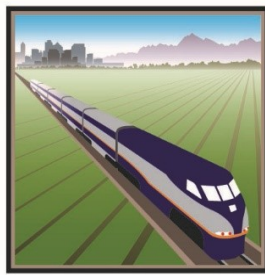


Supervisor **Vito Chiesa**, Chair, Stanislaus County
 Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
 Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
 Councilmember **Kevin Romick**, City of Oakley
 Supervisor **Rodrigo Espinoza**, Merced County
 Supervisor **Bob Elliott**, San Joaquin County
 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 **Melissa Hernandez**, City of Dublin
 Alternate **David Hudson**, City of San Ramon
 Alternate **Daron McDaniel**, Merced County
 Alternate **Doug Kuehne**, City of Lodi
 Alternate **Martin Devine**, City of Hanford
 Alternate **Andrew Medellin**, City of Madera
 Alternate **Rey Leon**, City of Huron
 Alternate **Bob Link**, City of Visalia

CONFERENCE CALL AGENDA

September 25th, 2020 – 9:00 AM

Call-In Information: 1 (571) 317-3122 Conference Access Code: 858-476-989

GoToMeeting Link: <https://global.gotomeeting.com/join/858476989>

SPECIAL NOTICE Coronavirus COVID-19

In accordance with the Governor's Executive Orders N-25-20, N-29-20 and N-35-20, San Joaquin Joint Powers Authority Board Members will be attending this meeting via teleconference. Members of the public may observe the meeting by dialing 1 (571) 317- 3122 with access code: 858-476-989 or log-in using a computer, tablet or smartphone at GoToMeeting.com using link: <https://global.gotomeeting.com/join/858476989>.

Please note that all members of the public will be placed on mute until such times allow for public comments to be made. If a person wishes to make a public comment during the meeting, to do so they must either 1) use GoToMeeting and will have the option to notify SJJPA staff by alerting them via the "Chat" function or they can 2) contact SJJPA staff via email at publiccommentssjjpa@sjjpa.com in which staff would read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment and no more than 240 words.

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

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

- | | | |
|-----|---|--------------|
| 1 | Call to Order, Pledge of Allegiance, Roll Call, Oath of Office | Chair Chiesa |
| 2 | Consent Calendar | Chair Chiesa |
| 2.1 | Approve Minutes from May 29th, 2020 Board Meeting | |
| 2.2 | Next Board Meeting Location | |
| 2.3 | SJJPA Operating Expense Report | |
| 2.4 | Administrative Items | |

**ACTION
INFORMATION
INFORMATION
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

3	Public Comments	Chair Chiesa	
	Persons wishing to address the Authority on any item of interest to the public regarding SJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a person wishes to make a public comment during the meeting, to do so they must either 1) use GoToMeeting and will have the option to notify SJPA staff by alerting them via the "Chat" function or they can 2) contact SJPA staff via email at publiccommentssjpa@sjpa.com in which staff would read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment and no more than 240 words. GoToMeeting.com using link: https://global.gotomeeting.com/join/858476989 .		
4	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute an Amendment to the 2020 San Joaquins Intercity Passenger Rail Service Operating Agreement with Amtrak to:	Stacey Mortensen/ Angela Miller	ACTION
	<ul style="list-style-type: none"> a. Revise the 2020 Appendix D Annual Payment to \$40,139,950 b. Revise the Continuation Clause to Eliminate the 3% Escalation Component c. Adopt 2021 Restricted Service Levels Related to COVID-19 d. Adopt 2021 Appendix D Annual Payment of \$43,469,946 		
5	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to Agreement 19-J-03-25-0-00 with AECOM to Increase the Total Compensation Amount by \$50,000 for the Completion of Project Development Consulting Services for Madera Station Relocation Project, Revised Total Contract Amount Not-To-Exceed \$416,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project	Dan Leavitt	ACTION
6	San Joaquins Operations and Ridership/Revenue Update	David Lipari	INFORMATION
7	Update on San Joaquins Thruway Bus Network	Paul Herman	INFORMATION
8	Update on Turlock-Denair Station Bus Loop Project	Rene Gutierrez	INFORMATION
9	Update on Valley Rail Program	Kevin Sheridan	INFORMATION
10	September Rail Safety Month Update	Freddy Rodriguez	INFORMATION

11	Executive Director's Report	Stacey Mortensen	INFORMATION
12	Board Member Comments	Chair Chiesa	
13	Adjournment		

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 2.1

ACTION

Minutes of SJJPA Board May 29, 2020

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 AM on May 29, 2020 in accordance with the Governor's Executive Orders N-25-20, N-29-20 and N-35-20. The San Joaquin Joint Powers Authority Board Members attended this meeting via teleconference.

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

Vito Chiesa, Chair of the San Joaquin Joint Powers Authority (SJJPA), called the meeting to order at 9:00 AM. The Pledge of Allegiance was led by Chair Chiesa.

Board Members Present: Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Elliott, Espinoza, Frazier, Romick, Shuklian, Verboon, and Alternate Leon.

2. Consent Calendar

- 2.1 Approve Minutes from March 27, 2020 Board Meeting
- 2.2 Next Board Meeting Location
- 2.3 SJJPA Operating Expense Report
- 2.4 Administrative Items

**ACTION
INFORMATION
INFORMATION
INFORMATION**

There was no Board discussion on this item.

M/S/C (Romick/Shuklian) to approve Items 2.1-2.4. Passed and Adopted by the San Joaquin Joint Powers Authority on May 29, 2020, by the following vote to wit:

AYES: 10 Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Elliott,
Espinoza, Frazier, Romick, Shuklian, Verboon, and Alternate Leon
NOES: 0
ABSTAIN: 0
ABSENT: 0

3. Public Comments

Eric Reeves suggested SJJPA staff work with Capital Corridor Joint Powers Authority and Amtrak to acquire the Union Pacific tracks from San Jose to Emeryville and the

Sacramento Subdivision from Stockton to Natomas to allow flexibility in expanding ACE and San Joaquins services to Sacramento and Bay Area in the future.

John Webb of Humboldt County expressed concern of eliminating Route 7 Thruway Bus stops proposed by SJJPA staff. Mr. Webb further explained that eliminating Thruway Bus stops is not cost effective and that SJJPA staff should wait to see the revenue opportunities afforded by the recent legislation passage of SB 742 before making any service cutbacks.

Steve Roberts of RailPac expressed concern of the proposed San Joaquins Thruway Bus network reductions and further explained the lack of financial analysis of cost savings, suggested SB 742 implementation to be accelerated and how transit agencies can supplement and replace Thruway Bus service reductions in the future.

Member Romick suggested adding a word count requirement in public comment notices to avoid two- and three-page public comments.

Vice Chair Haggerty provided an update on Metropolitan Transportation Commission (MTC) recovery guidelines during the COVID-19 pandemic. Vice Chair Haggerty further explained the progress of the MTC Blue Ribbon Task Force and introduced the new Alameda County SJJPA Alternate, Melissa Hernandez (Councilmember, City of Dublin).

4. Update on the San Joaquins Service Impacts Due to the Coronavirus (COVID-19)

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

Alternate Leon expressed his support for SJJPA staff to get feedback from San Joaquins riders to better understand ridership behaviors during the COVID-19 pandemic. There were no additional Board Member comments.

5. San Joaquins Operations and Ridership/Revenue Update

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

There were no Board Member comments.

6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2020 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 ACTION

Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021

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

Alternate Leon asked if there is a timeline available for the Cross-Valley Rail proposed bus service and expressed his support for outreach and engagement for areas South of Fresno County. Mr. Herman replied that South of Merced transit study will be initiated in the Summer of 2020, including Outreach efforts.

Member Verboon stated the Hanford, Wasco and Corcoran Stations continue to be vital to the San Joaquins service.

Vice-Chair Haggerty asked if the SJJPA provided public comments during the most recent State Assembly Transportation Hearing Committee meeting to support the California High Speed Rail 2020 Business Plan and what the risks are of a future interim rail service from Merced to Bakersfield. Executive Director, Ms. Mortensen, replied that a variety of members testified in support of the CHSR 2020 Business Plan at the Assembly Transportation Hearing Committee meeting and explained that the highest risks to operate an interim Merced to Bakersfield segment are the costs to maintain rail infrastructure, lease and maintain rolling stock.

M/S/C (Romick/Leon) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2020 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 2020/2021.

Passed and Adopted by the San Joaquin Joint Powers Authority on May 29, 2020, by the following vote to wit:

AYES:	10	Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Elliott, Espinoza, Frazier, Romick, Shuklian, Verboon, and Alternate Leon
NOES:	0	
ABSTAIN:	0	
ABSENT:	0	

7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Execute Any and All Changes Needed to Reduce Costs Associated with the San Joaquins Thruway Bus Network during the COVID-19 State of Emergency

ACTION

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

Chair Chiesa asked for the cost savings expected with the proposed Thruway Bus service changes. Mr. Leavitt explained the total cost reduction savings is expected to be an estimated \$11.2 million dollars, approximately a 51% cost reduction, combined with the initial COVID-19 service reductions.

Vice Chair Haggerty supports the proposed SJJPA staff recommendations to the Thruway Bus network and asked if there will be public hearings to make suggested route changes permanent. Mr. Leavitt explained it would be difficult to know how long the reductions would be needed and suggested SJJPA Board updates on a six-month basis to review ability to re-open routes in the future pending funding availability.

Vice Chair Haggerty suggested amending the proposed resolution to add that SJJPA staff will provide six-month updates on the Thruway Bus services and will need to come back to the Board for action before making any service cuts permanent. This would provide ability for the public to comment before cuts become permanent. Chair Chiesa agreed with Vice Chair Haggerty's provision. The resolution was approved as amended.

Member Verboon supports the proposed SJJPA staff recommendations to the Thruway Bus network and suggests looking for new solutions and partnerships with transit agencies and Regional Councils of Government to replace routes that will be eliminated or suspended.

Member Elliott supports the proposed SJJPA staff recommendations during these unprecedented times and asked if the restoration of routes will have to be approved by the SJJPA Board in the future. Mr. Leavitt confirmed that route restorations will need SJJPA Board approval.

Doug Kerr of RailPac and Healdsburg resident, explained the vital importance of Route 7 thruway bus stops and service for the Northern CA Coast region and that the proposed Route 7 bus stop eliminations should not be approved. Mr. Kerr suggested a shift in focus to be on ridership growth and not of reduction of service.

Mr. Leavitt recommended that no further thruway bus service cuts happen immediately for Route 7 and SJJPA staff continue to work with the Humboldt County Council of Governments Executive Director and community stakeholders in the Route 7 corridor before making any changes to this route.

David Schonbrunn, President of Train Riders Association expressed concern of permanent service eliminations proposed by SJJPA staff and suggested the resolution be modified to provide confidence to the public that proposed changes will not be permanent without a public notification.

M/S/C (Haggerty/Verboon) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Execute Any and All Changes Needed to Reduce Costs Associated with the San Joaquins Thruway Bus Network during the COVID-19 State of Emergency, with the addition that staff will provide six-month updates, and that further Board action is required to approve permanent service cuts.

Passed and Adopted by the San Joaquin Joint Powers Authority on May 29, 2020, by the following vote to wit:

AYES:	10	Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Elliott, Espinoza, Frazier, Romick, Shuklian, Verboon, and Alternate Leon
NOES:	0	
ABSTAIN:	0	
ABSENT:	0	

8. Update on Merced Station Parking Lot Expansion

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

Member Espinoza thanked SJJPA staff for their continued work at the Merced Station.

Vice-Chair Haggerty asked if the SJJPA has a Transit-Oriented Development (TOD) policy in place. Executive Director Mortensen acknowledged that the SJJPA does not have a TOD policy in place. Dan Leavitt added that the SJJPA Business Plan does have a Station Area Development chapter which highlights SJJPA support for TOD around San Joaquins stations throughout the San Joaquins corridor. Mr. Leavitt said that SJJPA staff will continue to explore ways to strengthen SJJPA commitments for TOD policies.

9. Update on Madera Station Relocation

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

Member Frazier expressed his support and appreciation for the Madera Station relocation design and outreach efforts to include public participation during the recent webinar environmental impact report process.

Alternate Leon asked how much funding will be invested for the Madera Station relocation. Mr. Leavitt replied that an initial \$26 million dollars will be invested for the first phase of relocating the San Joaquins station.

David Schonbrunn commended SJJPA staff for the initial analysis of the Madera Station relocation site and expressed concerns on the use of a new Madera Station due to the recent 2020 CHSR Business Plan interim Merced to Bakersfield segment proposal.

10. Executive Director's Report

Ms. Mortensen stated that Amtrak San Joaquins COVID-19 ridership survey data will be presented at the next SJJPA Board meeting.

11. Board Member Comments

Member Espinoza expressed his support for a future ACE Station in Livingston, CA, between Ceres and Merced, CA.

12. Adjournment

Chair Chiesa called the meeting to adjournment at 11:01 AM.

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

SJJPA will hold the next Board Meeting on November 20, 2020, with the exact location to be determined based on availability. The meeting time will be coordinated with the San Joaquins schedule and/in accordance with Federal, State and local ordinances related to COVID-19.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 2.3

INFORMATION

SJIPA Operating Expense Report

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

- Fiscal Year Start 2019/20 (July 1, 2019 – June 30, 2020)
- Fiscal Year Start 2020/21 (July 2020)

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
June 2020
100% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 19-20 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	2,374,767	1,574,503	66%
Office Expense	9,333	5,999	64%
Subscriptions/Periodicals/Memberships	5,000	5,000	100%
Computer Systems	5,000	-	0%
Communications	28,905	11,785	41%
Motor Pool	24,314	15,579	64%
Transportation/Travel	30,000	13,631	45%
Training	7,605	-	0%
Audits Regulatory Reporting	16,500	15,300	93%
Professional Services Legislative	28,500	25,070	88%
Professional Services Legal	75,000	53,937	72%
Professional Services General	279,267	242,278	87%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	10,000	676	7%
Professional Services Operations	20,000	4,038	20%
Communications, Operations	12,000	11,982	100%
Maintenance of Headquarters Structures/Grounds	82,361	76,258	93%
Insurance	60,250	60,040	100%
Insurance Management Fees	5,000	2,500	50%
Administrative Expenses Subtotal	3,140,802	2,119,226	67%
Marketing Expense			
Marketing & Outreach	1,960,000	1,209,024	62%
Marketing Expenses Subtotal	1,960,000	1,209,024	62%
Amtrak Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	65,292,590	49,692,328	76%
Amtrak Contract Expense Subtotal	65,292,590	49,692,328	76%
TOTAL OPERATING EXPENSES	70,393,392	53,020,578	75%

San Joaquin Joint Powers Authority
Operating Expense Report
July 2020
8% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 20-21 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	2,361,112	125,261	5%
Office Expense	24,517	526	2%
Subscriptions/Periodicals/Memberships	5,000	-	0%
Computer Systems	5,000	-	0%
Communications	28,977	841	3%
Motor Pool	29,779	689	2%
Transportation/Travel	40,000	-	0%
Training	7,605	-	0%
Audits Regulatory Reporting	17,000	750	4%
Professional Services Legislative	34,486	2,083	6%
Professional Services Legal	75,000	3,325	4%
Professional Services General	281,015	10,641	4%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	10,000	-	0%
Professional Services Operations	20,000	3,409	17%
Communications, Operations	11,016	91	1%
Maintenance of Headquarters Structures/Grounds	109,623	3,113	3%
Insurance	93,850	3,602	4%
Insurance Management Fees	2,500	-	0%
Security Services/Safety Program	24,109	6,200	26%
Administrative Expenses Subtotal	3,247,589	160,532	5%
Marketing Expense			
Marketing & Outreach	2,410,000	85,980	4%
Marketing Expenses Subtotal	2,410,000	85,980	4%
Amtrak Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	60,205,207	2,538,063	4%
Amtrak Contract Expense Subtotal	60,205,207	2,538,063	4%
TOTAL OPERATING EXPENSES	65,862,796	2,784,575	4%

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 2.4

INFORMATION

Administrative Items

Media Stories:

Attached are several articles. Links are provided below.

“Oakley capital projects advance-The Press”

https://www.thepress.net/news/oakley-capital-projects-advance/article_b29f2bce-e307-11ea-812a-5b4c9b25e7a2.html

“BUILD grant will help decompress most congested rail junction in Calif.- Progress Rail”

<https://www.rtands.com/track-maintenance/build-grant-will-help-decompress-most-congested-rail-junction-in-calif/>

“Rep. McNerney Announces \$20 Million BUILD Grant for San Joaquin Regional Rail Commission’s Stockton Diamond Grade Separation Project – Congressman McNerney Press Release”

<https://mcnerney.house.gov/media-center/press-releases/rep-mcnerney-announces-20-million-build-grant-for-san-joaquin-regional>

“San Joaquin rail panel begins environmental review of proposed grade separation – Rail News”

https://www.progressiverailroading.com/passenger_rail/news/San-Joaquin-rail-panel-begins-environmental-review-of-proposed-grade-separation--61355

“Stockton Diamond Grade Separation Project Wins \$20 Million BUILD Grant from USDOT, Only Rail Project Selected in Nation – San Joaquin Regional Rail Commission Press Release”

<https://acerail.com/stockton-diamond-grade-separation-project-wins-20-million-build-grant-from-usdot/>

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Oakley capital projects advance

Kyle Szymanski Aug 20, 2020



Photo courtesy of Metro Creative

Several Oakley infrastructure projects are in the fast lane to completion, according to a recently released capital improvement program update.

Several Oakley infrastructure projects are in the fast lane to completion, according to a recently released capital improvement program update.

The eight-project summary includes four roadway improvement project updates; insight on phase one of the future downtown train platform station and parking lot project; the addition of a civic center standby emergency power generator; and movement on the installation of Delta de Anza and Marsh Creek Trail connection safety improvements.

“A capital improvement plan (CIP) is one of the major responsibilities for any city and serves to ensure that the infrastructure exists to advance Oakley’s strategic and long-term goals and objectives,” said Mayor Kevin Romick.

A couple of street enhancement projects appear to be the closest to the finish line.

The final leg of Main Street improvements — the north side of the street (between Norcross Lane and Fifth Street) at its intersection with O’Hara Avenue — will wind down the rest of the month, said Public Works Director Kevin Rohani.

The \$500,000 project, funded with transportation impact fees paid by new development, involves street widening, traffic signal modifications, and construction of new curb, gutter, sidewalks and streetlights.

Meanwhile, reconstruction of Vintage Parkway (from Main Street to Big Break Road) should go before the council for final acceptance in September.

The work is expected to ensure the heavily used roadway’s continued functionality. It currently serves an estimated 1,200 households in the neighborhoods north of the railroad tracks. The \$1.5 million project is funded through a \$960,000 grant, with remaining costs coming out of the city’s general capital fund.

Further down the calendar, Laurel Road reconstruction, from Mellowed Drive to Main Street, should conclude, city officials said.

That endeavor, hopefully wrapped by the end of the year, will reconstruct and improve the roadway section; add a protected double left turn from Laurel Road to Main Street, to

accommodate current and future traffic demands; improve area landscaping and irrigation; and place new curb, gutter and sidewalk.

Traffic impact fees are funding the \$3.1 million project.

“Hopefully, weather permitting, we will repave it, re-stripe it, and it will be a Christmas present to the community to complete our ongoing work going on Laurel Road for the past two years,” Rohani said.

Plans are also moving forward for a future San Joaquin Joint Power Authorities train station platform, Main Street Plaza and parking lot.

The project, currently in the design phase, will feature a train station platform located north of Main Street between Second Street and O’Hara Avenue, an adjacent plaza that could be used for civic events, and a new 300-space parking lot.

The San Joaquin Joint Power Authorities have secured a grant to fund the platform station construction, with the city on the hook for roadway, parking lot and other public infrastructure costs.

The design of the city’s portion, slated to cost \$563,613, is currently on hold while other involved agencies hire their own design consultant.

Project construction could begin as soon as 2022, according to city documents.

On the recreation front, a slew of Delta de Anza and Marsh Creek Trail connection safety improvements are in the works.

The \$183,500 modifications, paid in part through a state grant, will include new flashing beacons on Laurel Road and Delta Road at the crossing with the Delta de Anza and Marsh Creek Regional Trail; high-visibility green bike lanes at the intersection of Cypress Road and Main Street; and bicycle lanes on West Cypress Road.

The amendments will begin to be added in the fall.

“Enhanced safety is very important for our community,” Rohani said. “This project will have both local and regional benefits for all trail users in the Oakley area.”

Yet another planned safety enhancement involves the installation of an emergency power generator at the Civic Center facility, which handles all critical functions for community residents, including police services.

The \$150,000 device has been delivered and installed.

Other projects on the horizon include construction of a parking lot behind the new entrepreneur center building on Main Street, and planned street repairs for multiple areas, including the Summer Lake and Fall Lane neighborhoods.

To view the complete project update, visit bit.ly/2Q5XWa3.

September 16, 2020

BUILD grant will help decompress most congested rail junction in Calif.

Written by [Bill Wilson, Editor-in-Chief](#)



The Stockton Diamond Grade Separation Project has received a BUILD grant.

Progress Rail

The U.S. DOT has awarded a \$20 million Better Utilizing Investments to Leverage Development (BUILD) grant for the Stockton Diamond Grade Separation Project. It is one of two awards to the state of California during the FY 2020 cycle and the only rail project in the U.S. to be selected.

The BUILD grant application was prepared by the San Joaquin Regional Rail Commission (SJRRRC) and the California Department of Transportation (Caltrans). The \$237 million project would improve mobility through the busiest, most congested at-grade rail junction in California. The construction of a grade separation at this at-grade crossing will make this rail infrastructure more efficient and predictable for both current and future use.

“Untangling the Diamond will provide immediate benefits to residents of Stockton, support our plans to expand both the ACE commuter rail service and San Joaquin’s intercity passenger rail service, and improve freight movements throughout the region,” said Christina Fugazi, chair of

the San Joaquin Regional Rail Commission. “We are extremely proud that this was the only rail project in the nation to win a BUILD award.”

The proposed project is a critical element in SJRRC’s vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento, and the Bay Area. SJRRC is currently in the planning and environmental phase of its nearly \$1 billion “Valley Rail” service expansion program for both the Altamont Corridor Express (ACE) and Amtrak San Joaquin. [The Valley Rail Program](#) will implement two new daily round-trips for the Amtrak San Joaquin service and extend the Altamont Corridor Express (ACE) service between Sacramento and Merced.

“This critical project will improve both passenger and freight rail while pushing economic growth in the San Joaquin Valley,” said Caltrans Director Toks Omishakin. “The project will help reduce delays, improve air quality and expand access to the Port of Stockton.”

On Aug. 19, 2020, the [SJRRC launched the environmental review process for the project](#), in cooperation with the Federal Railroad Administration and the California High Speed Rail Authority. For more information about the project and the environmental process underway, visit stocktondiamond.com.

“This project is a critical step in unlocking freight and passenger rail mobility in northern California. The Stockton Diamond Grade Separation will fix one of the most congested rail corridors, enhance safety, reduce emissions and provide faster, more reliable passenger rail options for our riders,” said Kevin Sheridan, SJRRC Director of Capital Projects and the Stockton Diamond Grade Separation Project Manager.

Rep. McNerney Announces \$20 Million BUILD Grant for San Joaquin Regional Rail Commission's Stockton Diamond Grade Separation Project

Sep 14, 2020
Press Release

Stockton, CA – Today, Congressman Jerry McNerney announced that the U.S. Department of Transportation (DOT) has awarded the California Department of Transportation (CalTrans), in conjunction with the San Joaquin Regional Rail Commission (SJRRRC), a \$20 million Better Utilizing Investments to Leverage Development (BUILD) Grant to help construct the Stockton Diamond Grade Separation project - the only rail project in the United States to be selected for BUILD grant funding for the Fiscal Year (FY) 2020 cycle.

The Stockton Diamond is the busiest, most congested at-grade railway junction in California. This grant funding will allow SJRRRC to leverage state funds to construct a grade separation to improve safety on the freight network, increase the efficiency of freight and passenger rail movement, provide improved access from the Port of Stockton to national and worldwide markets, and facilitate continued economic growth and competitiveness in the greater-Central Valley and San Francisco Bay areas. Currently, passenger and freight trains must stop often to allow a train to cross on the other mainline. The vertical separation of these lines, somewhat like a freeway interchange, will allow trains on the north-south and east-west main lines to cross without stopping, while still providing access between them.

"I congratulate the San Joaquin Regional Rail Commission for being awarded this competitive grant and for their tireless efforts to improve rail service for our region," said Congressman McNerney. "The Commission's Stockton Diamond Grade Separation project will make goods and passenger movement more efficient along the West Coast, and the San Joaquin Valley a more attractive place to do business. It will also have a positive effect on Stockton's air quality by eliminating the need for locomotives to idle as they wait for crossing trains. I am proud to have helped secure funding for this important project, and I am pleased that the Department of Transportation recognizes our region's vital importance to our nation's transportation network."

Tens of thousands of residents of the San Joaquin Valley and Northern California rely on the Amtrak San Joaquin and Altamont Corridor Express (ACE) passenger services as their main source of transportation. Construction of the Stockton Diamond Grade Separation will help reduce traffic congestion and delays for these vital passenger rail services, improve on-time performance, and support future expansion of both services. The project also includes bike, pedestrian, and roadway improvements at 10 at-grade local road crossings in the City of Stockton, significantly increasing public safety for local residents.

Congressman McNerney sent a letter to Department of Transportation Secretary Elaine Chao in support of the San Joaquin Regional Rail Commission's application for BUILD funding for the Stockton Diamond Grade Separation project. The letter can be found [here](#).

###

Rep. Jerry McNerney proudly serves the constituents of California's 9th Congressional District that includes portions of San Joaquin, Contra Costa, and Sacramento Counties. For more information on Rep. McNerney's work, follow him on Facebook and on Twitter @RepMcNerney.

San Joaquin rail panel begins environmental review of proposed grade separation



The Stockton Diamond is California's most congested at-grade railway junction. Photo – SJRRC

The San Joaquin Regional Rail Commission (SJRRC) yesterday began the environmental review process for the proposed Stockton Diamond Grade Separation Project, which will identify concepts to separate two rail lines at California's most congested at-grade railway junction in downtown Stockton.

SJRRC is working with BNSF Railway Co. and Union Pacific Railroad on the project. The intersection causes significant delays for both freight and passenger rail that use the lines, SJRRC officials said in a press release.

The proposed project is a critical element in SJRRC's vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento and the San Francisco Bay Area. It also

will facilitate future passenger-rail service expansion for the Altamont Corridor Express (ACE) and Amtrak San Joaquins, commission officials said.

The project aims to improve rail efficiency and reliability by reducing conflicting train movements on shared-use rail corridors, enhance safety and improve access for Stockton residents through roadway improvements at multiple grade crossings.

SJRRC yesterday issued a notice of preparation of an environmental impact report/environmental assessment for the project.

The commission is hosting three virtual meetings during the project's 45-day public comment period.

SJRRC owns, operates and is the policy-making body for ACE, a passenger railroad serving the Central Valley and San Francisco Bay Area.



FOR IMMEDIATE RELEASE

September 14, 2020

Stockton Diamond Grade Separation Project Wins \$20 Million BUILD Grant from USDOT, Only Rail Project Selected in Nation

STOCKTON, CA – The United States Department of Transportation (USDOT) has awarded a \$20 Million Better Utilizing Investments to Leverage Development (BUILD) grant for the Stockton Diamond Grade Separation Project. It is one of two awards to the State of California during the Fiscal Year (FY) 2020 cycle and the only rail project in the United States to be selected.

The BUILD grant application was prepared by the San Joaquin Regional Rail Commission (SJRRRC) and the California Department of Transportation (Caltrans). The \$237 million project would improve mobility through the busiest, most congested at-grade rail junction in California. The construction of a grade separation at this at-grade crossing will make this rail infrastructure more efficient and predictable for both current and future use.

“We greatly appreciate the support of Congressman McNerney, the entire Central Valley Congressional Delegation, USDOT Secretary Elaine Chao, FRA Administrator Ronald Batory, and both the BNSF Railway and Union Pacific Railroad for the Stockton Diamond Grade Separation effort,” said Christina Fugazi, Chair of the San Joaquin Regional Rail Commission. “Untangling the Diamond will provide immediate benefits to residents of Stockton, support our plans to expand both the ACE commuter rail service and San Joaquin’s intercity passenger rail service, and improve freight movements throughout the region. We are extremely proud that this was the only rail project in the nation to win a BUILD award.”

The proposed project is a critical element in SJRRRC’s vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento, and the Bay Area. SJRRRC is currently in the planning and environmental phase of its nearly \$1 billion “Valley Rail” service expansion program for both the Altamont Corridor Express (ACE) and Amtrak San Joaquin. [The Valley Rail Program](#) will implement two new daily round-trips for the Amtrak San Joaquin service and extend the Altamont Corridor Express (ACE) service between Sacramento and Merced. It also supports converting the San Joaquin train and thruway bus network to renewable diesel fuel and is a key component to improving air quality in the region.

“This critical project will improve both passenger and freight rail while pushing economic growth in the San Joaquin Valley,” said Caltrans Director Toks Omishakin. “The project will help reduce delays, improve air quality and expand access to the Port of Stockton.”

On August 19, 2020, the [SJRRRC launched the Environmental Review process for the project](#), in cooperation with the Federal Railroad Administration and the California High Speed Rail Authority. For more information about the project and the environmental process underway, visit stocktondiamond.com.

“This project is a critical step in unlocking freight and passenger rail mobility in Northern California. The Stockton Diamond Grade Separation will fix one of the most congested rail corridors, enhance safety, reduce emissions and provide faster, more reliable passenger rail options for our riders,” said Kevin Sheridan, SJRRRC Director of Capital Projects and the Stockton Diamond Grade Separation Project Manager.

Seen as a regional priority, the federal grant application was supported by numerous local and state agencies and organizations. [\[Click Here to View Supporter List\]](#).

Governed by a Board of Directors consisting of six full-voting members from San Joaquin County and two special-voting members from Alameda County, SJRRRC owns, operates and is the policy-making body for the Altamont Corridor Express (ACE) service, which has been transporting passengers between the Central Valley and Bay Area since 1999. It is also the managing agency of the San Joaquin Joint Powers Authority which manages the Amtrak San Joaquins service. For more information about SJRRRC and ACE, visit acerail.com or connect through Facebook (@AltamontCorridorExpress) and Twitter (@ACE_train).

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 4

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute an Amendment to the 2020 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to:

- a. Revise the 2020 Appendix D Annual Payment to \$40,139,950**
- b. Revise the Continuation Clause to Eliminate the 3% Escalation Component**
- c. Adopt 2021 Restricted Service Levels Related to COVID-19**
- d. Adopt 2021 Appendix D Annual Payment of \$43,469,946**

Background:

In September of 2019 the Board approved the Federal Fiscal Year 2020 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak. As part of the operating agreement, Appendix D identified an advance payment schedule by which the SJJPA would remit twelve equal advance payments for operations, for a total amount of \$51,374,352.

However, as the State Shelter-in-Place Mandates were issued in response to the Corona Virus outbreak, all forms of travel were dramatically reduced. By March 12th, Amtrak experienced a 50% drop in bookings by March 21st, ridership was down nearly 90 percent compared to the prior year. The state of California then required that all three Intercity Rail Services be reduced to 50-60% of normal service levels, which for the San Joaquin, resulted in decreasing from seven roundtrip trains to four roundtrip trains. The reduced service levels remain today, and include the elimination of café car food and beverage service and a reduction in bus station hours to match the new train schedule.

On March 27, 2020, Congress passed the Coronavirus Aid, Relief and Economic Security (CARES) Act. Included in the Act is a \$25 billion appropriation from the general fund of the U.S. Treasury for public transportation agencies and another \$1 billion for Amtrak. This emergency funding provided some support to agencies in the midst of an unprecedented decline in ridership.

The Act also caps the level of state support required for Amtrak's state-supported routes at no greater than 80% of the full-year contribution for Federal Fiscal Year 2019, and sets aside \$239 million in an attempt to make up the difference, and reduce state payments. Part (a.) of this Amendment revises the 2020 Appendix D Annual Payment to \$40,139,950, which equates to the 80% cap. An issue that Amtrak and the States are currently grappling with is that ridership and fare revenues fell over 90% and state revenues are down, so the 20% expense buffer included in the CARES Act doesn't come close to bridging the gap between the current Amtrak expenses and the available revenues. Amtrak is working to get additional federal support in the next round of relief funding.

Given the uncertainty of when ridership will return to more normal levels on the trains and buses, Amtrak and SJJPA staff agree that amending the FY2020 Agreement in a few key areas is the most efficient way to address the FY2021 Operating Agreement. Those areas include:

Amendment Part (b.) The Continuation Clause
Amendment Part (c.) The New Restricted Service Levels
Amendment Part (d.) A Revised Appendix D for Annual Payment

Continuation Clause. The current Continuation Clause allows the Parties to agree that the terms of the existing Agreement shall govern continued operation of the Service until a new agreement is executed by the Parties (“Continuation Period”). A Continuation Period was utilized for the 2020 Agreement while some changes were being negotiated between the State, Amtrak and SJJPA. The Clause also requires SJJPA to continue paying Amtrak at the previous Agreement levels, plus a 3% escalation component during the Continuation Period. In light of the uncertainties associated with the upcoming year, Amtrak and SJJPA staff have agreed to remove the escalation component from the Continuation Clause for the 2021 Agreement.

Restricted Service Levels: In coordination with the State, Capitol Corridor Joint Powers Authority (CCJPA), Los Angeles- San Diego- San Luis Obispo Rail Agency (LOSSAN) and Amtrak, SJJPA is recommending the existing four round-trip service levels between Bakersfield and Oakland be amended into the Operating Agreement for FY 2021. In the event ridership conditions warrant additional service during the year, staff will bring another amendment for additional service to the Board for consideration.

Revised Appendix D: Based upon the above service levels, a revised Appendix D is included in the amendment for an annual amount of \$43,469,946.

Amtrak and SJJPA Counsel are also working through some minor administrative amendments that do not affect the scope or cost of the Operating Agreement.

Fiscal Impact:

State funding for the FY 2021 Operating Agreement is available through a combination of carryover funds from FY 2020 and State funding through the approved SJJPA Business Plan.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute an Amendment to the 2020 San Joaquins Intercity Passenger Rail Service Operating Agreement with Amtrak to:

- a. Revise the 2020 Schedule D Annual Payment to \$40,139,950
- b. Revise the Continuation Clause to Eliminate the 3% Escalation Component
- c. Adopt 2021 Restricted Service Levels Related to COVID-19
- d. Adopt 2021 Appendix D Annual Payment of \$43,469,946

SJJPA RESOLUTION 20/21-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING THE CHAIR TO EXECUTE AN AMENDMENT TO THE 2020 SAN JOAQUINS INTERCITY PASSENGER RAIL SERVICE OPERATING AGREEMENT WITH AMTRAK TO:

- a. Revise the 2020 Appendix D Annual Payment to \$40,139,950**
- b. Revise the Continuation Clause to Eliminate the 3% Escalation Component**
- c. Adopt 2021 Restricted Service Levels Related to COVID-19**
- d. Adopt 2021 Appendix D Annual Payment of \$43,469,946**

WHEREAS, SJJPA and Amtrak entered into an Operating Agreement for FY 2020 for the San Joaquins Corridor; and

WHEREAS, SJJPA and Amtrak agree, given the uncertainty of passenger rail service and ridership in the upcoming year, that amending the FY2020 Agreement in a few key areas is the most efficient way to address the FY2021 Operating Agreement; and;

WHEREAS, the key areas include:

- a. Revising the 2020 Appendix D Annual Payment to \$40,139,950
- b. Revising the Continuation Clause to Eliminate the 3% Escalation Component
- c. Adopting the 2021 Restricted Service Levels Related to COVID-19
- d. Adopting the 2021 Appendix D Annual Payment of \$43,469,946; and

WHEREAS, SJJPA and Amtrak agree the general terms and conditions of the existing FY 20 Operating Agreement shall remain in effect; and

WHEREAS, there may be minor changes to the final draft Operating Agreement Amendment recommended by the Executive Director or Counsel as part of the final negotiations with Amtrak, although they do not affect the scope or cost of the Agreement; and

NOW, THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority Authorizes the Chair to Execute an Amendment to the 2020 San Joaquins Intercity Passenger Rail Service Operating Agreement with Amtrak to:

- a. Revise the 2020 Appendix D Annual Payment to \$40,139,950
- b. Revise the Continuation Clause to Eliminate the 3% Escalation Component
- c. Adopt 2021 Restricted Service Levels Related to COVID-19
- d. Adopt 2021 Appendix D Annual Payment of \$43,469,946

PASSED AND ADOPTED, by the SJJPA on this 25th day of September 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to Agreement 19-J-03-25-0-00 with AECOM to Increase the Total Compensation Amount by \$50,000 for the Completion of Project Development Consulting Services for Madera Station Relocation Project, Revised Total Contract Amount Not-To-Exceed \$416,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Background:

On May 31, 2019, the Governing Board of the San Joaquin Joint Powers Authority (SJJPA) approved an agreement with AECOM for Project Development Services (planning, outreach, environmental and engineering support) for the Madera Station Relocation Project. The Madera Station Relocation Project is an element of the Valley Rail program and is funded as part of the 2018 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) award. Staff are seeking additional funding to complete the environmental review process for the Madera Station Relocation Program. The environmental review process is an Initial Study/Mitigated Negative Declaration (IS/MND).

As the IS/MND progressed in coordination with the California High-Speed Rail Authority and property owners in the vicinity of the station, significant revisions of the design for the new Madera Station were required that were beyond the original project scope. Additional public outreach within Madera County was also undertaken that exceeded the level contemplated in the original scope. The draft IS/MND is nearly complete and will be released to the public no later than October 2020. Additional funding is needed to respond to comments and complete the Final IS/MND.

Staff is requesting the SJJPA Board to approve Contract Amendment 01 to increase the current Contract Budget (\$366,000) by \$50,000 for a new contract amount not to exceed \$416,000. Contract Amendment 01 is needed to complete the final IS/MND.

Fiscal Impact:

Project costs for the current fiscal year are identified in the 2020/2021 Work Program & Budget within the Capital Projects Budget. Funding for the Madera Station Relocation IS/MND comes from the 2018 "Valley Rail" TIRCP award.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to Agreement 19-J-03-25-0-00 with AECOM to Increase the Total Compensation Amount by \$50,000 for the Completion of Project Development Consulting Services for Madera Station Relocation Project, Revised Total Contract Amount Not-To-Exceed \$416,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

SJJPA RESOLUTION 20/21-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AMENDMENT 01 TO AGREEMENT 19-J-03-25-0-00 WITH AECOM TO INCREASE THE TOTAL COMPENSATION AMOUNT BY \$50,000 FOR THE COMPLETION OF PROJECT DEVELOPMENT CONSULTING SERVICES FOR MADERA STATION RELOCATION PROJECT, REVISED TOTAL CONTRACT AMOUNT NOT-TO-EXCEED \$416,000 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT

WHEREAS, on June 1, 2019, SJJPA and AECOM entered into an agreement for Project Development Services for Madera Station Relocation Project; and

WHEREAS, this Contract Amendment 01 is for added work required to complete the project and includes the additional labor work associated with the completion of the Final Initial Study/Mitigated Negative Declaration (IS/MND) and will increase compensation by \$50,000 for an amount not-to-exceed \$416,000; and

NOW, THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority Approve Amendment 01 to Agreement 19-J-03-25-0-00 with AECOM to Increase the Total Compensation Amount by \$50,000 for the Completion of Project Development Consulting Services for Madera Station Relocation Project, Revised Total Contract Amount Not-To-Exceed \$416,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

PASSED AND ADOPTED, by the SJJPA on this 25th day of September 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 6

INFORMATION

San Joaquins Operations and Ridership/Revenue Update

San Joaquins COVID-19 Service Adjustments

SJJPA staff is working closely with local, state, and federal public health agencies to monitor the Coronavirus (COVID-19) situation. Following severe travel restrictions along the corridor, the San Joaquins continues to operate a reduced service due to the ridership and revenue drop, while also maintaining appropriate social distancing abilities aboard the trains and thruway buses.

Currently Operating Trains:

Southbound San Joaquins Trains				
STATION	710	712	716	718
OAKLAND	7:36AM	9:36AM	1:36PM	5:36PM
EMERYVILLE	7:47AM	9:47AM	1:46PM	5:46PM
RICHMOND	7:55AM	9:55AM	1:55PM	5:55PM
MARTINEZ	8:25AM	10:25AM	2:25PM	6:25PM
ANTIOCH	8:50AM	10:50AM	2:50PM	6:50PM
STOCKTON	9:23AM	11:23AM	3:23PM	7:23PM
MODESTO	9:56AM	11:56AM	3:56PM	7:56PM
TURLOCK-DENAIR	10:12AM	12:12PM	4:09PM	8:09PM
MERCED	10:45AM	12:45PM	4:45PM	8:45PM
MADERA	11:19AM	1:19PM	5:19PM	9:19PM
FRESNO	11:49AM	1:49PM	5:49PM	9:49PM
HANFORD	12:24PM	2:24PM	6:24PM	10:24PM
CORCORAN	12:40PM	2:40PM	6:40PM	10:40PM
WASCO	1:17PM	3:17PM	7:17PM	11:12PM
BAKERSFIELD	1:57PM	3:57PM	7:57PM	11:57PM

Northbound San Joaquins Trains				
STATION	711	713	715	719
BAKERSFIELD	4:12AM	8:12AM	12:12PM	4:12PM
WASCO	4:39AM	8:39AM	12:39PM	4:39PM
CORCORAN	5:14AM	9:14AM	1:19PM	5:19PM
HANFORD	5:34AM	9:34AM	1:39PM	5:39PM
FRESNO	6:12AM	10:16AM	2:16PM	6:16PM
MADERA	6:38AM	10:42AM	2:42PM	6:42PM
MERCED	7:23AM	11:23AM	3:23PM	7:23PM
TURLOCK-DENAIR	7:45AM	11:45AM	3:45PM	7:45PM
MODESTO	8:03AM	12:03PM	4:03PM	8:03PM
STOCKTON	8:40AM	12:40PM	4:40PM	8:40PM
ANTIOCH	9:08AM	1:08PM	5:09PM	9:08PM
MARTINEZ	9:30AM	1:30PM	5:31PM	9:30PM
RICHMOND	9:54AM	1:54PM	5:55PM	9:56PM
EMERYVILLE	10:09AM	2:14PM	6:14PM	10:17PM
OAKLAND	10:27AM	2:27PM	6:27PM	10:29PM

The San Joaquins operational plan continues to evolve to match the overall environment and situation on the ground. The following operational adjustments, policies, and practices are in affect:

- *Suspension of Café Car Service:* To eliminate risks from food handling, reduce unnecessary onboard passenger movement, and reduce costs, Café Car Service is suspended. Emergency snack packs and water are being distributed to passengers free of charge.
- *Cashless Operations:* Cash is not currently accepted to limit exchange of items from passengers to employees and vice versa.
- *Employee and Passenger Face Covering Policy* – All Amtrak Station and Onboard employees are wearing face coverings. All visitors to stations and passengers onboard are required to wear face coverings.
- *Social Distancing* – Passengers are required to socially distance in the stations and onboard the trains. Appropriate signage has been placed in the stations and onboard to communicate this policy. Additionally, reservations are capped at 50% capacity for both train and thruway buses. To ensure multi-ride users do not prevent appropriate social distancing efforts, the new RideReserve program has been enacted to require multi-ride passengers to reserve their seats ahead of time.

- *Cleaning* – Both intensive station and onboard cleaning protocols remain in place to ensure passenger and employee safety.

Reopening of San Joaquins Stations

On March 23, 2020, as a part of the operational changes in response to COVID-19, the Hanford, Fresno, Merced, and Modesto stations were closed. As SJJPA staff has evaluated the operational environment, it has agreed with Amtrak to reopen the stations on October 5, 2020. Amtrak's internal cleaning and safety protocols will continue to keep passengers safe with the stations reopening, and passengers will regain the ability to check bags, purchase tickets (credit card only), and wait socially distanced indoors. This will be a helpful step for riders returning to the service, especially in advance of the Holiday Season.

The stations reopening is a part of a larger plan to align the service for FY21. With ridership and revenue growth forecasted to be slow, staff is taking steps to reduce cost. On October 5, 2020, many of the San Joaquins and shared stations will begin operating with reduced hours and workforce that is aligned with the current reduced schedule while to meet the needs of the passengers. The new station hours are as follows:

New San Joaquin and Shared Station Hours		
Station	Previous Station Hours	October 5, 2020 Station Hours
BAKERSFIELD	3:45A-10:30P	3:45A-10:30P
HANFORD	5:15A-9:00P	9:00A-6:30P
FRESNO	3:45A-10:00P	5:45A-6:30P
MERCED	5:00A-9:00P	10:15A-7:30P
MODESTO	7:00A-10:00P	7:45A-4:15P
STOCKTON	7:00A-8:30P	8:10A-8:45P
SACRAMENTO*	5:00A-11:59P	5:00A-12:00A
MARTINEZ*	5:15A-11:30P	5:30A-11:00P
EMERYVILLE*	4:50A-11:00P	6:00A-10:30P
OAKLAND*	5:00A-11:59P	6:00A-10:30P

*Shared Stations – Stations that are shared with Capitol Corridor and Amtrak Long Distance Service.

San Joaquins Ridership and Revenue

As with passenger rail and transit services across the country, the San Joaquins experienced a sharp, sustained decline in ridership and revenue, during the months of March and April. From the year over year low in April, the San Joaquins have gained back over 15% to a recovery high of -69.9% in ridership and -67.3% in revenue in August.

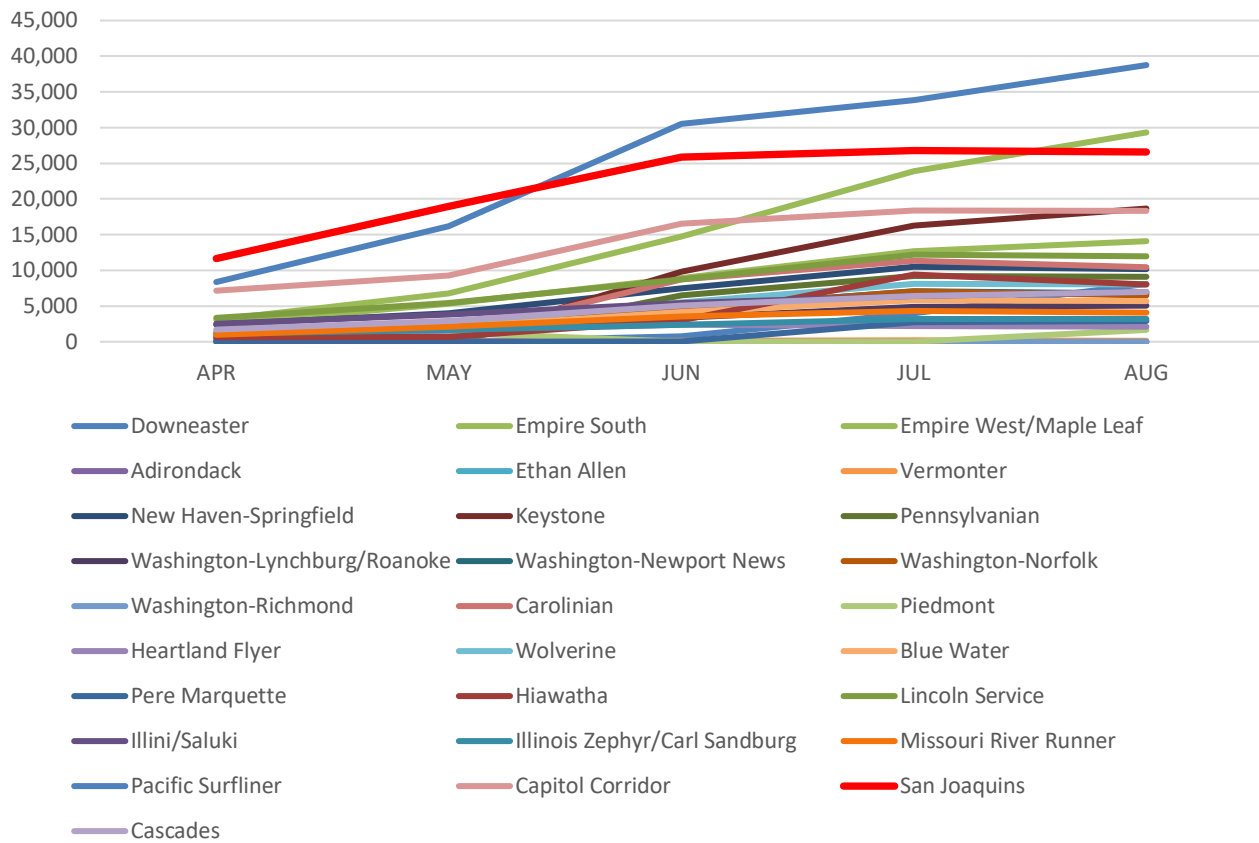
San Joaquins Ridership and Revenue

(Year Over Year Q1 FY20 vs. FY19)

Month	Ridership			Ticket Revenue		
	FY20	FY19	% change	FY20	FY19	% change
Oct-19	82,211	84,358	-2.6%	\$2,368,328	\$2,480,787	-4.5%
Nov-19	92,427	99,946	-7.5%	\$2,979,245	\$3,253,885	-8.4%
Dec-19	94,488	91,578	3.2%	\$3,226,628	\$2,949,028	9.4%
Jan-20	78,348	74,907	4.6%	\$2,342,531	\$2,312,775	1.3%
Feb-20	75,527	69,988	7.9%	\$2,123,935	\$2,072,049	2.5%
Mar-20	46,323	90,261	-48.7%	\$1,339,884	\$2,658,760	-49.6%
Apr-20	11,650	93,129	-87.5%	\$450,855	\$2,712,873	-83.4%
May-20	18,987	93,765	-79.8%	\$688,548	\$2,788,542	-75.3%
June-20	25,907	91,800	-71.8%	\$891,061	\$2,737,033	-67.4%
July-20	26,783	94,696	-71.7%	\$909,391	\$2,893,422	-68.6%
Aug-20	26,619	88,451	-69.9%	\$861,569	\$2,635,214	-67.3%
Total YTD	579,270	972,879	-40.5%	\$18,184,364	\$29,494,368	--38.3%

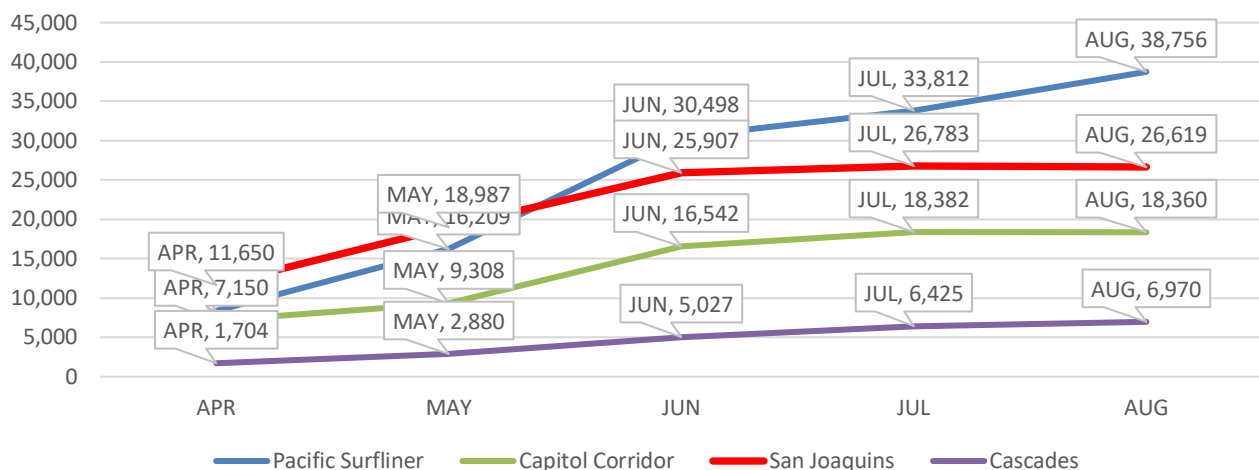
When looking at the State Supported Services across the nation, the San Joaquins (shown in red) have consistently performed near the top in ridership during the pandemic affected months of April through August. For the months of April and May, the San Joaquins carried the most riders in the nation with latest reporting from August showing it at 3rd. Staff sees this trend reflecting the needs-based use of the San Joaquins by passengers without alternative mobility options.

State Supported Ridership APR - AUG

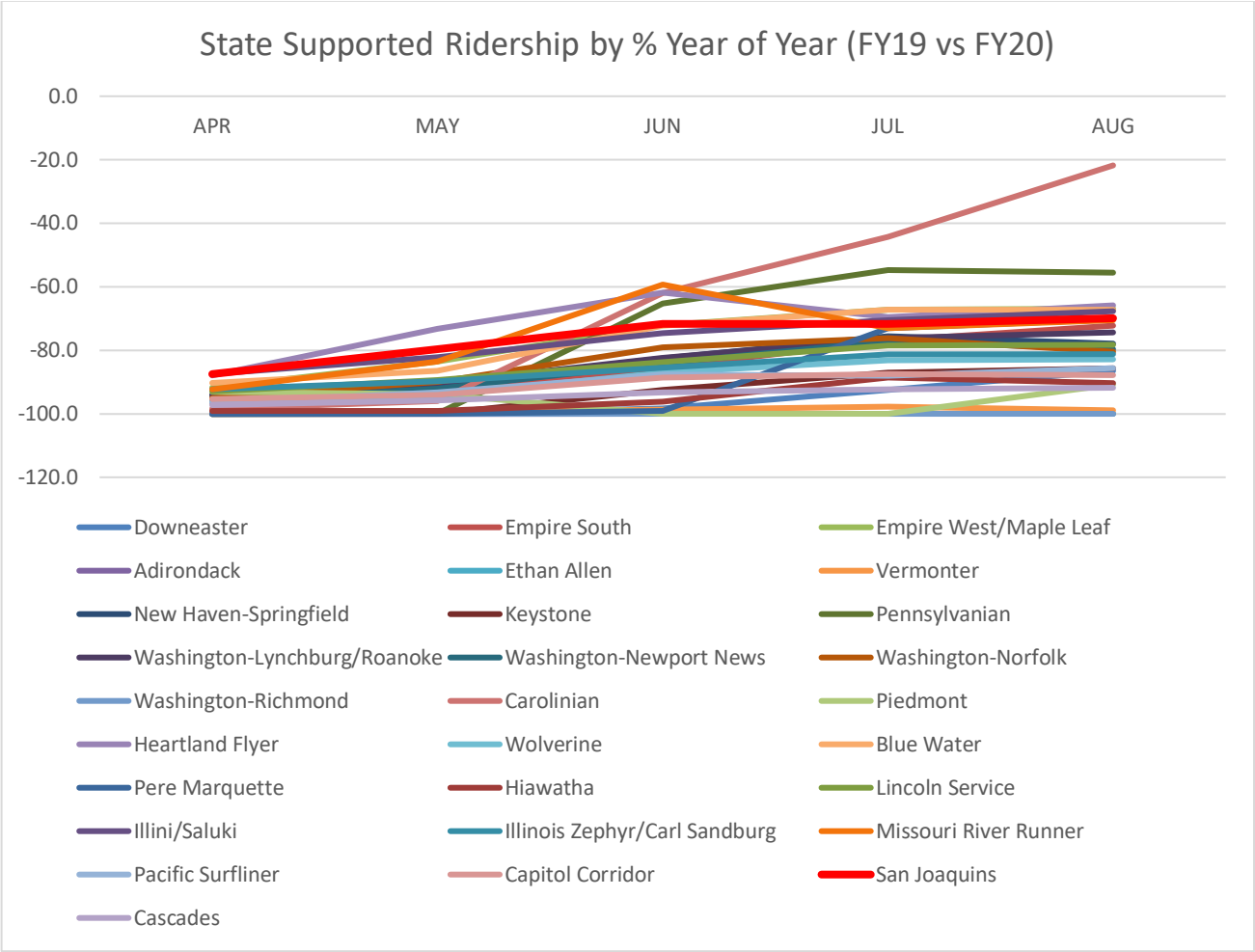


Looking at the Western Routes (San Joaquins, Capitol Corridor, Pacific Surfliner, and Cascades), the San Joaquins performed at the top in ridership for the months of April and May and second June through August as the Pacific Surfliner regained passengers.

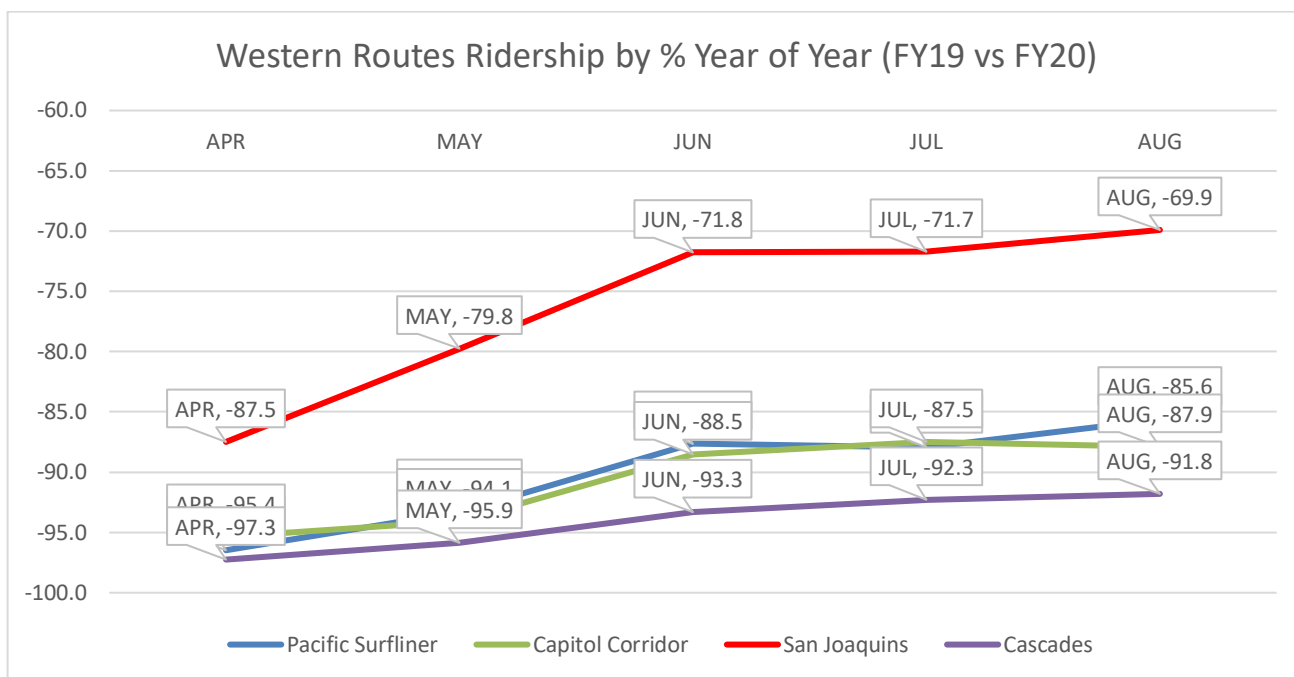
Western Routes Ridership APR - AUG



From a % Year of Year (FY 19 vs FY 20) ridership percentage perspective, the San Joaquins (below in red) are near the top in the nation.

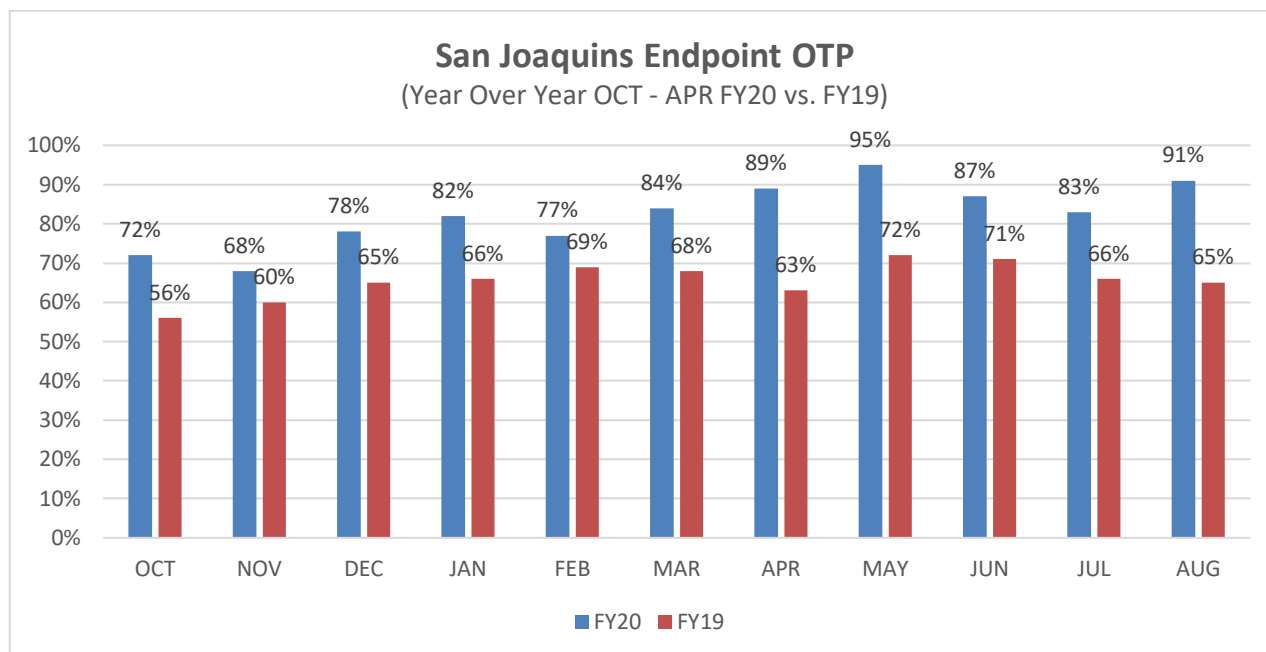


To look at the Western Routes (San Joaquin, Capitol Corridor, Pacific Surfliner, and Cascades), the San Joaquin has outpaced the rest of the west in ridership by % Year of Year (FY 19 vs FY 20).



On-Time Performance (OTP):

San Joaquins On-Time Performance (OTP) for 11 months of FY20 (Oct – Aug) is trending upward with a significant increase in performance over the previous year. The reduced service levels and reduced freight levels are contributing to a significant increase in performance with a high in May at 95%.



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

recovery period. Looking at the three California Routes, The San Joaquins End-Point OTP is comparable to the other services.

End-Point OTP (Oct – Aug)		
Service	FY20	FY19
San Joaquins	82%	66%
Capitol Corridor	88%	89%
Pacific Surfliner	85%	71%

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

STAFF REPORT

Item 7

INFORMATION

Update on San Joaquins Thruway Bus Network

Background:

At the May 29, 2020 SJJPA Board Meeting, staff presented information on the San Joaquins Thruway Bus Network and the recommended changes to the network due to the Corona Virus (COVID-19) pandemic. On March 26, 2020, SJJPA implemented the initial service changes due to the substantial decrease in ridership from the state of emergency actions taken by Governor Newsom, which required statewide stay-at-home orders for all non-essential workforce. The San Joaquins intercity rail service saw a decrease of ridership by over 85% within 3 weeks of the stay-at-home orders taking effect.

The initial service changes that took place in March reduced San Joaquins service from 7 daily roundtrips to 4 daily roundtrips. Of the 3 roundtrips that were suspended 2 roundtrips were from Bakersfield to Sacramento and 1 roundtrip from Bakersfield to Oakland. With this reduction in rail service came reductions in the thruway buses that connected to those suspended trains. This service plan remains in place today, but SJJPA outlined further changes needed to the Thruway Bus Network in order to reduce costs which has been requested by the State of California in order to sustain intercity rail and bus services during the COVID-19 crisis. Below are those suggested changes staff brought to the Board in May.

Suggested San Joaquins Thruway Bus Changes Presented at May 2020 SJJPA Board Meeting:

1. **Route 1a (Fresno-Bakersfield-Los Angeles-San Diego):** By far the highest priority for San Joaquins. No major changes recommended.
2. **Route 3 (Stockton-Sacramento-Chico-Redding):** Truncate Route 3 at Chico. Work with Butte County Association of Governments to develop a partnership for them to take over Route 3 operations. Support Salmon Runner (Sacramento to Redding) when it is deployed. Eliminate Martinez to Sacramento early morning bus route (Capitol Corridor Joint Powers Authority portion of the route).
3. **Route 99b (Emeryville-San Francisco):** Truncate Route 99 at Salesforce Transit Center. Work with CCJPA to see if a partnership can be formed with Alameda County Transit for Route 99 that would increase cost-effectiveness.

4. **Route 7 (Martinez-Napa-Santa Rosa-Eureka-McKinleyville):** Truncate Route 7 at Arcata (eliminates McKinleyville bus stop). Eliminate stops at Rio Del-Scotia, Leggett, and Laytonville.
5. **Route 1b (Bakersfield-Los Angeles-Long Beach-San Pedro):** Truncate Route 1b at Los Angeles.
6. **Route 19 (Bakersfield-Riverside-Hemet/Bakersfield-Riverside-Palm Springs-Indio):** Truncate Route 19 at San Bernardino.
7. **Route 6/56 (Stockton – San Jose):** Pursue a partnership with San Joaquin Regional Transit District for taking over operations between Stockton and San Jose. Further evaluate markets and consider replacing some or all of Route 6/56 with Route 40 (Merced – San Jose).
8. **Route 1c (Bakersfield-Van Nuys-Torrance):** Truncate Route 1c at Santa Monica (eliminate Westchester, El Segundo, and Torrance stops, add a stop at Santa Monica).
9. **Route 10 (Bakersfield-Oxnard-Santa Barbara):** Indefinitely suspend or terminate route. Consider truncating Route 10 at Oxnard in the future and bundling with Route 1a for efficiencies.
10. **Route 9 (Bakersfield-Las Vegas):** Indefinitely suspend or terminate Route 9.
11. **Route 18a & 18b (Visalia-Hanford-San Luis Obispo-Santa Maria):** Indefinitely suspend or terminate 18a Hanford –Santa Maria. Pursue a partnership with Kings Area Rural Transit to have them operate Route 18b service between Hanford-Visalia (and potentially to Lemoore and Kettleman City).
12. **Route 12 (Bakersfield-Victorville):** Indefinitely suspend or terminate Route 12.
13. **Route 15a & 15b (Merced-Mariposa-Yosemite Valley/Fresno-Yosemite Valley):** With assistance from Caltrans, re-negotiate contract with Yosemite Area Regional Trainsit (YARTs) which could include paying on a per-passenger served basis. Terminate Route 15a & 15b if a better contract arrangement with YARTs can't be agreed upon.
14. **Route 34 (Stockton-Oakland-San Francisco):** Indefinitely suspend or terminate Route 34.

Since staff presented these plans for additional Thruway bus changes, several new opportunities have arisen that would allow SJJPA to reduce costs while maintaining service for passengers along the corridors that were planned to be reduced or indefinitely suspended. SJJPA staff has also made additional changes in Thruway bus routing to maximize ridership in markets that are currently experiencing some sellout conditions within the context of COVID-19 seating capacity restrictions.

San Joaquins Thruway Bus Changes Implemented by Staff in Partnership with Amtrak and Thruway Bus Vendors

Route 1a (Fresno-Bakersfield-Los Angeles-San Diego): No changes from those outlined in May have been made.

Route 3 (Stockton-Sacramento-Chico-Redding): Route 3 has kept its pre-COVID service structure and markets, as Route 3 has become more vital to the San Joaquins rail service with the suspension of Sacramento-tied trains during the pandemic. Martinez to Sacramento early morning bus route has been eliminated (CCJPA portion of the route). Staff will continue coordination with both Butte CAG and Salmon Runner for potential service in the future, but those plans are being put on hold during the pandemic and until there is more certainty about the State budget in future fiscal years.

Route 99b (Emeryville-San Francisco): Truncated Route 99 at Salesforce Transit Center. Kept service with current vendor through the end of 2020 on a reduced service plan. Pre-COVID Route 99 served San Joaquins, Capitol Corridor, and Amtrak Long Distance trains with 7 buses in an all-day service pattern. Starting in August, Route 99 returned on a reduced service pattern with 2 buses in an all-day service pattern that met the reduced number of trains. Route 99 will be under a new vendor starting in January 2021 as the current vendor leaves the San Francisco market at the end of the year.

Route 7 (Martinez-Napa-Santa Rosa-Eureka-McKinleyville): Truncated Route 7 at Arcata (eliminates McKinleyville bus stop). Eliminated the Rio Del-Scotia stop. Added one roundtrip between Martinez and Santa Rosa to avoid sellout conditions that were occurring on the full-length trip (Martinez-Arcata) with the limited capacity COVID-19 restrictions for social distancing (50% capacity). Prior to making these changes, staff coordinated with Humboldt County Association of Governments, Humboldt Transit Authority, and community stakeholders. Humboldt Transit Authority is allowing San Joaquins passengers to McKinleyville, Rio Del and Scotia to transfer to Humboldt Transit service without charge during this crisis.

Route 1b (Bakersfield-Los Angeles-Long Beach-San Pedro): Truncated Route 1b at Los Angeles Union Station.

Route 19 (Bakersfield-Riverside-Hemet/Bakersfield-Riverside-Palm Springs-Indio): Truncated Route 19 at San Bernardino. Connections to the Palm Springs-Indio area can still be achieved via Pacific Surfliner connections at Los Angeles Union Station.

Route 6/56 (Stockton – San Jose): Reduced the number of roundtrips from 4 to 2 per day. Staff is doing further evaluation of markets and considering replacing some or all of Route 6/56 with Route 40 (Merced – San Jose) in the future.

Route 1c (Bakersfield-Van Nuys-Torrance): Truncated Route 1c at Los Angeles (LA) Union Station, maintained stops at Burbank Airport and Santa Clarita. San Joaquins thruway buses have been experiencing sellout conditions on buses between LA Union Station and Bakersfield with the 50% capacity restrictions on trains and buses. In order to maximize the amount of seating capacity for LA Union Station passengers, Route 1C buses have been re-routed to LA Union Station to allow for more capacity for social distancing. Stops at Torrance, Westchester, El Segundo, Westwood/University of California Los Angeles, and Van Nuys have been suspended. In the future, staff plan to bring service to Santa Monica, Van Nuys, and Westwood/UCLA on this route once seating capacity restrictions are lifted.

Route 9 (Bakersfield-Las Vegas) & Route 10 (Bakersfield-Oxnard-Santa Barbara): SJJPA staff, in partnership with Amtrak and the bus vendor Alvand Transportation, has pursued a new service agreement that allows for both Route 9 and Route 10 to be kept in service during the COVID-19 pandemic and not suspended as previously outlined to the Board in May. This Interline Service Agreement shifts the costs of operation of the bus routes to the bus vendor while increasing the revenue share to the vendor to cover their costs to run the services. Route 9 has kept its one daily roundtrip, while Route 10 has been reduced from 3 roundtrips to 1 roundtrip per day. The previous Route 12 stops of Tehachapi and Mojave has been added to Route 9/10 in lieu of Route 12 being indefinitely suspended. Local bus-only trips are allowed on this route.

Route 18a & 18b (Visalia-Hanford-San Luis Obispo-Santa Maria): SJJPA staff, in partnership with Amtrak and the bus vendor American Star, has pursued a new service agreement that allows Route 18a (between Hanford and Santa Maria) to be

kept in service during the COVID-19 pandemic and not suspended as previously outlined to the Board in May. Similar to Routes 9 and 10, this Interline Service Agreement shifts the costs of operations of the bus routes to the bus vendor while increasing the revenue share to the vendor to cover their costs to run the service. Local bus-only trips are allowed on this route. Route 18a service has been reduced from 2 roundtrips to 1 daily roundtrip. SJJPA staff continues to pursue a partnership with KART and Visalia Transit to have them operate Route 18b service between Hanford-Visalia in the future.

Route 12 (Bakersfield-Victorville): Indefinitely suspended on July 31.

Route 15a & 15b (Merced-Mariposa-Yosemite Valley/Fresno-Yosemite Valley): SJJPA staff has been working with YARTS staff to reintroduce San Joaquins passenger to be able to book directly onto YARTS since YARTS implemented their own reservation system which initially wasn't compatible with Amtrak's reservation system. Yosemite travel will be back this Fall on Amtrak's ticketing portals. Staff will continue to work with YARTS staff on scheduling coordination between San Joaquins trains and YARTS buses at Merced Station.

Route 34 (Stockton-Oakland-San Francisco): Indefinitely suspended on March 26.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

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STAFF REPORT

Item 8

INFORMATION

Update on Turlock-Denair Station Bus Loop Project

Background:

The Turlock-Denair station is an unstaffed Amtrak Station in Denair, California. Located at 3800 Santa Fe Avenue, the station also serves the nearby larger City of Turlock. The Amtrak San Joaquins has served this community since 1987. The Turlock-Denair station consists of a concrete platform with a modest open-air shelter, benches, recently improved parking area, complete with lighting, security cameras and a limited amount of landscaping. Currently, bus traffic must navigate through the parking lot to enter and exit the area, with passengers accessing buses in the parking area.

SJJPA staff previously met with Turlock Transit's Transit Manager to discuss consideration of providing direct transit connectivity from Downtown Turlock, Roger K. Fall Transit Center and California State University (CSU) Stanislaus to the Turlock-Denair Amtrak Station. Turlock Transit staff concluded that additional bus traffic safety measures and infrastructure would need to be constructed at the Turlock-Denair Station to enable direct transit service to serve this station.

SJJPA staff, in coordination with Stanislaus County and Turlock Transit staff, have designed a dedicated bus loop to allow for a passenger drop-off and pick-up adjacent to the shelter, eliminating the potential for cross traffic between pedestrians and vehicles. Collaborative efforts for a bus loop design took place from April 2019 through December 2019. The proposed bus loop will be constructed in the currently vacant, undeveloped area immediately north of the existing Turlock-Denair Station parking lot.

Through a Cooperative Agreement executed by the Stanislaus County Board of Supervisors on July 30, 2019, the SJJPA is funding the design and construction of the proposed bus loop improvements at the Turlock-Denair Station. Improvements will include a paved bus loop, lighting, drainage upgrades and sidewalks. Maximum budget allocated for this project is \$490,000 by the Safety and Security Program projects funding from Governor's Office of Emergency Services, California Transit Security Grant Program funds granted to SJJPA. Total costs are approximately \$399,303 which includes: design fee for O'dell Engineering Services Inc. is \$125,000, County Administration during design is \$13,000, updated construction cost is \$221,303 and construction support is \$40,000 (Including inspection, material testing and survey staking).

On July 18, 2019 Stanislaus County Department of Public Works submitted a Request for Proposals for Engineering Design Services for the Turlock-Denair Station Bus Loop. Proposal due date was August 14, 2019. Two proposals were submitted by O'Dell Engineering and Siegfried Engineering. The review panel which included Stanislaus County Public Works Director, Stanislaus County Planning Engineer and SJJPA Deputy Operations Manager selected O'Dell Engineering Inc. as the consulting firm based on proposal & interview process ranking scores.

On November 26, 2019, a Notice of Exemption in compliance with the California Environmental Quality Act (CEQA) was filed with the Stanislaus County Clerk-Recorder.

On May 4th, 2020, a bid invitation for bus loop construction was electronically posted to the Modesto Reprographics website. On June 4, 2020 six sealed bids were received, publicly read, and opened. Stanislaus County engineer's estimate for the project was \$241,307.63. A summary of the submissions follows:

Contractor	Bid Amount
Ross F. Carroll, Inc	\$221, 303.00
RD Morgan Const. Inc.	\$214,182.00
Sinclair General Eng. Inc.	\$278,672.00
George Reed, Inc.	\$278,815.00
Barham Inc. dba B2 Const.	\$284,082.00
United Pavement Maint. Inc.	\$314,869.00

Stanislaus Public Works staff reviewed the bid proposal package from Ross F. Carroll, Inc. and determined it to be regular in all respects and awarded a contract in the amount of \$221,303.00 on July 14th, 2020. Ross F Carroll Inc. bid of \$221,303.00 is 9% lower than engineer's estimate. Construction is tentatively scheduled to start mid-September 2020 and completed December 2020. See attachment A for the Turlock-Denair Station bus loop final design with recent parking lot improvement.

SJJPA staff participated in the Turlock's 2019 Short-Range Transit Plan process and continually communicated with Turlock Transit's staff for input on the proposed bus loop design to improve bus traffic direction and pedestrian safety. SJJPA staff will continue to coordinate with Turlock Transit and Stanislaus Regional Transit staff to provide direct

transit service to serve the Turlock-Denair station. SJJPA staff will continue to communicate with community Stakeholders in support of transit connectivity to the Amtrak Turlock-Denair Station. See attachment B for CSU Stanislaus letter of support.

Please see the project schedule for the Bus Loop at the Turlock-Denair Amtrak Station:

Project Milestone	Proposed	Completed
Begin Design	July 2019	July 2019
End Design Phase (Ready to List for Advertisement Milestone)	Dec 2019	Dec 2019
Project Approval and Environmental Document (PA&ED)	Nov 2019	Nov 2019
Plans, Specifications and Estimate (PS&E)		
30%	Oct 2019	Oct 2019
90%	Nov 2019	Nov 2019
100%	Dec 2019	Dec 2019
Begin Construction Phase (Contract Award Milestone)	July 2020	July 2020
End Construction Phase (Construction Contract Acceptance Milestone)	Nov 2020	

Fiscal Impact:

There would be no impact on the operating budget as all expenditures would utilize secured capital funds from the State of California under California Transit Security Grant Program Proposition 1B for the San Joaquin Amtrak Safety and Security projects.

Recommendation:

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

The site plan for Santa Fe Avenue shows a proposed improvement project. The plan includes a cross-section of the road with various materials and dimensions. Key features include a 10' wide sidewalk, a 10' wide bike lane, and a 10' wide parking area. The plan also shows existing and proposed streetlights, trees, and landscaping. A north arrow and a scale bar (0 to 10 feet) are included.



February 14, 2019

Mr. Rene Gutierrez
Associate Planner
San Joaquin Joint Powers Authority (SJJPA)
949 East Channel Street
Stockton, CA 95202

Dear Mr. Gutierrez,

On behalf of Stanislaus State, I would like to express our enthusiastic support for a dedicated Turlock Transit route that would link Downtown Turlock to the Denair Amtrak station via our campus.

Many Stan State students, particularly those who either live on campus or within short walking distance, have to rely on public transportation in their daily lives – whether to go shopping a few blocks away or to eat dinner in Downtown Turlock – and they have been utilizing Turlock Transit in record numbers. The 2017 free-fare agreement between Stan State’s Associated Students, Inc. (ASI, Inc.) and Turlock Transit resulted in a 315 percent increase in student ridership in its first full year, and that growth escalated through the fall 2018 semester (see usage below). Our students are building a positive relationship with Turlock Transit.

Our students asked for the free-fare service, and now that they have it, they use it. We believe a regular free route between Turlock and the Denair Amtrak station via our campus would be similarly popular with our students, not only for those who use Amtrak to get home on weekends, but also for those students who have yet to realize that there are so many regional attractions easily accessible via Amtrak. Should this route be established, we would help market the service to our students, much like we currently endorse and fully support our free-ride program with Turlock Transit.

Our ASI Inc., President, Maria Marquez, has been notified about the potential route and is excited to work with us to jointly publicize it to the student body, and take next steps to support this initiative. We look forward to the partnership in educating our students about these proposed transportation improvements for our campus community.

Sincerely,

Ellen Junn, Ph.D.
President

c: Darrell Haydon, Vice President, Business and Finance
Maria Marquez, President, ASI, Inc.

Stanislaus State’s Turlock Transit Usage

2016-2017

Total: 2,627 rides

2017-2018

Total: 10,928 rides

Fall 2018

Total: 6,700 rides

Office of the President

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SAN JOAQUIN JOINT POWERS AUTHORITY

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STAFF REPORT

Item 9

INFORMATION

Update on Valley Rail Program

Kevin Sheridan, SJJPA Director of Capital Projects, will give a presentation focusing on Valley Rail Program and Stockton Diamond Grade Separation Project updates.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

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STAFF REPORT

Item 10

INFORMATION

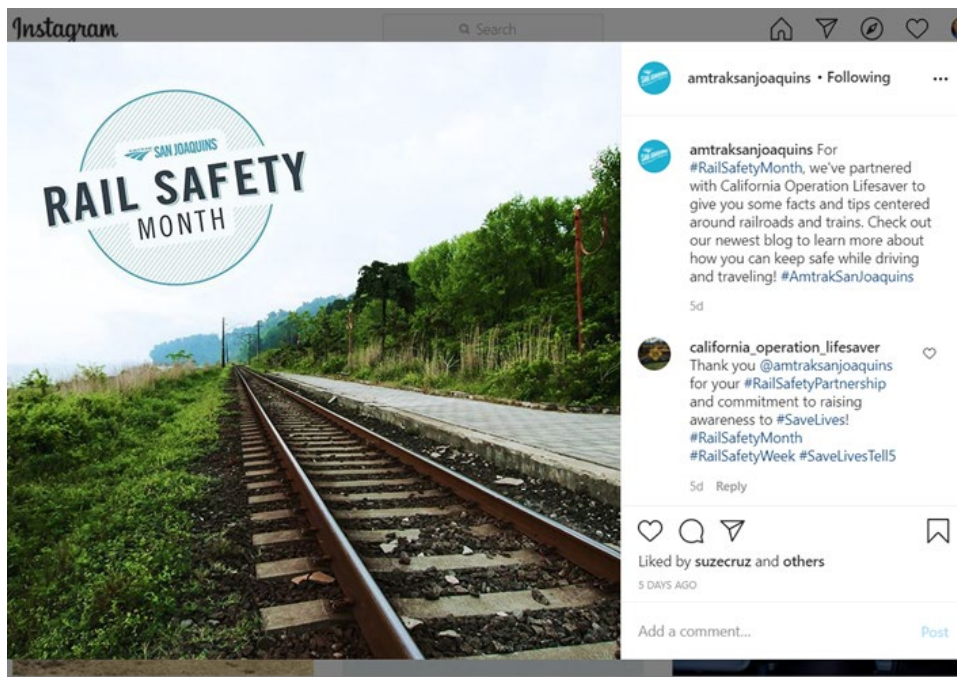
September Rail Safety Month Update

September is Rail Safety Month in California. Each year, SJJPA staff continues to support California Rail Safety Month initiatives.

Background:

In 2009 the State of California, in support of California Operation Lifesaver (CAOL), proclaimed September as Rail Safety Month. CAOL partners – ACE, Amtrak, BNSF, Caltrain, Caltrans, CFNR, Metrolink, Modesto & Empire Traction Company, North County Transit District, Operation Lifesaver Inc., OCTA, Richmond Pacific Railroad, Santa Clara VTA, SJVR, UP, and Veolia – continue to support Rail Safety Month efforts and related educational activities/events each September to promote rail safety awareness.

Due to COVID-19, SJJPA staff have shifted grassroots efforts into utilizing social media. Staff has come up with creative ideas to keep communities engaged and increase awareness on the importance of Rail Safety Month. Below are some examples of the communications shared with the communities through Amtrak San Joaquins social media platforms.



Amtrak San Joaquins
September 4 at 4:36 PM · Public

How Many Lives Can You Save? Stay Alert near railroad tracks. Don't become a statistic! Amtrak San Joaquins supports Operation Lifesaver in its mission to save lives. Take our Rail Safety Pledge by sharing this message. Tag us to show how many you reached!
@CAOperationLifesaver #RailSafetyMonth #RailSafetyWeek #SaveLivesTell5

**EVERY
3 HOURS**

**A PERSON OR VEHICLE
IS HIT BY A TRAIN.**

DON'T BE A STATISTIC

See Tracks?
**THINK
TRAIN**

**OPERATION
LIFESAVER**
California

Amtrak San Joaquins
5d · Public

For Rail Safety Month, we've partnered with California Operation Lifesaver to give you some facts and tips centered around railroads and trains. Check out our newest blog to learn more about how you can keep safe while driving and traveling!
<https://amtraksanjoaquins.com/rail-safety-month-2/>

**RAIL SAFETY
MONTH**

SAN JOAQUINS

amtraksanjoaquins 1d

**ON
FRIDAYS
WE WEAR
RED**

RED OUT FOR
RAIL SAFETY

amtraksanjoaquins Wear red on Fridays in September with Amtrak San Joaquins and California Operation Lifesaver in support of Rail Safety Month! Snap a selfie and tag @caoplifesaver or send an email to caol@caol.us. BONUS: Share with friends using the hashtag #SaveLivesTell5 to help further the mission! #RedOut4RailSafety #AmtrakSanJoaquins

**RED OUT FOR
RAIL SAFETY**

**OPERATION
LIFESAVER**
California



Amtrak San Joaquins

September 18 at 4:25 PM

Fridays are for red! Sport your red all throughout September with Amtrak San Joaquins and California Operation Lifesaver in support of Rail Safety Month! Our own team member, Freddy, has gotten his whole family on board as well! Snap a selfie and tag [California Operation Lifesaver](#) or send an email to caol@caol.us. Share with friends and help us in the mission to save lives!



Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

September 25, 2020

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.