.
- Simplified schedule for passengers.
- Get more funding for double tracking from Stockton to Merced.

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 5

ACTION

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

Background:

In order to continue the administrative responsibilities of the San Joaquins, the San Joaquin Joint Powers Authority (SJJPA) must develop an Annual Business Plan during the term of the ITA as required by AB 1779 and submit the Plan by April 1 of each year to the Secretary of the California State Transportation Agency (CalSTA). Starting with last year's Business Plan, the Annual Business Plan must be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year. The purpose of establishing the later date for the final version is to allow Amtrak time to finalize operating cost estimates. The final version of the Annual Business Plan is then reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature. Section 7.1(d) of the SJJPA Joint Exercise of Powers Agreement (JEPA) requires adoption of the Business Plan by two-thirds vote of the SJJPA Board Membership.

The Draft 2019 SJJPA Business Plan Update (2019 Business Plan) is mostly a minor update of the 2018 SJJPA Business Plan in terms of the vision and programs for the future. The 2019 Business Plan can be found at the end of this Board Agenda Packet.

Key Updates of the Draft 2019 SJJPA Business Plan Update:

- Spring 2019 Schedule: Returns the San Joaquins to full-corridor service for 7 daily round-trips and introduces slotted schedule and distributed pad-time for improved on-time performance.
- Spring 2020 Schedule: Which will include reduced operating times to under six hours between Bakersfield and Oakland Amtrak Stations to negate the need for costly crew changes. Options to be considered will include skip-stop/limited stop service (such as the Bakersfield Express concept). This schedule will include

more detailed coordination with Capitol Corridor and Pacific Surfliner services to enhance ridership potential and on-time performance. This schedule will have all 7 daily round-trips running the full corridor.

- Increase cost recovery of the San Joaquins Café Car service with strategies including: 1) eliminating additional items from the menu, replacing items on the menu with lower cost alternatives, exploring transferring Food and Beverage Operations to a third-party, and evaluating cost savings and viability of eliminating café service on low performing trains.
- 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, are expected to be managed by SJJPA in coordination with CalSTA, Caltrans, and Amtrak.
- Support the state's Integrated Ticketing Efforts
- Participate in the Statewide Working Group Fleet Management focus group being established that will address issues such as the retirement of the Comet Cars from regular service and the deployment of the new Siemens rolling stock (including any additional infrastructure needed associated with the new equipment).
- Updated ridership and financial figures, along with updated discussion of the status of current and planned capital projects

Changes Made Since Release of Public Review Draft (included in Draft in this Packet):

The Public Review Draft of the 2019 Business Plan was released on March 1, 2019. Since that time, SJJPA has received public comment on the 2019 Business Plan and has made changes based on these comments and other factors. Below is a summary of the key changes, all changes are shown in "track changes" in the print-out of the 2019 Business Plan, which can be found at the end of this Board Agenda Packet.

- *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 and changed "Bay Area" to "Northern California" to recognize the SJJPA's efforts at reducing travel times to both Sacramento and the Bay Area.*
- *The following language was added to Chapter 13 under "Transit Oriented Development Around San Joaquins Stations for 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."

- *Added the following 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."*
- *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."*
- *In Executive Summary, under "Marketing Strategies" the following paragraph was adjusted: SJJPA is also carrying out specific strategies for reaching out to minority, non-English-speaking constituencies, and disadvantaged communities along the San Joaquins Corridor. With Hispanics comprising over 38% of California's population, but less than one-third of San Joaquins' ridership, a concerted effort has been made to tailor promotional materials in Spanish and utilize informational outlets that are more effective. The grassroots strategy has helped SJJPA identify and address other markets throughout the San Joaquins Corridor that are underserved, or lacking information." This adjustment was in response to RailPAC's comment letter suggesting that it is better to compare ridership demographics against the demographics of the State of California due to the San Joaquins Service connecting such a large portion of the state.*
- *In Chapter 13, identified what entity owns each station.*
- *Typos identified by commenters were corrected.*

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.

SJJPA RESOLUTION 18/19- _____

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

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

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

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

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

WHEREAS, the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2019/2020 must be executed; and

NOW THEREFOR 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 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.

PASSED AND ADOPTED, by the SJJPA this 22nd day of March 2019, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 6

INFORMATION

Spring 2019 Schedule Change Update

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 defer running the Sacramento Morning Express service until additional trains can be offered in the peak period. A “slotted” schedule means that all San Joaquins trains meet each other at planned double-track sections on the corridor. ‘Table 1’ is a tentative schedule for Spring 2019 and is still subject to change.

Table 1

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	

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

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.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 7

INFORMATION

Café Car Performance Update

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.

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. To view the onboard menu, see 'Attachment'.

Fiscal Performance of the Café

Historically, café car operations onboard intercity passenger rail service has 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.

When looking at the fiscal performance of the San Joaquins café car there are several factors to consider:

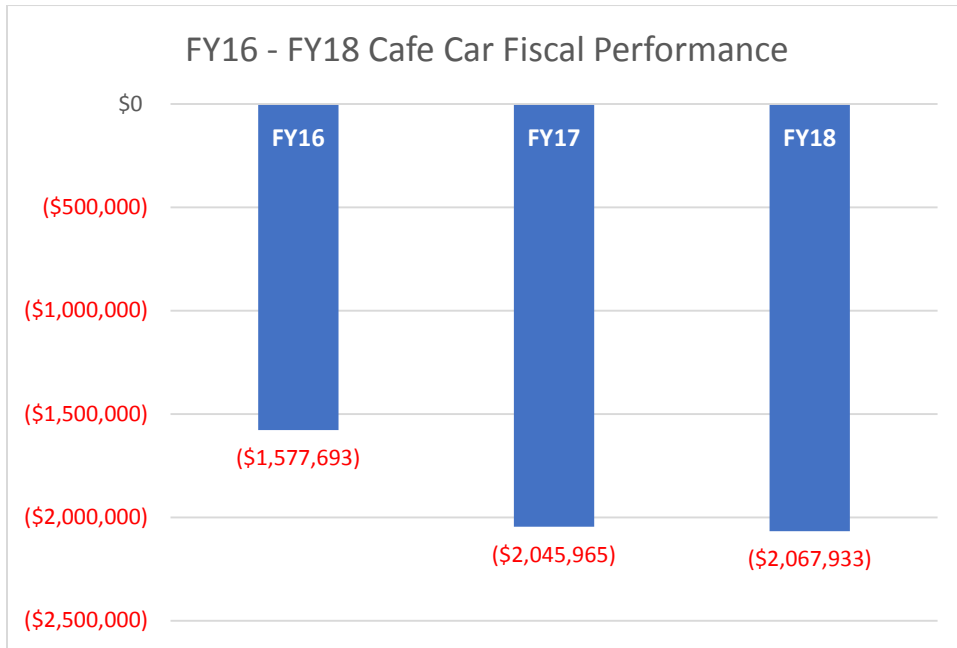
1. Revenue: Revenue collected onboard the train in the café car.
2. Labor: Cost associated with the LSA labor.
3. Commissary Provisions: Cost associated with the purchasing of product and other items for café car sales and operations.
4. Amtrak OBS Additive: Cost associated with managers' and other Amtrak employees' labor.

The fiscal performance of the San Joaquins café car is below in 'Table 1'. A fiscal year summary is provided below in 'Graph 1'.

Table 1

FY16 – FY18 Café Car Fiscal Performance												
Month	FY16				FY17				FY18			
	Revenue	Labor	Commissary Provisions	Loss	Revenue	Labor	Commissary Provisions	Loss	Revenue	Labor	Commissary Provisions	Loss
OCT	\$164,924	\$182,833	\$85,561	(\$103,469)	\$185,140	\$199,118	\$103,877	(\$117,856)	\$149,619	\$206,234	\$96,245	(\$152,860)
NOV	\$173,284	\$170,724	\$114,001	(\$111,441)	\$177,565	\$232,658	\$122,717	(\$177,810)	\$177,427	\$216,096	\$114,269	(\$152,938)
DEC	\$233,876	\$177,210	\$100,157	(\$43,491)	\$195,888	\$221,265	\$113,050	(\$138,427)	\$515,219	\$216,672	\$120,652	\$177,895
JAN	\$159,685	\$179,280	\$80,285	(\$99,881)	\$243,541	\$174,885	\$87,741	(\$19,085)	(\$120,180)	\$225,110	\$96,774	(\$442,064)
FEB	\$166,720	\$184,127	\$78,927	(\$96,334)	\$139,702	\$227,368	\$93,878	(\$181,544)	\$94,273	\$189,149	\$82,035	(\$176,911)
MAR	\$214,012	\$185,227	\$100,903	(\$72,118)	\$192,763	-\$241,263	\$102,333	\$331,693	\$230,237	\$172,869	\$102,333	(\$44,965)
APR	\$144,232	\$187,205	\$77,566	(\$120,539)	\$177,505	\$285,896	\$105,422	(\$213,813)	\$173,802	\$212,612	\$97,180	(\$135,990)
MAY	\$178,903	\$196,414	\$99,895	(\$117,406)	\$159,525	\$171,425	\$118,352	(\$130,252)	\$128,122	\$268,692	\$119,671	(\$260,241)
JUN	\$239,160	\$209,228	\$108,361	(\$78,429)	\$221,168	\$218,375	\$117,156	(\$114,363)	\$206,408	\$233,640	\$111,477	(\$138,709)
JUL	\$209,644	\$202,152	\$118,405	(\$110,913)	\$262,364	\$227,100	\$127,685	(\$92,421)	\$198,659	\$232,214	\$128,475	(\$162,030)
AUG	\$191,531	\$212,805	\$112,676	(\$133,950)	\$165,046	\$466,803	\$121,668	(\$423,425)	\$233,273	\$207,205	\$115,132	(\$89,064)
SEP	\$210,704	\$236,827	\$94,448	(\$120,571)	\$202,086	\$419,622	\$154,012	(\$371,548)	\$221,696	\$221,787	\$99,342	(\$99,433)
			Gross Loss	(\$1,208,543)			Gross Loss	(\$1,648,851)			Gross Loss	(\$1,677,310)
			Amtrak OBS Additive	(\$369,150)			Amtrak OBS Additive	(\$397,114)			Amtrak OBS Additive	(\$390,623)
			Total Loss	(\$1,577,693)			Net Loss	(\$2,045,965)			Net Loss	(\$2,067,933)

Graph 1



The fiscal performance of the café car has been in a steady decline. A large jump between FY16 and FY17 is a result of the addition of the 7th daily round-trip. Looking from a fare subsidy per rider perspective, the data holds true in 'Table 2' that it is costing more per rider to operate the café car per year.

Table 2

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

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. Initial strategies included:

1. Dramatically Eliminating Number of Items Sold
2. Controlling Spoilage of Perishable Items

3. Sourcing Local Products to Boost Sales
4. Raising Café Item Prices
5. Increasing Implementation of Feedback from LSA's
6. Reducing Quantities of Product Stored Onboard the Train

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 Strategies 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.

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. 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.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

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



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



SMALL BITES

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



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



SWEETS☑

- Candy (assorted).....\$2.50
- Giant Cookie.....\$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



BEER, WINE & SPIRITS*

- Private Label Wine (187ml)/(375ml) ...\$6.00/\$15.00
- Sparkling Wine (187ml).....\$7.50
- Cocktails (50ml).....\$6.50
- Premium Beer (12oz)/(22oz).....\$6.00/\$10.00
- Domestic Beer (12oz).....\$5.00



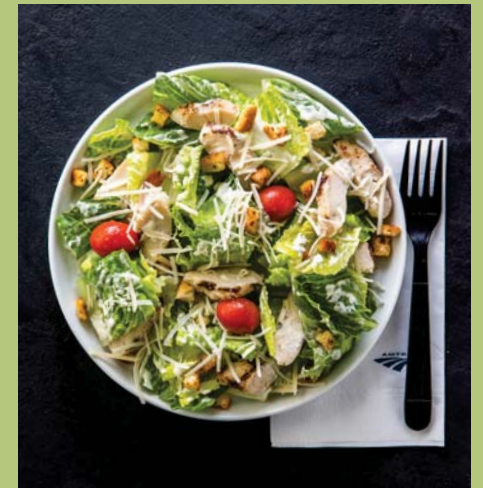
SUNDRIES

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

Available on Capitol Corridor Trains Only:
 Cappy Plush 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.



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



SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 8

INFORMATION

Update on Valley Rail Program

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. 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	Project Approval Environmental Development	Plans, Specifications, and Estimates	Right of Way	Begin Construction	Overall Project Budget	Comments / Current Status	Project Manager
Positive Train Control (PTC)	PTC	Install PTC on UPRR				June 2018	\$ 1,302,000	Completed December 2018	Schmidt
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
Valley Rail - SJJPA Only	Madera Station	Construction of a new Station in Madera	Planning In Progress				\$ 26,676,411		Leavitt
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
Valley Rail - SJJPA Only	Network Integration	Planning Study for Network Integration among the California					\$ 1,000,000		Leavitt
Valley Rail - SJJPA Only	BNSF Speed Restriction Reduction	Track improvements to eliminate the speed restriction in Kern County					\$ 20,000,000		Sheridan
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 February 2019	Chapa
Station and Transportation Projects	Merced Parking Expansion	Construction of +-100 Space Parking Lot					\$ 900,000		Sheridan
Station and Transportation Projects	Stockton Wye	Construct track connection between BNSF Stockton and UPRR Fresno Subdivisions					\$ 8,716,689		Sheridan
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

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 9

INFORMATION

Report on Transit Cross-Promotion Advertisements

Background:

Connectivity with other modes of transit is vital to maintaining an effective and efficient transportation system. With this in mind, SJJPA is continually assessing the existing connectivity between 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.

Increasing 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.

Collaborative Efforts:

Staff is working closely with Modesto Area Express (MAX), Merced "The Bus", and Fresno Area Express (FAX). Other collaborative efforts underway include Stockton RTD, Kern Transit and Bakersfield Golden Empire Transit.

MAX offers commuter services to ACE, Amtrak, and BART as well as 17 fixed routes throughout the Modesto urban area. Cross-promotion posters have been installed on 60 MAX buses. MAX serves approximately 2,800,000 passengers annually.

Today, Merced "The Bus" is the single public transportation service provider for all of Merced County. Cross promotion digital ads (English and Spanish versions) have been

installed on 57 busses: 37 fixed route buses and 15 para-transit buses. The Bus is currently operating on 16 fixed routes with another set of buses providing Paratransit service. The Bus carries approximately 1,000,000 passengers per year.

Fresno Area Express 16 fixed-route services, Bus Rapid Transit (BRT), FAX 15, Handy Ride, extended night service and enhanced weekend service, serve the Greater Fresno community. 120 (English and Spanish) bus placards have been installed on FAX buses. Ridership for FY2018 was 9,481,585. Collaboration with City of Fresno and FAX is forthcoming in creating a joint wayfinding map to be installed in the recent remodeling of the Manchester Transit Center and the Courthouse Park shelters (A, B, and L) kiosks.

Sample advertisement will be attached to staff report. Pictures of installed cross-promotion ads in transit buses will be highlighted at SJJPA Board Meeting presentation.

Fiscal Impact:

There is no fiscal impact of this item.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 10

INFORMATION

Presentation on 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. Attached to this staff report is a letter (dated January 8, 2019) from Rail Passengers Association of California (RailPAC) requesting support from the SJJPA on the efforts to amend SB 804 (1999) Perata as well as a copy of SB 804. Key language from Government Code Section 14035.55 is included at the end of this staff report.

RailPAC supports amending SB 804 provisions to enable the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip. Amending SB 804 provisions would increase revenues for the state at virtually no additional cost, would provide improved access to priority and underserved communities, and would reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile. This change will also provide better utilization of current infrastructure and reduce congestion on some of the nation’s most congested freeways.

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.

Amending SB 804 could have a very positive effect on California’s underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile and airline travel. Connecting these communities to each other and to California’s large economic centers would increase safe and affordable transportation options between these communities.

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”. It appears that the intent of SB 804 was primarily to protect privately operated intercity bus companies from competition from the state funded Thruway buses that are feeder services to the intercity passenger rail services. While there would be many benefits from the amending of 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.

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

California Government Code Sec. 14035.55:

California Government Code Sec. 14035.55, “(c) Except as authorized under subdivisions (e) and (f), the department may provide funding to Amtrak for the purpose of entering into a contract with a motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular routes only if all of the following conditions are met: (1) The motor carrier is not a public recipient of governmental assistance, as defined in Section 13902(b)(8)(A) of Title 49 of the United States Code, other than a recipient of funds under Section 5311(f) of that title and code. This paragraph does not apply if a local public motor carrier proposes to serve passengers only within its service area. (2) Service is provided only for passengers on trips where the passengers have had prior movement by rail or will have subsequent movement by rail, evidenced by a combination rail and bus one-way or roundtrip ticket, or service is also provided on State Highway Route 50 between the City of Sacramento and the City of South Lake Tahoe and intermediate points or on State Highway Route 5 between the community of Lebec in Kern County and the City of Santa Clarita for passengers solely by bus if no other bus service is provided by a private intercity bus company.... (d) The department shall incorporate the conditions specified in subdivision (c) into state-supported passenger rail feeder bus service agreements between Amtrak and motor carriers of passengers. The bus service agreements shall also provide that a breach of those conditions shall be grounds for termination of the agreements. (e) Notwithstanding subdivisions (c) and (d), the department may provide funding to Amtrak for the purpose of entering into a contract with a motor carrier of passengers to transport Amtrak passengers on buses operated on a route, if the buses are operated by the motor carrier as part of a regularly scheduled, daily bus service that has been operating consecutively without an Amtrak contract for 12 months immediately prior to contracting with Amtrak.”

Fiscal Impact:

Amending SB 804 provisions would result in increased Thruway bus ridership and additional revenue for the San Joaquins service.

Recommendation:

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



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

January 8, 2019
Mr. Vito Chiesa
Chair, San Joaquin Joint Powers Authority

Dear Chair Chiesa and Board members:

REPEAL SB 804 (1999) Perata

SB 804 was passed in 1999 with the objective of shielding Greyhound Bus and other intercity bus lines from competition from the State sponsored Thruway bus network. Passengers using the Thruway buses must have an Amtrak ticket and must have a rail component to their journey.

RailPAC is supporting State Senator Allen and other members of the Assembly and Senate to repeal SB 804 (1999). RailPAC feels the current restriction is no longer relevant due to the restructuring and reduction of California's motor coach network. With its focus on high-yielding corridor city pairs, intercity motor coach service has almost disappeared from rural California. Repeal will enable California's "Thruway Bus" program to offer service to more residents, not just those connecting to/from an Amtrak train.

The flexibility gained from repealing the amendment results in more efficient route utilization and additional ridership. This reduces GHG, reduces the subsidy for the State passenger rail and increases travel options for all Californians. By adding additional riders to Thruway bus network, especially ACE riders, San Joaquin passengers would benefit from a more financially productive network.

Please consider adding this to the San Joaquin Joint Powers Authority's 2019 legislative program.

Thank you for your consideration.

Yours truly,
SIGNED

Steve Roberts, Doug Kerr, Vaughn Wolfe, Northern California Directors, Rail Passenger Association of California

RailPAC is an all-volunteer membership organization, founded in 1978 and dedicated to improving mobility for all Californians and throughout the western states.

Contact: info@railpac.org 415 787 2252

cc: Stacey Mortensen
Dan Leavitt

SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2019

STAFF REPORT

Item 11

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 MARCH 22, 2019 SJJPA BOARD MEETING AT
THE SAN JOAQUIN COUNCIL OF GOVERNMENTS (BOARD ROOM)
555 E. Weber Avenue, Stockton at 10:30 am**

Getting there on the 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.

From the San Joaquin Valley:

Take San Joaquins Northbound 703 Train (departing from Bakersfield at 6:00 am); it arrives at the Stockton Downtown/ACE Amtrak Station (a.k.a. Cabral Station) at 10:09 am. The Cabral Station is about 0.3 miles from the San Joaquin Council of Governments Building (see map above).

- **SJJPA staff will escort people on foot and/or via shuttle between the Cabral Station and the meeting venue.**

From the Bay Area:

Take San Joaquins Southbound 712 Train (departing from Oakland at 7:35 am); it arrives at the Stockton San Joaquin Street Amtrak Station at 9:25 am. The station is about 1.0 miles from the San Joaquin Council of Governments Building (see map above).

- **SJJPA will have a shuttle waiting for arriving passengers.**

From the Sacramento:

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

Getting Home on the Amtrak San Joaquins:

To the San Joaquin Valley:

Take the Amtrak San Joaquins Southbound 702 Train (to Bakersfield), which departs from the Stockton San Joaquin Street Amtrak Station at 1:37 pm.

- **SJJPA will have a shuttle to the station leaving from the SJCOG parking lot at 12:45 pm.**

To the Bay Area:

Take the Amtrak San Joaquins Northbound 713 Train (to Oakland), which departs from the Stockton San Joaquins Street Amtrak Station at 1:17 pm

- **SJJPA will have a shuttle to the station leaving from the SJCOG parking lot at 12:45 pm.**

Driving

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

Coming from the South:

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

Coming from the North:

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

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

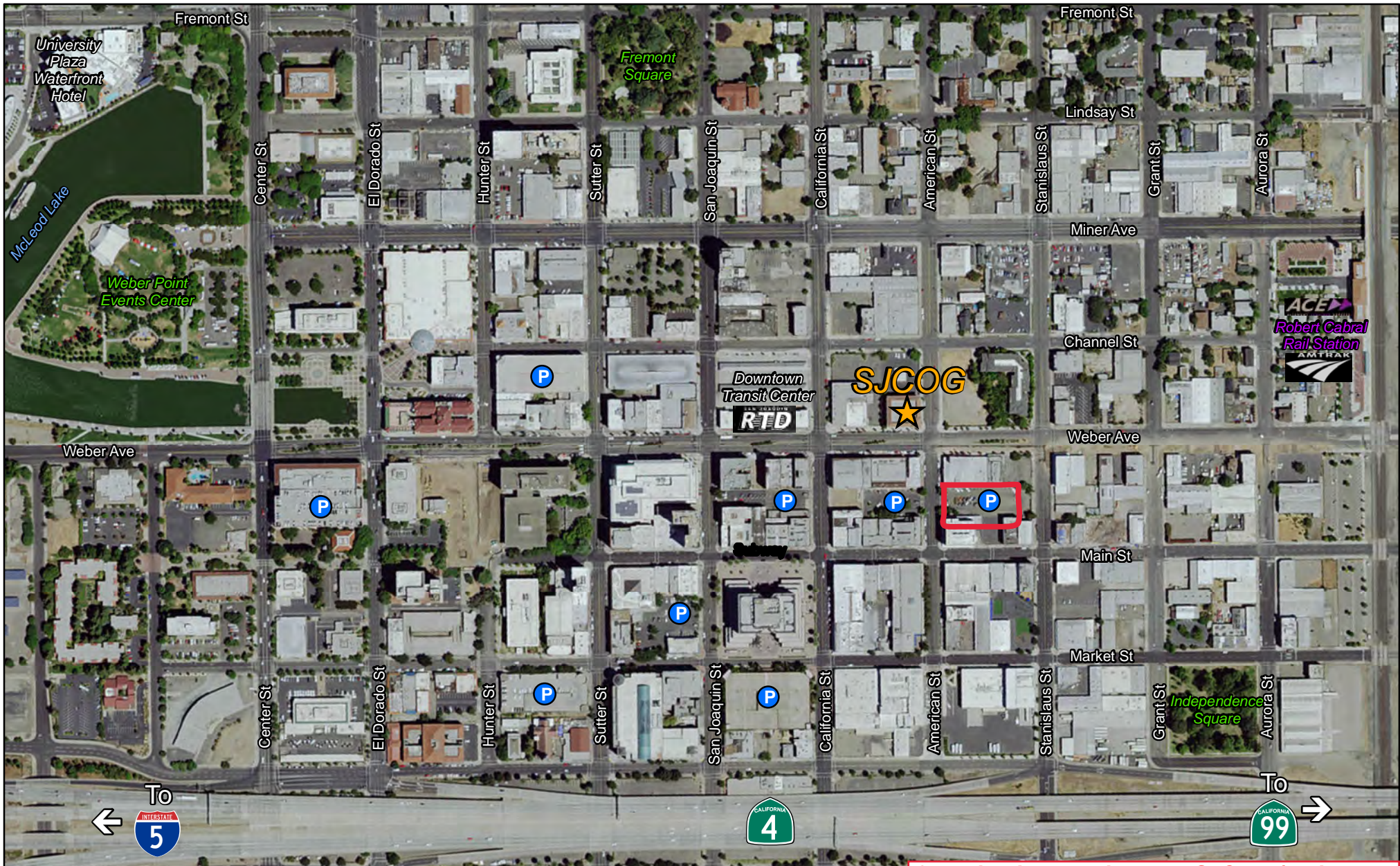
Parking

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

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

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

Downtown Stockton Parking



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

0 0.125 0.25 0.5 Miles