

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



## San Joaquin Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank  
 Alternate **Federal Glover**, Contra Costa County  
 Alternate **Don Nottoli**, Sacramento County  
 Alternate **Mike Villalta**, City of Los Banos  
 Alternate **Tom Blalock**, BART  
 Alternate **Bob Elliott**, San Joaquin County  
 Alternate **David Ayers**, City of Hanford  
 Alternate **Andrew Medellin**, City of Madera  
 Alternate **Michael Derr**, City of Selma  
 Alternate **Bob Link**, City of Visalia

## AGENDA

**May 25th, 2018 – 10:30 AM**

Stanislaus County Board of Supervisors Chambers  
 1010 10<sup>th</sup> Street (Basement), Modesto CA

### Call-In Locations

Elk Grove City Hall Conference Room 3B (2 <sup>nd</sup> Floor) 8401 Laguna Palms Way Elk Grove, CA	Tulare County Board of Supervisors Chambers 2800 W Burrel Visalia, CA	1114 Orchard Road Lafayette, CA	1311 Midvale Avenue Lodi, CA	Heritage House County of Alameda 4501 Pleasanton Ave, Pleasanton, CA
---	--	---------------------------------------	------------------------------------	---

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

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

- |     |   |              |                    |
|-----|---|--------------|--------------------|
| 1   | <b>Call to Order, Pledge of Allegiance, Roll Call</b> | Chair Chiesa |                    |
| 2   | <b>Consent Calendar</b>                               | Chair Chiesa |                    |
| 2.1 | Approve Minutes from March 23, 2018 Board Meeting     |              | <b>ACTION</b>      |
| 2.2 | Next Board Meeting Location                           |              | <b>INFORMATION</b> |
| 2.3 | SJIPA Operating Expense Report                        |              | <b>INFORMATION</b> |
| 2.4 | San Joaquin Operations Update                         |              | <b>INFORMATION</b> |
| 2.5 | Administrative Items                                  |              | <b>INFORMATION</b> |
| 3   | <b>Public Comments</b>                                | Chair Chiesa |                    |
- Persons wishing to address the Authority on any item of interest to the public regarding SJIPA 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.

### 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

4	<b>Presentation by Tulare County Association of Governments (TCAG) on the Cross Valley Corridor Plan Report</b>	Ben Kimball/ Paul Herman	<b>INFROMATION</b>
5	<b>Presentation on Safety and Security Initiatives and Updates</b>	Steve Walker	<b>INFORMATION</b>
6	<b>Presentation by California Operation Lifesaver</b>	Nancy Sheehan- McCulloch	<b>INFORMATION</b>
7	<b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2018 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 2018/2019</b>	Dan Leavitt	<b>ACTION</b>
8	<b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Website Design, Hosting, &amp; Maintenance Services to American Eagle Computer Products, Inc. (dba Americaneagle.com) in the Amount Not-to-Exceed \$115,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement</b>	Manny Caluya	<b>ACTION</b>
9	<b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Advertising and Creative Services to Jeffrey Scott Agency (JSA) for an Amount Not-to-Exceed \$1,656,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement</b>	Manny Caluya	<b>ACTION</b>
10	<b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Central San Joaquin Region Marketing &amp; Outreach Services to KP Public Affairs for an Amount Not-to-Exceed \$612,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement</b>	Manny Caluya	<b>ACTION</b>

11	<b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year and One-Month Contract with Two One-Year Options for On-Call Planning Consulting Services to DB Engineering &amp; Consulting USA, Inc. for an Amount Not-to-Exceed \$450,000 from June 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement</b>	Manny Caluya	<b>ACTION</b>
12	<b>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Joining the Coalition to Protect Local Transportation Improvements to Support Proposition 69 Which Protects Transportation Funds From Being Diverted and to Oppose the November 2018 Measure That Would Repeal Senate Bill 1</b>	Dan Leavitt	<b>ACTION</b>
13	<b>Update on the 2018 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) Application</b>	Dan Leavitt	<b>INFORMATION</b>
14	<b>Sacramento Morning Express Marketing and Advertising Update</b>	David Lipari	<b>INFORMATION</b>
15	<b>Executive Director's Report</b>	Stacey Mortensen	<b>INFORMATION</b>
16	<b>Board Member Comments</b>	Chair Chiesa	
17	<b>Adjournment</b>	Chair Chiesa	

# **SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

## **STAFF REPORT**

### **Item 2.1**

### **ACTION**

#### **March 23, 2018 SJJPA Board Meeting Minutes**

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 1:00 pm, March 23, 2018 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 1:04 pm. The Pledge of Allegiance was led by Vice-Chair Tatzin.

Board Members Present: Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Elliott, Frazier, Haggerty, Link, Quintero, Verboon, Villalta

#### **2. Consent Calendar**

- |   |                    |
|---|--------------------|
| 2.1 Approve Minutes from November 17, 2017 Board Meeting  | <b>ACTION</b>      |
| 2.2 Next Board Meeting Location   | <b>INFORMATION</b> |
| 2.3 SJJPA Operating Expense Report  | <b>INFORMATION</b> |
| 2.4 Accept Independent Auditors' Report for Fiscal Year 2016/17   | <b>ACTION</b>      |
| 2.5 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital and Safety and Security Programs within Existing Board Approved Funding Limits, and Execute Any and All Documents Related to the Projects | <b>ACTION</b>      |
| 2.6 San Joaquins Operations Update  | <b>INFORMATION</b> |
| 2.7 Safety and Security Update  | <b>INFORMATION</b> |
| 2.8 Administrative Items  | <b>INFORMATION</b> |

There was no Board discussion on this item.

M/S/C (Verboon/Tatzin) to approve Items 2.1, 2.4, and 2.5. Passed and Adopted by the San Joaquin Joint Powers Authority on March 23, 2018 by the following vote to wit:

Ayes:	9	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Elliott, Frazier, Haggerty, Quintero, Verboon, Villalta
Noes:	0	

Abstain: 1      [Link](#)  
Absent: 0

### **3. Public Comments**

Alan Scott, of Hanford, discussed Our Hero's Dreams, a non-profit organization that opened a center for active and inactive military service members.

Mike Barnbaum, of Sacramento, introduced Chris Ramirez, President of the Station Host Association. Mr. Ramirez presented background on the Station Host Association.

### **4. Presentation by Train Riders Association of California (TRAC)**

Ron Jones, President of the Train Riders Association of California, introduced David Schonbrunn, Vice President of Policy. Mr. Schonbrunn began the item with a presentation on a proposal for new rail infrastructure in Northern California. The content of Mr. Schonbrunn's presentation is summarized in the Board Briefing Materials, and in Mr. Schonbrunn's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

### **5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Direct Amtrak to Change the San Joaquins Fare Policy to Cancel Revenue Management and Reserved Ticketing and Authorizing and Directing the Executive Director to Execute Any and All Associated Documents and Agreements** **ACTION**

Mr. Lipari began the item with a presentation on the current San Joaquins fare and reserved ticketing policy. The content of Mr. Lipari's presentation is summarized in the Board Briefing Materials, and in Mr. Lipari's PowerPoint slides for this agenda item (available on the website).

Chair Chiesa asked how reserved ticketing will work during times of high ridership. Mr. Lipari said staff will use historical numbers to determine the reserved status of trains.

Member Verboon asked if it was possible to book tickets in advance on the website or through the mobile app. Mr. Lipari said it is possible to book the ticket in advance and passengers can use the purchased ticket at a different time if needed. Member Verboon asked if it was possible for passengers to get off the train before their destination and then get back on. Mr. Lipari said it is not possible for passengers to change their reservations during the trip. Mr. Chapa further explained it is not possible for passengers to get on and off a train because of issues it would cause with ridership tracking. Ms. Mortensen said the ability to get on and off a train, in addition to business class seating, is something that staff will look into moving forward.

Vice-Chair Tatzin asked who would oversee controlling capacity on high capacity trains. Mr. Lipari said Amtrak would continue to oversee controlling capacity on specific trains that staff identifies. Vice-Chair Tatzin asked how much is being paid to Amtrak for the revenue management services. Mr. Lipari said SJJPA pays a marketing additive that includes other services, along with the revenue management services, which is a maximum of 1.4% of ticket revenue.

Steve Roberts, representing the Rail Passengers Association of California, expressed his support of keeping trains reserved during holidays and times of high capacity.

Mr. Barnbaum mentioned the ability to utilize the multi-city tool on Amtrak.com to book travel to multiple cities. Mr. Barnbaum also expressed his support for canceling revenue management and reserved trains.

Mr. Schonbrunn congratulated staff and voiced his support for the cancellation of reserved status of trains. Mr. Schonbrunn also asked about the marketing communications to passengers about the cancellation of reserved status trains. Mr. Lipari said staff will prepare a communication strategy to let passengers know of the changes.

Vice-Chair Tatzin recommended allowing staff and counsel to amend the item at a later time to incorporate reservation limits for high capacity trains.

M/S/C (Tatzin/Quintero) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority to direct Amtrak to change the San Joaquins Fare Policy to cancel Revenue Management and reserved ticketing and authorizing and directing the Executive Director to Execute any and all associated documents and agreements. Passed and Adopted by the San Joaquin Joint Powers Authority on March 23, 2018 by the following vote to wit:

Ayes:	10	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Elliott, Frazier, Haggerty, Link, Quintero, Verboon, Villalta
Noes:	0	
Abstain:	0	
Absent:	0	

## **6. Review of Public Comments for the Draft 2018 San Joaquin Joint Powers Authority Business Plan Update**

Mr. Krause began the item with a presentation on public comments received for the Draft 2018 San Joaquin Joint Powers Authority Business Plan. The content of Mr. Krause's presentation is summarized in the Board Briefing Materials, and in Mr. Krause's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

**7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2018 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 2018/2019**

**ACTION**

Mr. Leavitt began the item with a presentation on the Draft 2018 San Joaquin Joint Powers Authority Business Plan Update. The content of Mr. Leavitt's presentation is summarized in the Board Briefing Material, and in Mr. Leavitt's PowerPoint slides for this agenda item (available on the website).

Michael Turnipseed, representing the Kern County Taxpayers Association, thanked the Board for including the limited stop program in the business plan and introduced Adam Cohen. Mr. Cohen expressed support for the business plan and requested any consideration for the limited stop service changes be considered in conjunction with the Bay Area Morning Express service. Mr. Cohen also mentioned the work being done on the integrated fare payment system.

Troy Hightower, representing the Kern County Stakeholder Group, discussed the California High Speed Rail Authority's Business Plan and expressed his support for the Draft 2018 SJJPA Business Plan.

Mr. Barnbaum discussed the proposed additional Thruway bus service and the need for a southbound train during business hours.

Member Haggerty asked if there has been an increase in safety related incidents. Mr. Schmidt responded saying there has been an increase in incidents. Member Haggerty asked what the reason for the increase in incidents was and what is being done to prevent further incidents. Mr. Schmidt said staff has been working with local law enforcement on Operation Lifesaver outreach to raise awareness around railroad safety. Ms. Mortensen said the majority of incidences has been the result of mental health issues, inattention, and purposeful deaths.

Member Haggerty inquired about the proposed hourly service from Sacramento to Fresno. Mr. Leavitt said the proposed hourly service for the San Joaquins would provide connectivity from Southern California to Sacramento.

Member Haggerty asked if cities are provided incentives to perform station development planning. Mr. Leavitt said incentives are mostly provided locally. Ms. Mortensen discussed the difficulty in performing station development due to the varied ownership at the different stations.

Member Haggerty requested future staff reports and discussions regarding safety and safety related incidents along the corridor.

Vice-Chair Hume asked how the short-term improvements included in the Business Plan can be adapted in coordination with longer-term projects. Mr. Leavitt specified that new or adjusted short-term plans can be included in future Business Plans. Ms. Mortensen said planning workshops should be held due to new concepts that were included in the Business Plan.

M/S/C (Haggerty/Verboon) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority approving the Draft 2018 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 2018/2019. Passed and Adopted by the San Joaquin Joint Powers Authority on March 23, 2018, by the following vote to wit:

Ayes:	10	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Elliott, Frazier, Haggerty, Link, Quintero, Verboon, Villalta
Noes:	0	
Abstain:	0	
Absent:	0	

Member Elliott departed the meeting following Item 7 at 2:27 pm.

**8. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a One-Year Contract for On-Call Planning Consulting Services to DB Engineering & Consulting USA, Inc. in the Amount Not-to-Exceed \$150,000 from April 1, 2018 to March 31, 2019, and Authorizing and Directing the Executive Director to Execute the Agreement.**

**ACTION**

Staff recommended Item 8 be moved to the May 25, 2018 Board Meeting.

There was no Board objection to the recommendation.

**9. Authorize SJJPA Chair to Submit a SJJPA Comment Letter on the California High-Speed Rail Authority's Draft 2018 Business Plan**

**ACTION**

Mr. Leavitt began the item with a presentation on submitting a SJJPA comment letter on the California High-Speed Rail Authority's Draft 2018 Business Plan. The content of Mr. Leavitt's presentation is summarized in the Board Briefing Materials, and in Mr. Leavitt's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item

M/S/C (Haggerty/Verboon) to authorize SJJPA Chair to submit a SJJPA Comment Letter on the California High-Speed Rail Authority's Draft 2018 Business Plan. Passed and Adopted by the San Joaquin Joint Powers Authority on March 23, 2018, by the following vote to wit:

Ayes:	9	Chair Chiesa, Vice-Chair Tatzin, Vice-Chair Hume, Frazier, Haggerty, Link, Quintero, Verboon, Villalta
Noes:	0	
Abstain:	0	
Absent:	1	Elliott

#### **10. Sacramento Morning Express Marketing and Advertising Update**

Mr. Lipari began the item with a presentation on marketing and advertising activities for the Sacramento Morning Express Service. Mr. Lipari then introduced Bruce Batti, President of Jeffrey Scott Agency. Mr. Batti presented on results from outreach efforts for the Sacramento Morning Express Service. The content of Mr. Batti's presentation is summarized in the Board Briefing Materials, and in Mr. Batti's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

#### **11. Update on Sacramento Morning Express Service**

Mr. Chapa began the item with an update on the Sacramento Morning Express Service. Mr. Chapa's presentation is summarized in the Board Briefing Materials, and in Mr. Chapa's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

#### **12. Update on the 2018 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) Application**

Mr. Leavitt began the item with an update on the 2018 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) application. Mr. Leavitt's presentation is summarized in the Board Briefing Materials, and in Mr. Leavitt's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

#### **13. Marketing, Outreach, and Ridership Update**

Mr. Lipari began the item with an update on ridership figures and marketing and outreach efforts. Mr. Lipari's presentation is summarized in the Board Briefing Materials, and in Mr. Lipari's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

#### **14. Executive Director's Report**

Ms. Mortensen reported the interagency transfer agreement between the SJJPA and Caltrans is ending in June 2018 and staff will be bringing a new agreement at a future board meeting.

Ms. Mortensen announced the departure of SJJPA Senior Planner, Daniel Krause. Ms. Mortensen and Mr. Leavitt recognized Mr. Krause for his time working for the SJJPA.

#### **15. Board Member Comments**

Member Verboon mentioned the work Kings County has been doing with the California High-Speed Rail Authority (CHSRA) and discussed the need for a station in Kings County. Member Verboon also mentioned Tulare Council of Governments and the City of Visalia, along with CHSRA, are doing a study for a cross valley rail corridor. Member Verboon mentioned upcoming events happening in Kings County.

#### **16. Adjournment**

Chair Chiesa adjourned the meeting at 3:05 pm.

# **SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

## **STAFF REPORT**

### **Item 2.2**

### **INFORMATION**

---

#### **Next Board Meeting Location**

##### Background:

SJJPA is planning on holding the next Board Meeting on July 27<sup>th</sup> in Sacramento, 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**

May 25th, 2018

**STAFF REPORT**

**Item 2.3**

**INFORMATION**

---

**SJIPA Operating Expense Report**

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

- Fiscal Year 2017/18 (July 1, 2018 – March 31, 2018)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

**San Joaquin Joint Powers Authority**  
**Operating Expense Report**  
**April 2018**  
**83% of Budget Year Elapsed**

<b>OPERATING EXPENSES</b>	<b>SJJPA FY 17-18 ALLOCATION</b>	<b>EXPENSE TO DATE</b>	<b>YTD PERCENT EXPENDED</b>
<b>Project Management, Services &amp; Supplies</b>			
Salaries/Benefits/Contract Help	1,589,505	1,097,157	69%
Office Expense	14,863	7,887	53%
Subscriptions/Periodicals/Memberships	5,080	5,080	100%
Communications	27,216	22,078	81%
Motor Pool	12,000	6,766	56%
Transportation/Travel	30,000	8,973	30%
Audits Regulatory Reporting	20,000	15,000	75%
Professional Services Legislative	50,000	41,371	83%
Professional Services Legal	50,000	31,015	62%
Professional Services General	150,000	60,902	41%
Professional Services Grants	65,000	58,092	89%
Publications/Legal Notices	-	-	0%
<b>Project Management, Services &amp; Supplies Subtotal</b>	<b>2,013,664</b>	<b>1,354,322</b>	<b>67%</b>
<b>Contracted Services</b>			
Maintenance of Headquarters Structures/Grounds	31,250	27,312	87%
Insurance	40,000	34,100	85%
Insurance Management Fees	2,500	-	0%
Marketing & Outreach	1,613,598	784,921	49%
Professional Services Operations	15,000	-	0%
Communications, Operations	8,000	4,473	56%
San Joaquin Intercity Rail Operations	49,133,285	34,791,617	71%
<b>Contracted Services Subtotal</b>	<b>50,843,633</b>	<b>35,642,423</b>	<b>70%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>52,857,297</b>	<b>36,996,745</b>	<b>70%</b>

## SAN JOAQUIN JOINT POWERS AUTHORITY

May 25, 2018

### STAFF REPORT

#### Item 2.4

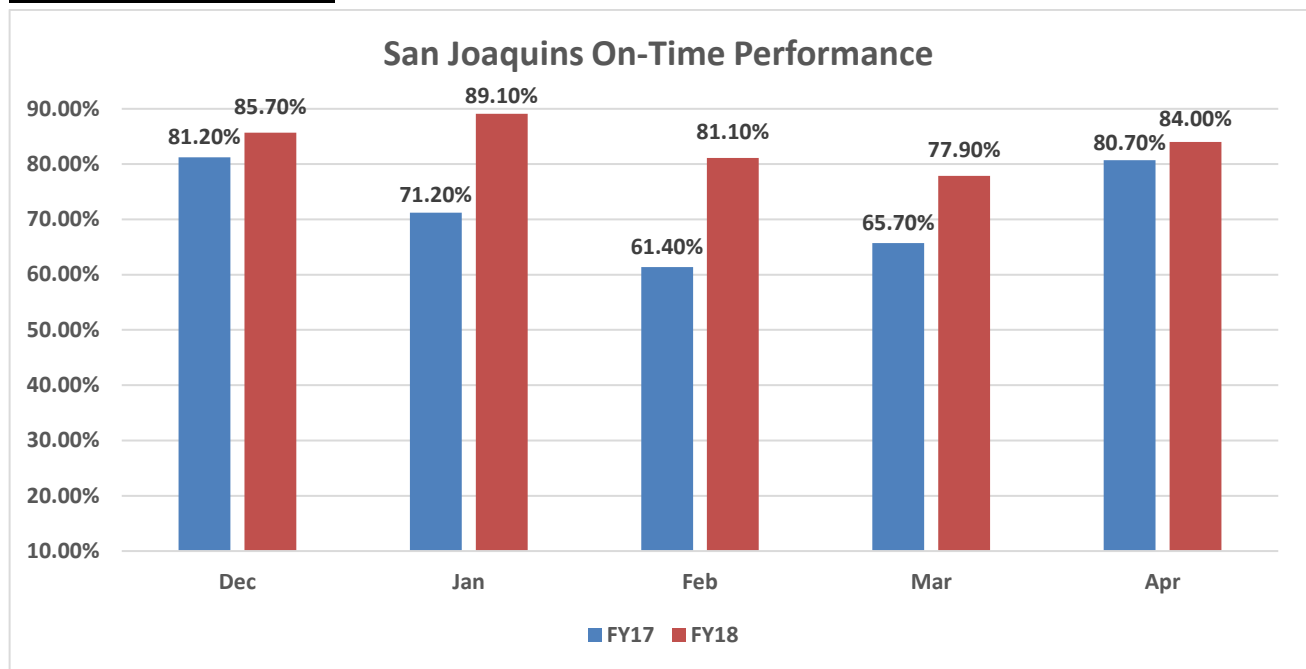
#### INFORMATION

#### San Joaquins Operations Update

##### Positive Train Control:

On-Board PTC equipment is being installed on the Northern California fleet. The current schedule has the F59 locomotives and cab cars starting to be commissioned in mid-May with remaining completing by the third week in August. Amtrak is committed to meeting the December 31, 2018 deadline for all of its services, including California. On-track PTC testing has been successfully completed by the Amtrak National PTC train, and accepted by the BNSF and UPRR. Crew training is 95% complete and scheduled to be completed by the end of May. All agreements between Amtrak and Caltrans regarding PTC have been executed.

##### On-Time Performance:



On-Time Performance suffered in March 2018 (77.90%) as culvert and bridge maintenance was completed on BNSF between Bakersfield and Fresno. These projects were identified as part of a corridor wide review of the infrastructure. Once the work was completed On-Time Performance improved in April to 84%.

The San Joaquins' FY18 On-Time Performance (OTP) year-to-date OTP, through May 15, 2018, is 81.0%. This represents a 5.3% increase in OTP from FY17 which during the same period was 75.7%. This increase in OTP can be attributed to less severe weather

conditions than last year. Last year's weather resulted in slow orders up and down the Valley due to high wind and water conditions lasting from January through March 2017.

The chart below provides an overview of the San Joaquins OTP compared to the two other State supported services for the Current Fiscal Year (October through May 15, 2018):

<b>Service</b>	<b>FY18</b>
San Joaquins	81.0%
Capitol Corridor	89.0%
Pacific Surfliner	77.0%

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 25, 2018

## STAFF REPORT

### Item 2.5

### INFORMATION

---

#### Administrative Items

##### Media Stories:

Attached are several articles. Links are provided below.

KCRA 3 – “Grant will allow for new Amtrak stop in Midtown Sacramento”

<http://www.kcra.com/article/grant-will-allow-for-new-amtrak-stop-in-midtown-sacramento/20090897>

CBS Sacramento – “Amtrak Station Planned For Midtown”

<http://sacramento.cbslocal.com/2018/05/14/midtown-train-amtrak-station/>

Tracy Press – “Rail link to Sacramento airport in planning stage”

[http://www.goldenstatenewspapers.com/tracy\\_press/news/rail-link-to-sacramento-airport-in-planning-stage/article\\_95154d8e-4f3b-11e8-a5d4-67b6c68e277a.html](http://www.goldenstatenewspapers.com/tracy_press/news/rail-link-to-sacramento-airport-in-planning-stage/article_95154d8e-4f3b-11e8-a5d4-67b6c68e277a.html)

The Business Journal – “Amtrak San Joaquin Changes Fare Policies”

<https://thebusinessjournal.com/amtrak-san-joaquin-changes-fare-policies/>

Morning Express – For Links to Morning Express Coverage See Item 14

##### Fiscal Impact:

There is no fiscal impact.

##### Recommendation:

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

# Grant will allow for new Amtrak stop in Midtown Sacramento

Updated: 6:02 PM PDT Apr 27, 2018

By Tish Palmadessi



Passenger rail service between the San Joaquin Valley and Sacramento is getting a big push forward this week.

The state transportation agency announced more than half a billion dollars in grants will go toward improving passenger rail service between Sacramento and Merced.

Right now, if someone wanted to use rail service between Sacramento and San Joaquin Valley, they would have to head over to the Sacramento Valley Train Station at 4th and I streets.

With this latest grant money, that will no longer be the case. The area near 19th and Q streets will turn into a new Midtown rail option for commuters.

Get the full story in the video above

Link to Story: <http://www.kcra.com/article/grant-will-allow-for-new-amtrak-stop-in-midtown-sacramento/20090897>

# Amtrak Station Planned For Midtown

May 14, 2018 at 11:15 pm

By Macy Jenkins



SACRAMENTO, Calif. (CBS13) – A new Amtrak station is coming to Midtown. It's part of an upgrade to the route connecting Sacramento with the San Joaquin Valley. And the city says the station will be up and running in just two years.

"We're not really looking to build sort of large-scale projects but really bring this service online as quickly as possible," said David Lipari, Marketing Manager for San Joaquin Joint Powers Authority. "As we're seeing the Northern California mega region grow, it's important to figure out how you're going to move people from the San Joaquin Valley region to the Sacramento Region and vice versa."

The station is planned underneath the bridge on 19th and Q Streets, across from the Safeway parking lot. It's within walking distance from an existing RT hub. The whole idea is to be able to ditch your car to commute no matter where you live in the Sacramento region.

"I love Amtrak!" said Mike Merry. "I ride them across the country 3 or 4 times a year and to San Francisco about 5 times a year."

But for riders like Merry, who lives in Midtown, the Amtrak station on 4th and I streets isn't always convenient.

"I'd rather have the train within walking distance," he said. "I have a lot of luggage!"

San Joaquin Joint Powers Authority plans to build 6 new stations throughout the Sacramento region with a \$500 million-dollar state grant. Locations include Lodi, Elk Grove, Natomas, Old North Sacramento, Sacramento City College, and Midtown.

"All of the stations are sort of being optimized for their region," Lipari said. "But we're really trying to limit the impacts to the communities."

A group of UC Davis students created a collection of design ideas for the new station including short-term and long-term bike parking, new fencing for pedestrians, an elevated bike path, and designated drop-off zones.

"Can you imagine the transformation that this place will have?" said Vice Mayor Steve Hansen. "It's like a quilt missing a patch! We're going to drop in something really cool here!"

Lipari says the timeline is on the fast track with a completion date by 2020.

"We're going to be using this infrastructure by building new stations and platforms and so really, it's ready to go," Lipari said.

He explained that the new stations will be built around existing tracks currently used for freight trains.

Once the Midtown station is finished, riders will have the option to enter from Q Street or across the street from Safeway on 19th Street.

Lipari and Hansen say Californians may be more ready to ditch their vehicles than we realize. The Capital Corridor Amtrak has 1.6 million riders per year while the San Joaquin route sees 1.1 million riders, making these routes the 3rd and 6th most traveled in the country.

"And if you've seen the congestion on Hwy 99, this is going help that congestion," Hansen said.

For business owners like Greg Cotta, more riders means more eyes on his coffee shop.

"Fingers crossed, you know really this neighborhood could benefit from it!" he told CBS13.

Currently, there are two trips a day from the San Joaquin Valley to Sacramento. But by 2023, riders will be able to choose from nine different trips a day.

Link to Story: <http://sacramento.cbslocal.com/2018/05/14/midtown-train-amtrak-station/>

# Rail link to Sacramento airport in planning stage

Monday, May 7, 2018 10:00 am



A number of wide-ranging passenger rail projects between Fresno and Sacramento have been allocated \$500.5 million in state funding. Whether any of the projects will reach Tracy is as yet unknown.

The Altamont Corridor Express system that passes through Tracy, however, is identified as being among the rail agencies that are possible recipients of the funds from what is called the Transit and Intercity Rail Capital Program, funded by SB1's 11-cent gas tax revenue.

The California State Transportation Agency, which announced the funding last week, calls the bundle of possible projects the Valley Rail Project — a joint proposal by the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission.

The projects would extend from Fresno in the south to Sacramento in the north, initially extending ACE service south from Lathrop to new stations in Manteca, Ripon, Modesto and Ceres, and possibly later to Merced.

A new twist in the funding proposal is extending ACE north from Stockton to include joint ACE-Amtrak stations at Lodi and Elk Grove and four stations in Sacramento, connecting as far north as a station at Natomas to provide shuttle service to the Sacramento International Airport.

Four ACE trains originating in Ceres would head north, three to Sacramento and a fourth to connect with other ACE trains at Lathrop.

According to the State Transportation Agency's announcement, Valley Amtrak service would add new stations at Madera and Oakley.

Not surprisingly, the proposed light rail system that would pass through Tracy and over the Altamont Pass is not mentioned in the Valley Rail Project. The light rail sponsor, the Tri-Valley-San Joaquin Rail Authority, already has funds from a Tri-Valley source, and agency officials are counting on additional SB1 funding through competitive bidding with other state transportation projects and possible federal money.

Link to Story: [http://www.goldenstatenewspapers.com/tracy\\_press/news/rail-link-to-sacramento-airport-in-planning-stage/article\\_95154d8e-4f3b-11e8-a5d4-67b6c68e277a.html](http://www.goldenstatenewspapers.com/tracy_press/news/rail-link-to-sacramento-airport-in-planning-stage/article_95154d8e-4f3b-11e8-a5d4-67b6c68e277a.html)

# AMTRAK SAN JOAQUIN CHANGES FARE POLICIES

Published On April 25, 2018 - 1:40 PM

Written By David Castellon



Amtrak San Joaquin has made changes to its fee schedule that could save passengers money and allow them to change trains without incurring added costs.

On Monday, the quasi-public passenger train system ended “revenue managed” ticketing — fares fluctuating based on when tickets were purchased and the number of people already booked on trains.

“Amtrak San Joaquin will have one fare for each station pair, no matter when or through what channel a passenger purchases a ticket,” states a press release from the San Joaquin Joint Powers Authority, which initiated the change.

“The past revenue management policy discouraged impulse travelers and disproportionately impacted riders purchasing tickets at stations. The new one-fare policy will increase the equity of the ticket-purchasing experience and benefit passengers immediately,” it continues.

Railroad officials noted there will be exceptions for tickets purchased for peak travel times, including holidays, and tickets purchased aboard trains.

In addition, the railroad system has cancelled “reserved ticketing,” a system that charged passengers if they traveled on different trains or on different dates from the ones listed on their tickets.

“If the reservation needed to be changed, the passenger needed to do so ahead of his/her

departure time and potentially incur change penalties. With the new policy ... If plans change or a meeting runs long, the passenger can travel on another train/bus or date, as long as he/she travels between the same origin and destination on the ticket," the press release states.

These fare policy changes put Amtrak San Joaquins rail system in line with the ticketing policies of the other two California intercity rail corridors — the Capitol Corridor and the Pacific Surfliner.

"These changes to our fare policy are passenger focused and will result in a simpler passenger experience," David Lipari, marketing manager for SJJPA, said in a written statement. "We want passengers to not worry about pricing fluctuations or undue 'sold out' situations. Our hope is for passengers to think of train travel as an easy travel experience, from the process of purchasing a ticket to the disembarking at their destination."

Link to Story: <https://thebusinessjournal.com/amtrak-san-joaquin-changes-fare-policies/>

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 25, 2018

## STAFF REPORT

### Item 4

### INFORMATION

#### Presentation by Tulare County Association of Governments (TCAG) on the Cross Valley Corridor Plan Report

Benjamin Kimball, Deputy Executive Director of the Tulare County Association of Governments will be presenting on the Cross Valley Corridor Plan Report that was released for public review this Spring.

#### Background:

The Cross Valley Corridor Plan has been prepared by the Tulare County Association of Governments to improve transportation system connections and mobility in the Central San Joaquin Valley. The study focuses on the Cross Valley Corridor, an existing rail corridor between the cities of Huron and Porterville, serving Lemoore, Hanford, Goshen, Visalia, Exeter, and Lindsay. The future Kings/Tulare Regional High-Speed Rail station is located in the middle of the Corridor near the city of Hanford.



Fiscal Impact

There is no fiscal impact.

Recommendation:

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

## **SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

### **STAFF REPORT**

#### **Item 5**

#### **INFORMATION**

---

##### **Safety and Security Update**

May 1-3, 2018, SJRRC hosted a First Responder Equipment Familiarization training event in Stockton at the Rail Maintenance Facility. Although it was led by SJRRC, it was a cooperative effort for first responders that work on emergencies in both the ACE and San Joaquins Corridors. This was a first time event for both ACE and the San Joaquins and was unique in the fact that both types of passenger train equipment were made available for hands on training at the same time. This type of training differed from a “drill” or “exercise” because scenarios for the participants to respond to were not included, but were discussed many times over the 3 days. Training also met federal and state requirements.

The training was designed for first responders to learn how to work on the equipment during an emergency in a non-stressful environment. The training included, but was not limited to, emergency door access, emergency window removal, shutting down the fuel and electrical systems, securing the train against movement, Incident Command System and communication with the train crew members and host railroads. In addition, California Operation Lifesaver training was provided. This training included instructions on how first responders should notify the host railroad if they’re working with an emergency on or near the train tracks in order to keep ACE/Amtrak, themselves, the passengers and general public safe.

Invitees were local first responder agencies that would respond to any emergencies involving both the ACE and San Joaquin trains. The Federal Railroad Administration, California Public Utilities Commission and the Department of Homeland Security observed and participated as well.

Invitations were extended to numerous agencies via County Offices of Emergency Services and over 120 accepted. It included multiple First Responder agencies from the following counties which represent a majority of the ACE/San Joaquin Corridor locations close enough to Stockton to attend:

- Merced County
- Stanislaus County
- San Joaquin County
- Sacramento County
- Contra Costa County
- Alameda County

- Santa Clara County

To accommodate the expected numbers of attendees, training was offered May 1 - 3, 2018. Participants had further flexibility in choosing from a morning or afternoon training session. Each 2 hour session was split so that attendees spent 1 hour learning about the ACE equipment and 1 hour learning about the Amtrak equipment before switching off. This worked perfectly when managing large groups of First Responders.

For those present, take home training material was provided. ACE provided detailed information summarizing what was learned and Amtrak provided schematics of the equipment operating in the San Joaquin corridor. The training was offered free of charge to attendees and had little impact on budgets because the training was on site in Stockton and was conducted during normal business hours within current staff hours. A summary newsletter is attached.

#### California Operation Lifesaver:

On April 24 and May 8, staff reached out to 750 Merced County third grade students, parents and chaperones with the California Operation Lifesaver rail safety message. This outreach was done during Merced County's Progressive Agriculture Safety Day at the Merced County Fairgrounds and Double T Acres Ranch in Stevinson. Each location featured several safety themed learning stations students rotated through that covered a variety of messages ranging from our rail safety message and PG&E's electrical safety message to firearms safety provided by the Department of Fish and Game and fire/chemical safety provided by local agencies. This event was ideal for reaching a population that is sometimes challenging to coordinate with due to compressed school schedules. This and similar events provide a captive audience and sessions are ideally timed for maximum retention of knowledge learned. It was also an opportunity to meet school staff and work with them to conduct rail safety messaging at their home campuses for other grade levels.





Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

# ACE RAIL/AMTRAK AND CALIFORNIA OPERATION LIFESAVER FIRST RESPONDER OUTREACH

MAY 7, 2018

TRAINING MAY 1-3, 2018

*Training regional First Responders during 3-day period*



On May 1-3, 2018, the Altamont Corridor Express (ACE®) commuter rail

**TOP: HERZOG'S MATT PFAU COVERING EMERGENCY FUEL CUT OFF PROCEDURES WITH LODI FIRE AND TSA. RIGHT: AMTRAK'S STACY WELLER COVERING 480 VOLT ELECTRICAL HAZARDS WITH STOCKTON & MERCED POLICE.**

service partnered with Amtrak and California Operation Lifesaver (CAOL) to host over 120 regional first responders for free equipment familiarization and railroad safety training. Separate learning stations were set-up covering the locomotive, passenger cars and railroad safety. The goal of this training was to teach First Responders of rail operations/



safety and passenger equipment familiarization in the event they respond to an emergency involving an ACE or Amtrak train. CAOL volunteers provided handouts and delivered rail safety information.

## SPECIAL POINTS OF INTEREST:

- ◆ 3 days of free, hands-on training.
- ◆ First time joint ACE rail/ Amtrak and California Operation Lifesaver (CAOL) effort since 2005.
- ◆ New partnerships forged and existing partnerships strengthened.
- ◆ First Responders prepared to respond with confidence based on knowledge gained.

## *Regional first responders accept ACE rail/ Amtrak training invitation*

Training was well attended from locations throughout the ACE and San Joaquin corridors. Participating agencies included SJRRC/ ACE, Amtrak, Amtrak Police, BNSF Police, Federal Railroad Administration, California Public Utilities Commission, DHS/ TSA Oakland and Sacramento offices, Stockton Fire, Stockton Police, Lodi Fire, Sacramento Fire CERT Team, San Joaquin County Sheriff's Office and SWAT team, Antioch Po-

lice SWAT team, Merced Police, Manteca Fire, CA Department of Toxic Substances Control, Kensington Police, Galt Police, American Medical Response, and the Stockton Police Historical Society.



## INSIDE THIS ISSUE:

<i>Training Overview</i>	2
<i>Training Details</i>	2
<i>What was Accomplished</i>	2
<i>Next Step</i>	3
<i>Final Thoughts</i>	3
<i>Additional Photos</i>	4

## *Training Overview*



In late 2017, ACE rail and Amtrak began discussing plans for joint equipment familiarization training on the ACE rail and Amtrak equipment. Training also included rail safety information from California Operation Lifesaver (CAOL). Training was delivered in early May between school group trains and conducted by experienced Herzog, ACE and Amtrak personnel and Operation Lifesaver Authorized Volunteers.



It was held at the ACE Rail Maintenance Facility in Stockton as it was ideal for accommodating several pieces of ACE and Amtrak equipment, participant parking was plentiful, parking was available for several oversized first responder vehicles, it was private and the site would eliminate having to perform special ACE equipment moves that would create additional costs.



Training was conducted over a 3-day period to coordinate with a wide variety of first responder shifts. This allowed for smaller groups and greater interaction between the subject matter experts and students. Most participants had never responded to railroad related emergencies and were grateful for the training opportunity. Participants came from agencies throughout the current ACE and San Joaquin corridors as well as the future ACEForward corridor.

“THIS IS SOME OF  
THE BEST TRAINING  
I’VE EVER HAD”

CAPTAIN, LODI  
FIRE DEPARTMENT

## *Training Details*

The 3-day training event covered multiple topics at a variety of learning stations. Training was divided into 2 hour sessions; one in the morning and one in the afternoon for a total of 6 sessions. In each 2 hour session, participants spent an hour each with ACE and Amtrak training professionals.

Topics covered included: eliminating electrical and air pressure hazards, fuel shut-off, emergency and normal door operations, roof access, window removal from inside and outside, manual handbrake application, onboard emergency tools and safety equipment, overall equipment descriptions, hazmat concerns, how to notify the host railroad in an emergency, train stopping distances and the weight of the equipment and notification procedures if responders are handling emergencies near the tracks or railroad property.

Participants had opportunities to see instruction decals throughout and operate the emergency door release pull rings on the train car exterior to know what to expect when doing it in real life. Hands-on experience in shutting down the locomotive fuel system via the emergency fuel cut off (EFCO) button were also provided.

## *What was Accomplished*

Several mutual goals were accomplished with this training. Numerous First Responders with little to no experience working with railroad related emergencies or operations now have extensive training and a new level of awareness and understanding they’ll bring to the scene of a railroad emergency.

New partnerships were forged in this first time since 2005, joint venture between SJRRC/Amtrak/CAOL and First Responders from near and far. Additionally, emergency response brochures, schematics and safety information were provided to all participants that recap the training and provide immediate information and training material when needed.

Most importantly, SJRRC/Amtrak/CAOL were able to connect and work with over 120 emergency personnel during the three day period preparing them for real world events.



## Lessons Learned

Several lessons were learned not only by the First Responders, but by ACE and Amtrak, too.

Participants learned a number of things at each of the stations. Some that weren't as obvious were emergency exit window size and weight. The size on some of the older style windows was seen as a challenge if the patient were larger. The window opening might not be usable. Discussions took place whether the window frames could be cut larger if other exits were in use or blocked. All other exits were explained thoroughly to participants including where and where not to cut. They included the side and end doors and roof hatches.

The windows seemed easy enough to remove, but that was interpreted differently when the students realized the weights ranged between 85 and 100 lbs. depending upon whether they were the new or old styles. Because of what was learned, it was recommended two persons handle window removal for safety reasons. They also learned the windows could not be broken with axes or similar tools.

Firefighters discovered they could use common fire department tools to access the panels and locks onboard the equipment if keys could not be located or were unavailable.

In addition to firefighters learning the techniques without the use of keys, Stockton Police discovered new methods of accessing doors on the Amtrak equipment in non-emergency conditions.

Spare windows were provided to law enforcement for ballistics testing. SWAT members also had great questions regarding the various door locking mechanisms and roof access. This was also the first time any of the law enforcement participants had received training of this type.

All participants learned about the Emergency Notification System (ENS) through California Operation Lifesaver's Authorized Volunteers who staffed the CAOL booth during the 3 day event. The ENS is the blue sign located at all railroad crossings. Just like the public, First Responders learned they can locate that sign, call the number and be placed in direct contact with the host railroad. They learned how valuable this is to save time and get train traffic stopped quickly in emergency situations.



**EMERGENCY DOOR  
RELEASE RING  
(INTERIOR)**



“THE EMERGENCY  
WINDOWS COULD  
PRESENT

CHALLENGES DURING  
TACTICAL  
OPERATIONS”

SWAT MEMBER,

SAN JOAQUIN

COUNTY SHERIFF

## Final Thoughts

Safety and security of passengers is SJRRC's and Amtrak's number one concern! We strive to lead commuter rail in forging permanent partnerships with our first responder and rail safety stakeholders by providing them focused hands-on training on working in and around railroad equipment during emergencies and non-emergencies.

By arming them with this knowledge and inviting them to participate in disaster drills and training, they'll be even more prepared to work with real-life rail related emergencies.



**“SAFETY FIRST”  
WHEN WORKING  
NEAR TRAIN TRACKS.**

## SAN JOAQUIN REGIONAL RAIL COMMISSION (ACE RAIL)

Steve Walker  
Customer Relations, Safety &  
Security Supervisor  
1020 E. Alpine Ave.  
Stockton, CA 95204

Phone: 209-649-0694  
Fax: 209-944-6294  
E-mail: [steve@acerail.com](mailto:steve@acerail.com)

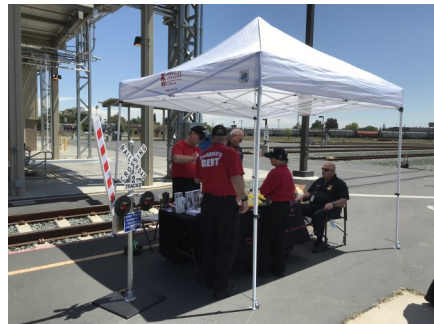
**WWW.ACERAIL.COM**

In 1989, passenger rail service across the Altamont was considered only a pipe dream that might be worth discussing in twenty years. However, that same year, the San Joaquin Council of Governments, the Stockton Chamber of Commerce and the Building Industry Association of the Delta began the development of a 20-year transportation plan for a future sales tax vote in San Joaquin County. Measure K, the half-cent sales tax for transportation was strongly supported by voters in 1990, and the number one project identified for funding was Altamont passenger rail service. In 1995, the seven cities and the county of San Joaquin formed a joint powers agreement that created the San Joaquin Regional Rail Commission to implement the rail plan, and to explore agreements with the counties of Santa Clara and Alameda. This created a five-member board of directors appointed by the San Joaquin Council of Governments. To date, through Measure K, the taxpayers of San Joaquin County have contributed over \$50 million in funding for this nationally acclaimed commuter rail service.

Since 1998 the Altamont Corridor Express (ACE®) commuter rail service has moved over 1.3 passengers to/from the Tri-Valley area and Silicon Valley. The ACE service operates four daily round trips starting at the Cabral Station in Downtown Stockton and stops in Lathrop/Manteca, Tracy, Vasco Road, Livermore, Pleasanton, Fremont, Great America, Santa Clara and San Jose's Diridon station.

For more information about ACE rail, please visit [www.acerail.com](http://www.acerail.com).

*Additional Photos courtesy of Jim Martino, Amtrak Police*



**SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

**STAFF REPORT**

**Item 6**

**INFORMATION**

---

**Presentation by California Operation Lifesaver**

Nancy Sheehan-McCulloch, State Coordinator California Operation Lifesaver, will give a presentation on potential SJJPA opportunity.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

# **SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

## **STAFF REPORT**

### **Item 7**

### **ACTION**

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2018 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 2018/2019**

#### Background:

In order to continue the administrative responsibilities of 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 15 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.

Staff is recommending board action to "adopt" the Final 2018 SJJPA Business Plan Update. 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 2018 SJJPA Business Plan was unanimously approved at the March 23, 2018 SJJPA Board Meeting and submitted to CalSTA on April 1, 2018.

Please see the track changes version of the Final 2018 SJJPA Business Plan at the end of this packet. A clean version, that includes photos, is also included in this packet.

#### Key Changes from the Draft 2018 SJJPA Business Plan:

- On April 26, 2018 SJJPA was awarded \$500.5 million from the Transit and Intercity Rail Capital Program (TIRCP) for its Valley Rail Project that will fund a series of new stations and track improvements to increase connectivity and frequency of service to the Sacramento region. Language and tables throughout the plan have been changed to reflect this announcement.
- On May 7, 2018 SJJPA began the Sacramento Morning Express service. The plan has been updated to reflect the start of this service.
- Minor corrections to tables and language in regards to an updated Amtrak Operations Contract estimate.
- Correction to the SJJPA State Funding Request Table.
- Minor grammar and spelling corrections throughout the plan.
- This plan now incorporates information from the recently released California High-Speed Rail Authority 2018 Draft Business Plan.

#### Fiscal Impact:

Approval of the 2018 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 Adopting the Final 2018 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 2018/2019.

## **SJJPA RESOLUTION 17/18-**

### **APPROVE A RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY ADOPTING THE FINAL 2018 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 2018/2019**

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; and

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 15 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, once changes are made to the Draft Business Plan, the SJJPA Board will be asked to adopt the final Business Plan for submittal to the Secretary of CalSTA by June 15, 2018; and

WHEREAS, the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2018/2019 must be executed;

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 Adopting the Final 2018 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 2018/2019.

PASSED AND ADOPTED, by the SJJPA this 25<sup>th</sup> day of May, 2018, 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

May 25, 2018

### STAFF REPORT

Item 8

ACTION

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Website Design, Hosting, & Maintenance Services to American Eagle Computer Products, Inc. (dba Americaneagle.com) for an Amount Not-to-Exceed \$115,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement**

Background:

SJJPA has been utilizing an amtrak.com hosted solution for its website to promote Amtrak San Joaquins. This solution has shown to be a significant challenge for reasons including but not limited to long lead times for changes and changes made without notice. Additionally, the Amtrak portal is limited in its functionality and offers no solution for SJJPA to edit or add content directly. With the emphasis on digital campaigns and the need for a more robust website, staff recommends the development of an SJJPA controlled website for Amtrak San Joaquins similar to Capitol Corridor and Pacific Surfliner.

Request for Proposal (RFP) and Selection Process:

On February 28, 2018, SJJPA released a Request for Proposal (RFP) for the solicitation of Website Design, Hosting, & Maintenance Services with the proposals due on April 5, 2018. As a result of the solicitation, SJJPA received ten proposals from the following firms:

- Agency ETA
- American Eagle Computer Products, Inc. (dba Americaneagle.com)
- CirclePoint
- Hackling Solutions
- Infojini, Inc.
- Multimedia Solutions
- Planeteria Media
- RG Pacific, LLC
- Three29 Media, LLC
- Tuleburg, LLC

The proposals were evaluated by a panel consisting of the Marketing Manager (SJJPA), Marketing Specialist (SJPPA), and the I.T. Director of Interwest Consulting Group, I.T. Consultant for SJRRC.

After the initial evaluation of the written proposals, two (2) proposals were deemed non-responsive and the following three (3) firms were invited for oral presentations and interviews:

- American Eagle Computer Products, Inc. (dba Americaneagle.com)
- CirclePoint
- Planeteria Media

The firms were evaluated on their presentations and staff's questions and answers. After combining the scores of the initial evaluation and the interviews, staff deemed Americaneagle.com as the most responsive and responsible proposer.

The contract is to be awarded is for an amount not-to-exceed \$115,000 total for the initial three-year term.

Fiscal Year	Contract Amount
18/19	\$75,000
19/20	\$20,000
20/21	\$20,000

The two one-year options are at the sole discretion of SJJPA and the cost for the option-years will be negotiated in advance.

Fiscal Impact:

Costs associated with the first year of this Agreement are identified in the 2018 SJJPA Business Plan Update as part of the Marketing Budget. Future year's costs will be brought before the Board as part of the annual SJJPA Business Plan Update approval process.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Website Design, Hosting, & Maintenance Services to American Eagle Computer Products, Inc. (dba Americaneagle.com) for an Amount Not-to-Exceed \$115,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement

## **SJJP Resolution 17/18-**

### **RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING A THREE-YEAR CONTRACT WITH TWO ONE-YEAR OPTIONS FOR WEBSITE DESIGN, HOSTING, & MAINTENANCE SERVICES TO AMERICAN EAGLE COMPUTER PRODUCTS, INC. (DBA AMERICANEAGLE.COM) FOR AN AMOUNT NOT-TO-EXCEED \$115,000 FROM JULY 1, 2018 THROUGH JUNE 30, 2021, AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT**

WHEREAS, a Request for Proposals (RFP) for Website Design, Hosting , & Maintenance Services was issued on February 28, 2018 with a due date of April 05, 2018; and

WHEREAS, on April 5, 2018, ten (10) proposals were received for Website Design, Hosting, & Maintenance Services; and

WHEREAS, the ten (10) proposals received were reviewed for completeness and responsiveness and evaluated as part of the procurement process; and

WHEREAS, of the ten (10) proposals received, two (2) proposals were deemed non-responsive; and

WHEREAS, of the eight (8) responsive proposals received, three (3) were invited for oral presentations and interviews as part of the evaluation process; and

WHEREAS, staff deemed Americaneagle.com as the most responsive and responsible proposer; and

WHEREAS, SJJPA came to agreement on the terms and prices with Americaneagle.com;

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority Authorizes a Three-Year Contract with Two One-Year Options for Website Design, Hosting , & Maintenance Services to Americaneagle.com for an Amount Not-to-Exceed \$115,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement.

PASSED AND ADOPTED, by the SJJPA on this 25<sup>th</sup> day of May 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

---

STACEY MORTENSEN, Secretary

---

VITO CHIESA, Chair

## SAN JOAQUIN JOINT POWERS AUTHORITY

May 25, 2018

### STAFF REPORT

#### Item 9

#### ACTION

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Advertising and Creative Services to Jeffrey Scott Agency (JSA) for an Amount Not-to-Exceed \$1,656,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement**

#### Background:

Staff recommends shifting the focus of marketing and outreach efforts from primarily focused on grassroots activity to a more advertising centric approach. With a 365-mile corridor and an extensive thruway bus system, a large-scale advertising effort is needed to appropriately saturate the corridor with the message of the service. With approximately 55% of passengers purchasing their tickets online via AmtrakSanJoaquins.com, Amtrak.com, or the 'Amtrak Mobile App', driving traffic to the website/app is a key component of driving ridership and revenue. Data from previous fiscal years shows a significant increase in web traffic during periods of advertising showing the importance of corridor-wide advertising to the effort of increasing ridership and revenue. Social media has been an integral component to the marketing plan due to its functionality to tailor content to specific audiences and deliver advertising in a cost-effective way. The continued joining of advertising and social media efforts reduces cost and time for coordination.

#### Request for Proposal (RFP) and Selection Process:

On February 23, 2018, SJJPA released a Request for Proposal (RFP) for the solicitation of Central San Joaquin Region Marketing & Outreach Services with the proposals due on April 5, 2018. As a result of the solicitation, SJJPA received four proposals from the following firms:

- Hill & Company Communications
- Jeffrey Scott Agency (JSA)
- Nemoi Advertising and Design
- Swirl, Inc. (dba Sidecar)

The proposals were evaluated by a panel consisting of the Marketing Manager (SJJPA), Community Outreach Coordinator (SJJPA), and Associate Program Specialist (SJCOG).

After the initial evaluation of the written proposals, one (1) proposal was deemed non-responsive. As a result, staff deemed JSA as the most responsive and responsible proposer. SJJPA currently is in contract with JSA with multiple services. With the existing great working relationship established with JSA and a clear distinction of the evaluation scores between the three proposers, staff unanimously waived the interview process.

The contract is to be awarded is for an amount not-to-exceed \$1,656,000 total for the initial three-year term.

Fiscal Year	Contract Amount
18/19	\$512,000
19/20	\$572,000
20/21	\$572,000

The two one-year options are at the sole discretion of SJJPA and the cost for the option-years will be negotiated in advance.

Fiscal Impact:

Costs associated with the first year of this Agreement are identified in the 2018 SJJPA Business Plan Update as part of the Marketing Budget. Future year's costs will be brought before the Board as part of the annual SJJPA Business Plan Update approval process.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Advertising and Creative Services to Jeffrey Scott Agency (JSA) for an Amount Not-to-Exceed \$1,656,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement.

**SJJPA RESOLUTION 17/18-**

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS  
AUTHORITY AUTHORIZING A THREE-YEAR CONTRACT WITH TWO ONE-YEAR  
OPTIONS FOR ADVERTISING AND CREATIVE SERVICES TO JEFFREY SCOTT  
AGENCY FOR AN AMOUNT NOT-TO-EXCEED \$1,656,000 FROM JULY 1, 2018  
THROUGH JUNE 30, 2021, AND AUTHORIZING AND DIRECTING THE EXECUTIVE  
DIRECTOR TO EXECUTE THE AGREEMENT**

WHEREAS, a Request for Proposals (RFP) for Advertising and Creative Services was issued on February 23, 2018 with a due date of April 05, 2018; and

WHEREAS, on April 5, 2018, four (4) proposals were received for Advertising and Creative Services; and

WHEREAS, the four (4) proposals received were reviewed for completeness and responsiveness and evaluated as part of the procurement process; and

WHEREAS, of the four (4) proposals received, one (1) proposal was deemed non-responsive; and

WHEREAS, with the existing great working relationship established with Jeffrey Scott Agency and a clear distinction of the evaluation scores between the four (4) proposers, staff unanimously waived the interview process; and

WHEREAS, staff deemed Jeffrey Scott Agency as the most responsive and responsible proposer; and

WHEREAS, SJJPA came to agreement on the terms and prices with JSA;

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority Authorizes a Three-Year Contract with Two One-Year Options for Advertising and Creative Services to Jeffrey Scott Agency for an Amount Not-to-Exceed \$1,656,000,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement.

PASSED AND ADOPTED, by the SJJPA on this 25<sup>th</sup> day of May 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

---

STACEY MORTENSEN, Secretary

---

VITO CHIESA, Chair

## SAN JOAQUIN JOINT POWERS AUTHORITY

May 25, 2018

### STAFF REPORT

#### Item 10

#### ACTION

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Central San Joaquin Region Marketing & Outreach Services to KP Public Affairs for an Amount Not-to-Exceed \$612,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement**

#### Background:

As a public agency with forward thinking plans and initiatives, an important aspect of marketing and outreach efforts is 'Stakeholder Engagement'. Local, committed stakeholders are vital to promote the service, improve local presence, and activate communities to ride the train. Stakeholder education meetings, presentations, and partnerships are a key component to the marketing efforts. Stakeholders can be classified as community leaders, organizations, businesses, and local media.

To accomplish continued engagement of key stakeholders, SJJPA staff recommends retaining two local, embedded grassroots Outreach Teams – Central Valley and Bay Area. Outreach Teams have been a component of the SJJPA approach to stakeholder engagement. The Outreach Teams will focus primarily on stakeholder engagement, strategic partnerships, and local media relations.

#### Request for Proposal (RFP) and Selection Process:

On February 23, 2018, SJJPA released a Request for Proposal (RFP) for the solicitation of Central San Joaquin Region Marketing & Outreach Services with the proposals due on April 5, 2018. As a result of the solicitation, SJJPA received two (2) proposals from the following firms:

- KP Public Affairs
- Rethought Reborn Media

The proposals were evaluated by a panel consisting of the Marketing Manager (SJJPA), Marketing Specialist (SJJPA), and Associate Program Specialist (SJCOG).

After the initial evaluation of the written proposals, staff deemed KP Public Affairs as the most responsive and responsible proposer. KP Public Affairs is the currently in contract with the SJJPA for the Marketing & Outreach Services for San Joaquin Rail Service in

the Sacramento Area and Northern California Region. With the existing great working relationship established with KP Public Affairs and a clear distinction of the evaluation scores between the two proposers, staff unanimously waived the interview process.

The contract is to be awarded is for an amount not-to-exceed \$612,000 total for the initial three-year term.

Fiscal Year	Contract Amount
18/19	\$204,000
19/20	\$204,000
20/21	\$204,000

The two one-year options are at the sole discretion of SJJPA and the cost for the option-years will be negotiated in advance.

Fiscal Impact:

Costs associated with the first year of this Agreement are identified in the 2018 SJJPA Business Plan Update as part of the Marketing Budget. Future year's costs will be brought before the Board as part of the annual SJJPA Business Plan Update approval process.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year Contract with Two One-Year Options for Central San Joaquin Region Marketing & Outreach Services to KP Public Affairs for an Amount Not-to-Exceed \$612,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement

**REVISED SJJPA RESOLUTION 17/18-**

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS  
AUTHORITY AUTHORIZING A THREE-YEAR CONTRACT WITH TWO ONE-YEAR  
OPTIONS FOR **CENTRAL SAN JOAQUIN REGION MARKETING & OUTREACH  
SERVICES TO KP PUBLIC AFFAIRS** FOR AN AMOUNT NOT-TO-EXCEED \$612,000  
FROM JULY 1, 2018 THROUGH JUNE 30, 2021, AND AUTHORIZING AND DIRECTING  
THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT**

WHEREAS, a Request for Proposals (RFP) for Central San Joaquin Region Marketing & Outreach Services was issued on February 23, 2018 with a due date of April 05, 2018; and

WHEREAS, on April 5, 2018, two (2) proposals were received for Central San Joaquin Region Marketing & Outreach Services; and

WHEREAS, the two (2) proposals received were reviewed for completeness and responsiveness and evaluated as part of the procurement process; and

WHEREAS, with the existing great working relationship established with KP Public Affairs and a clear distinction of the evaluation scores between the two proposers, staff unanimously waived the interview process; and

WHEREAS, staff deemed KP Public Affairs as the most responsive and responsible proposer; and

WHEREAS, SJJPA came to agreement on the terms and prices with KP Public Affairs;

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority Authorizes a Three-Year Contract with Two One-Year Options for Central San Joaquin Region Marketing & Outreach Services to KP Public Affairs for an Amount Not-to-Exceed \$612,000 from July 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement.

PASSED AND ADOPTED, by the SJJPA on this 25<sup>th</sup> day of May 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

---

STACEY MORTENSEN, Secretary

---

VITO CHIESA, Chair

# **SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

## **STAFF REPORT**

### **Item 11**

### **ACTION**

**Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year and One-Month Contract with Two One-Year Options for On-Call Planning Consulting Services to DB Engineering & Consulting USA, Inc. for an Amount Not-to-Exceed \$450,000 from June 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement**

#### Background:

In the SJJPA 2017 Business Plan Update, SJJPA requested a one-time increase of \$150,000 to the Administrative Budget for FY 2017/18 for professional planning consulting services to be utilized on an on-call basis for planning work related to SJJPA's service expansion plans. These funds were granted by the California State Transportation Agency (CalSTA). With funding secured, Staff developed a Request for Proposals (RFP) for On-Call Planning Services.

Over the past few months, Staff has continued to develop its service expansion plans in conjunction while preparing a Transit and Intercity Rail Capital Program (TIRCP) application, which was submitted to CalSTA on January 12, 2018. Out of this process, the size and scope of the expansion plans have been clarified and expanded. The on-call planning consultant will provide service to the SJJPA's service expansion program, including but not limited to activities such as, planning initiating documents, cost estimating, ridership forecasting, GHG/VMT calculations, connectivity studies, data analysis, Thruway Bus performance, scheduling of service changes, etc.

#### Request for Proposal (RFP) and Selection Process:

On February 7, 2018, SJJPA released a Request for Proposal (RFP) for the solicitation of an On-Call Planning Consultant with the proposals due on March 8, 2018. As a result of the solicitation, thirty-one (31) firms requested the RFP and SJJPA received one responsive proposal from the following firm:

- DB Engineering & Consulting USA, Inc. (Sub-consultants firms in proposal: AECOM, Pennino Management Group, and SMA Rail Consulting + IT Corporation)

SJJPA staff reached out to the firms that did not submit a proposal requesting feedback on why they did not submit a proposal. Twelve (12) firms responded as of March 14, 2018, with a majority citing other obligations and insufficient resources to perform the required services.

A panel consisting of SJJPA staff reviewed and evaluated the proposal. Based on the proposers' responsiveness to the scope of work, DB Engineering & Consulting USA, Inc. was selected as a responsive proposer.

The contract total not-to-exceed amount (\$450,000) is spread over the remainder of the current fiscal year and the following three fiscal years. Funding for the total contract amount is reliant upon the State's annual allocation. SJJPA staff anticipates that the funding will continue to be made available at \$150,000 per year.

SJJPA staff is requesting the Board to authorize the Executive Director to immediately negotiate and enter into contract for \$150,000 with the option to renew the contract annually until FY 20/21. The annual renewal will be based on the State's funding and the consultant's contract performance.

Fiscal Year(s)	Contract Amount
17/18 & 18/19	\$150,000
19/20	\$150,000
20/21	\$150,000

#### Fiscal Impact:

Cost associated with the first year of this Agreement are identified in the approved 2017 SJJPA Business Plan Update. The funds have been approved by the State as part of the SJJPA's annual Administrative budget. Future year's costs will be brought before the Board as part of the annual SJJPA Business Plan Update approval process for consideration.

#### Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Three-Year and One-Month Contract with Two One-Year Options for On-Call Planning Consulting Services to DB Engineering & Consulting USA, Inc. for an Amount Not-to-Exceed \$450,000 from June 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement and subsequent annual amendments.

**REVISED SJJPA RESOLUTION 17/18-**

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING A THREE-YEAR AND ONE-MONTH CONTRACT WITH TWO ONE-YEAR OPTIONS FOR ON-CALL PLANNING CONSULTING SERVICES TO DB ENGINEERING & CONSULTING USA, INC. FOR AN AMOUNT NOT-TO-EXCEED \$450,000 FROM JUNE 1, 2018 THROUGH JUNE 30, 2021, AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT**

WHEREAS, SJJPA is in need of additional planning resources to implement an aggressive service expansion program;

WHEREAS, a Request for Proposals (RFP) for On-Call Planning Consultant Services was issued on February 7, 2018 with a due date of March 8, 2018; and

WHEREAS, on March 8, 2018, one proposal was received for On-Call Planning Consultant Services; and

WHEREAS, the one proposal received was deemed responsive to the RFP and evaluated as part of the procurement process;

WHEREAS, staff deemed DB Engineering & Consulting USA, Inc. responsive and responsible proposer; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority Authorizes a Three-Year and One-Month Contract with Two One-Year Options for On-Call Planning Consulting Services to DB Engineering & Consulting USA, Inc. for an Amount Not-to-Exceed \$450,000 from June 1, 2018 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement.

PASSED AND ADOPTED, by the SJJPA on this 25<sup>th</sup> day of May 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

---

STACEY MORTENSEN, Secretary

---

VITO CHIESA, Chair

## SAN JOAQUIN JOINT POWERS AUTHORITY

May 25, 2018

### STAFF REPORT

#### Item 12

#### ACTION

---

#### **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Joining the Coalition to Protect Local Transportation Improvements to Support Proposition 69 Which Protects Transportation Funds From Being Diverted and to Oppose the November 2018 Measure That Would Repeal Senate Bill 1**

##### Background:

In April 2017, California passed Senate Bill 1 (SB 1) which provides more than \$5 billion annually to make road safety improvements, fill potholes, repair local streets, freeways, tunnels, bridges and overpasses and invest in public transportation in every California community. The Coalition to Protect Local Transportation Improvements has formed to support Proposition 69 which protects transportation funds from being diverted and to oppose the November 2018 measure that would repeal SB 1.

Proposition 69 on California's June 2018 primary election ballot ensures transportation revenues can only be used for road and transportation improvement projects.

Proposition 69 prohibits the Legislature from diverting these revenues for non-transportation purposes. In 2017, California passed Senate Bill 1, which provides more than \$5 billion in new revenues to fund transportation improvements all over California. Prop 69 constitutionally protects the portion of these new revenues that aren't already protected.

The Coalition to Protect Local Transportation Improvements is broad coalition of environmental leaders, labor, local governments, social justice organizations and others has joined to support Proposition 69 on the June ballot to protect the new SB 1 revenues, as well as to oppose the repeal of SB 1 on the November ballot. Please review attached documents provided for more detailed information of their stance on the two ballot initiatives as well as a list of current members of the coalition.

##### Fiscal Impact

SJJPA relies on SB 1 funding for improving the San Joaquins, its repeal would impact the San Joaquins improvement projects.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Joining the Coalition to Protect Local Transportation Improvements to Support Proposition 69 Which Protects Transportation Funds From Being Diverted and to Oppose the November 2018 Measure That Would Repeal Senate Bill 1.



# Repealing Senate Bill 1 is Bad for the Environment and Air Quality

## Protect Local Transportation and Public Transit Improvements

In April 2017, California passed Senate Bill 1 (SB 1) – which represents the largest state investment in public transportation in a generation. SB 1 provides more than \$700 million annually in new funding for public transit and active transportation that will improve air quality and benefit the environment. In total, SB 1 will provide \$5 billion annually to make significant improvements to public transportation and to invest in repairing crumbling infrastructure. But these vital investments are at risk, and voters need to take action.

A broad coalition of environmental leaders, labor, local governments, social justice organizations and others has joined to support Proposition 69 on the June ballot to protect the new SB 1 revenues, as well as to oppose the repeal of SB 1 that could be on the November ballot.



**SUPPORT PROP 69:** June 2018 ballot measure prohibits the Legislature from redirecting new transportation funds and transit funds.



Proposition 69 guarantees the new funds are spent on public transit and transportation projects by preventing the state Legislature from diverting these funds for non-transportation/transit improvement purposes.



**OPPOSE REPEAL OF SB 1:** November 2018 ballot measure would repeal SB 1 and rob our communities of vital transportation and public transit improvement funds.

Certain partisan politicians are currently collecting signatures to try to repeal SB 1. Unless defeated, this measure would:



**Increase air pollution and greenhouse gases** by eliminating funds dedicated to public transit that will get people out of their cars and projects to relieve traffic congestion and vehicle emissions.



**Wipe away \$700 million per year in new funding for public transportation.** SB 1 funds are dedicated to expanding commuter rail lines, buses and other public transportation services that directly reduce air pollution and carbon emissions that cause climate change. Transit agencies throughout the state have already identified projects to expand service, fund electric bus programs which help reduce emissions and update fleets to zero emission vehicles.



**Eliminate significant funds for active transportation such as biking and walking.** Under SB 1, each year cities, counties and regional transportation agencies will receive \$100 million for the Active Transportation Program which supports active modes of transportation like biking and walking by building safer bike paths, crosswalks and sidewalks. The SB 1 repeal measure would eliminate these funds and decimate programs to support active transportation.

Paid for by the Coalition to Protect Local Transportation Improvements, Yes on Prop. 69, sponsored by business, labor, local governments, transportation advocates and taxpayers

Committee Major Funding from

California Alliance for Jobs

United Contractors

State Building and Construction Trades Council of California

Funding details at [www.fppc.ca.gov](http://www.fppc.ca.gov)



# Support Safer Roads and Protect Local Transportation Improvements

Californians depend on a safe and reliable transportation network to support our quality of life and a strong economy. In April 2017, California passed Senate Bill 1 (SB 1) which provides more than \$5 billion annually to make road safety improvements, fill potholes, repair local streets, freeways, tunnels, bridges and overpasses and invest in public transportation in every California community. Road safety and transportation improvement projects are already underway across the state, but this long-awaited progress could come to a halt unless voters take action in 2018.

The Coalition to Protect Local Transportation Improvements has formed to support Proposition 69 which protects transportation funds from being diverted and to oppose the November 2018 measure that would repeal new transportation funds. Here's how you can help:



## **SUPPORT PROP 69:**

**June 2018 ballot measure prohibits the Legislature from diverting new transportation funds and ensures they can only be used for transportation projects.**

- ✓ Extends constitutional protections to the new revenues generated by SB 1 that aren't currently protected.
- ✓ Guarantees transportation funds can only be used for transportation improvement purposes.
- ✓ Will not raise taxes. Protects transportation taxes and fees we already pay.



## **OPPOSE REPEAL OF SB 1:**

**November 2018 ballot measure would repeal SB 1 and rob our communities of vital road safety and transportation improvement projects.**

Certain politicians are currently collecting signatures to try to repeal the Road Repair and Accountability Act of 2017 (SB 1) and stop critical investments in future transportation improvement projects. Our broad coalition opposes this measure now because its passage would:

- ✗ **Jeopardize public safety.** Cracked, potholed roads in poor condition pose a major safety threat to California drivers. Currently, 89% of counties have roads that are in poor or at-risk condition and 25% of our bridges show significant deterioration. This measure will cut funding currently dedicated to fixing roads and upgrading freeways, bridges, tunnels and overpasses to make them safer.



**OPPOSE the November 2018 ballot measure that would repeal SB 1 and rob our communities of vital road safety and transportation improvement projects.**

- ✗ Stop transportation improvement projects already underway in every community.** This measure would eliminate funds already flowing to every community to fix potholes, make safety improvements, ease traffic congestion, upgrade bridges, and improve public transportation. These funds are already being put to use and California cities and counties have already identified 4,000 local projects for funding in 2017-18 and into the future.
- ✗ Make traffic congestion worse.** Our freeways and major thoroughfares are among the most congested in the nation, and Californians spend too much time stuck in traffic away from family and work. This measure would stop projects that will reduce traffic congestion.
- ✗ Cost drivers and taxpayers more money in the long-run.** The average driver spends \$739 per year on front end alignments, body damage, shocks, tires and other repairs because of bad roads and bridges. Additionally, it costs eight times more to fix a road than to maintain it. By delaying or stopping projects, this measure will cost motorists more money in the long run.
- ✗ Hurt job creation and our economy.** Reliable transportation infrastructure is critical to get Californians to work, move goods and services to the market, and support our economy. This measure would eliminate more than 680,000 good-paying jobs and nearly \$183 billion in economic growth that will be created fixing our roads over the next decade.

Paid for by the Coalition to Protect Local Transportation Improvements, Yes on Prop. 69, sponsored by business, labor, local governments, transportation advocates and taxpayers

Committee Major Funding from

California Alliance for Jobs

United Contractors

State Building and Construction Trades Council of California

Funding details at [www.fppc.ca.gov](http://www.fppc.ca.gov)



# YES ON 69:

## Prevent The Legislature From Redirecting Transportation Revenues And Ensure They Can Only Be Used To Fund Transportation Improvements

Proposition 69 on California's June 2018 ballot ensures existing transportation revenues we pay at the pump and when we register our vehicles can ONLY be used for road and transportation improvement projects. Proposition 69 prohibits the Legislature from diverting these revenues for non-transportation purposes. In 2017, California passed Senate Bill 1, which provides more than \$5 billion in new revenues to fund transportation improvements all over California. Prop 69 constitutionally protects the portion of these new revenues that aren't already protected.

PROP 69 REQUIRES TRANSPORTATION FUNDS BE SPENT ON PRIORITIES LIKE FIXING LOCAL ROADS, HIGHWAYS, BRIDGES AND OTHER TRANSPORTATION PROJECTS.

YES on 69 protects transportation taxes and fees we already pay for:

- ✓ SAFETY IMPROVEMENTS to repair aging and deteriorating bridges, tunnels and overpasses, as well as highways, freeways and local streets and roads.
- ✓ FILLING POTHoles AND PAVING OVER CRACKED AND CRUMBLING ROADS.
- ✓ RELIEVING TRAFFIC CONGESTION by adding new lanes and making repairs to remove bottlenecks that cause congestion.
- ✓ UPGRADING LIGHT-RAIL AND COMMUTER RAIL, buses and other public transportation services to reduce traffic congestion and improve air quality.
- ✓ IMPROVING PEDESTRIAN SAFETY by building and upgrading crosswalks and sidewalks.

PROP 69 PROTECTS TRANSPORTATION FUNDS AND BENEFITS EVERY CALIFORNIA COMMUNITY. Proposition 69 protects revenues dedicated to every community and transportation agency in the state for repairing local roads and improving public transportation.

PROP 69 DOES NOT INCREASE TAXES.

Proposition 69 protects existing taxes and fees we are already paying. It does not raise taxes.

VOTE [YES ON 69](#) TO ADD STRONG ACCOUNTABILITY AND ENSURE OUR TRANSPORTATION REVENUES CAN ONLY BE USED FOR TRANSPORTATION IMPROVEMENT PROJECTS

Paid for by the Coalition to Protect Local Transportation Improvements, Yes on Prop. 69, sponsored by business, labor, local governments, transportation advocates and taxpayers

Committee Major Funding from  
California Alliance for Jobs  
United Contractors

State Building and Construction Trades Council of California  
Funding details at [www.fppc.ca.gov](http://www.fppc.ca.gov)

## **We Support Safer Roads and Protecting Local Transportation Improvements**

**We Support Prop 69 and Oppose the SB 1 Repeal**

### **Public Safety**

- American Traffic Safety Services Association – California Chapter
- California Association of Highway Patrolmen

### **Senior**

- Congress of California Seniors

### **Environment**

- Planning and Conservation League
- TransForm

### **Business**

- California Small Business Association
- Regional Economic Association Leaders of California (R.E.A.L. Coalition)
- Bay Area Council
- Business Council of San Joaquin County
- CalAsian Chamber of Commerce
- California Hispanic Chamber of Commerce
- California Trucking Association
- Camarillo Chamber of Commerce
- Chamber of Commerce Alliance of Ventura and Santa Barbara Counties
- Chamber of Commerce of the Santa Barbara Region
- East Bay Leadership Council
- Fairfield-Suisun Chamber of Commerce
- Fremont Chamber of Commerce
- Greater Merced Chamber of Commerce
- Greater San Fernando Valley Chamber of Commerce
- Latin Business Association
- Los Angeles Area Chamber of Commerce
- Los Angeles County Business Federation (LA BizFed)
- Orange County Business Council
- Oxnard Chamber of Commerce
- Sacramento Asian-Pacific Chamber of Commerce
- Sacramento Metro Chamber of Commerce
- San Gabriel Valley Economic Partnership

- San Rafael Chamber of Commerce
- Santa Clara Chamber of Commerce
- Santa Cruz Area Chamber of Commerce
- Santa Cruz County Business Council
- Silicon Valley Leadership Group
- South Gate Chamber of Commerce
- Vacaville Chamber of Commerce

## Labor

- State Building & Construction Trades Council of California
- AFSCME California PEOPLE
- AFSCME District Council 36
- California Nevada Conference of Operating Engineers
- California State Association of Electrical Workers (CSAEW)
- California State Council of Laborers
- Heat and Frost Insulators, Local 16
- International Brotherhood of Electrical Workers Local 47
- International Brotherhood of Electrical Workers Local 441
- International Brotherhood of Electrical Workers Local 551
- International Brotherhood of Electrical Workers Local 569
- International Brotherhood of Electrical Workers Local 617
- Laborers International Union of North America Local 1184
- Northern California Carpenters Regional Council
- Operating Engineers Local Union #3
- Professional Engineers in California Government

## Infrastructure/Transportation

- California Alliance for Jobs
- Alameda Corridor – East Construction Authority (ACE)
- American Council of Engineering Companies – California
- American Public Works Association – Southern California Chapter
- American Society of Civil Engineers – California
- Associated General Contractors – California
- Associated General Contractors – San Diego
- California Asphalt Pavement Association (CalAPA)
- The California Chapters of the American Public Works Association (APWA)
- California Construction & Industrial Materials Association (CalCIMA)
- California Nevada Cement Association
- California PATH
- California Transit Association
- Coastal Rail Santa Cruz
- El Dorado County Transportation Commission
- Foothill Transit
- Golden Gate Bridge, Highway and Transportation District

- Golden State Gateway Coalition
- Intelligent Transportation Society of California
- Lake Area Planning Council
- Los Angeles County Metropolitan Transportation Authority
- Monterey-Salinas Transit District
- Move LA
- Napa Valley Transportation Authority
- Northern California Chapter, National Electrical Contractors Association (NECA)
- Peninsula Corridor Joint Powers Board (Caltrain)
- Placer County Transportation Planning Agency
- Riverside Transit Agency
- San Diego Metropolitan Transit System (MTS)
- San Joaquin Regional Transit District
- San Mateo County Transit District (SamTrans)
- San Mateo County Transportation Authority (TA)
- Santa Cruz County Regional Transportation Commission
- Santa Cruz Metropolitan Transit District
- Solano Transportation Authority
- Sonoma County Transportation Authority
- Sonoma-Marín Area Rail Transit District (SMART)
- Southern California Contractors Association
- Southern California Partnership for Jobs
- Southwest Concrete Pavement Association
- Transportation Authority for Monterey County
- Transportation California
- United Contractors

## Social Justice

- California State Conference NAACP

## Public Interest

- Breathe California Sacramento Region
- Sonoma County Alliance

## Local Government

- California State Association of Counties (CSAC)
- League of California Cities
- California Association of Councils of Governments (CALCOG)
- California Contract Cities Association
- City/County Association of Governments of San Mateo County
- City of Alameda
- City of Albany

- City of Arcata
- City of Bell
- City of Blue Lake
- City of Burlingame
- City of Cathedral City
- City of Clayton
- City of Cloverdale
- City of Concord
- City of Delano
- City of Downey
- City of Duarte
- City of East Palo Alto
- City of El Centro
- City of El Cerrito
- City of Fortuna
- City of Hawaiian Gardens
- City of Indian Wells
- City of Ione
- City of King City
- City of Lathrop
- City of Malibu
- City of Manteca
- City of Martinez
- City of Modesto
- City of Morgan Hill
- City of Norwalk
- City of Piedmont
- City of Placerville
- City of Pleasant Hill
- City of Salinas
- City of San Pablo
- City of San Rafael
- City of Santa Cruz
- City of Santa Maria
- City of Santa Monica
- City of Scotts Valley
- City of Soledad
- City of Sonoma
- City of South Gate
- City of Stockton
- City of Suisun City
- City of Union City
- City of Waterford
- City of Willits
- Contra Costa County Board of Supervisors
- Gateway Cities Council of Governments

- Humboldt County Association of Governments
- Lake County Board of Supervisors
- Los Angeles County Division, League of California Cities
- Marin County Council of Mayors and Councilmembers
- Mendocino Council of Governments
- Mono County Board of Supervisors
- Monterey County Board of Supervisors
- Peninsula Division, League of California Cities
- Rural County Representatives of California
- Sacramento Area Council of Governments
- San Benito County Board of Supervisors
- Sonoma County Mayors' and Councilmembers' Association
- Stanislaus Council of Governments
- Town of Fairfax
- Town of Portola Valley
- Town of Yountville
- Urban Counties of California

## Individual Businesses

- Brosamer & Wall, Inc.
- BYD America
- Chaudhary & Associates, Inc.
- Ghilotti Bros., Inc.
- GILLIG LLC
- Granite Construction Inc.
- Griffith Company
- HNTB Corporation
- Knife River Construction
- MuniServices, an Avenu company
- NCE
- Nossaman LLP
- Reliance Business Park
- Royal Electric Company
- Surfa Slick, LLC
- Teichert Construction
- Teichert Materials
- Way Sine LLC
- Western Emulsions, Inc.
- WKE, Inc.

## Political

- Contra Costa Young Democrats
- West Hollywood-Beverly Hills Democratic Club

## **SJJPA RESOLUTION 17/18-**

### **APPROVE A RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY JOINING THE COALITION TO PROTECT LOCAL TRANSPORTATION IMPROVEMENTS TO SUPPORT PROPOSITION 69 WHICH PROTECTS TRANSPORTATION FUNDS FROM BEING DIVERTED AND TO OPPOSE THE NOVEMBER 2018 MEASURE THAT WOULD REPEAL SENATE BILL 1**

WHEREAS, the Intercity Passenger Rail Act of 2012 provided for the creation of the San Joaquin Joint Powers Authority (SJJPA) which provides oversight and management of the San Joaquin Intercity Passenger Rail Service; and

WHEREAS, California passed Senate Bill 1 (SB1) in April 2017. In total, SB 1 will provide \$5 billion annually to make significant improvements to public transportation and to invest in repairing crumbling infrastructure

WHEREAS, SB 1 is strengthening statewide rail modernization. With SB 1, the state is now positioned to achieve the goals of reducing greenhouse gas emissions while also ensuring the state's rail system is ready to serve future generations of travelers and visitors

WHEREAS, SJJPA relies on SB 1 funding for improving the San Joaquins, its repeal would impact the San Joaquins improvement projects

WHEREAS, The Coalition to Protect Local Transportation Improvements has formed to support Proposition 69 which protects transportation funds from being diverted and to oppose the November 2018 measure that would repeal new transportation funds

WHEREAS, Proposition 69 guarantees the new funds are spent on public transit and transportation projects by preventing the state Legislature from diverting these funds for non-transportation/transit improvement purposes

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority join the Coalition to Protect Local Transportation Improvements to support Proposition 69 which protects transportation funds from being diverted and to oppose the November 2018 measure that would repeal Senate Bill 1

PASSED AND ADOPTED, by the SJJPA on this 25<sup>th</sup> day of May 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS  
AUTHORITY

---

STACEY MORTENSEN, Secretary

---

VITO CHIESA, Chair

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 25, 2018

## STAFF REPORT

### Item 13

### INFORMATION

---

#### **Update on the 2018 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) Application**

##### Background:

On April 26, 2018 the California State Transportation Agency (CalSTA) announced a series of grant awards under the Transit and Intercity Rail Capital Program (TIRCP), and selected the “Valley Rail” Project as a major awardee providing **\$500.5 million** to fund a series of new stations, track improvements, and equipment to increase connectivity and frequency of service to the Sacramento region. The Valley Rail Project is a joint proposal by the SJJPA and the San Joaquin Regional Rail Commission (SJRRC) to dramatically improve passenger rail service to the Sacramento region with both Amtrak San Joaquins and Altamont Corridor Express (ACE) service.

Please see the attached SJJPA/SJRRC press release from April 26, 2018 and the attached CalSTA press release and summary of TIRCP awards. For more information regarding the awards please see the CaSTA website (<https://calsta.ca.gov/wp-content/uploads/sites/12/2018/04/2018-TIRCP-Detailed-Project-Summary.pdf>)

##### Fiscal Impact:

There is no fiscal impact.

##### Recommendation:

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



# NEWS RELEASE

FOR IMMEDIATE RELEASE

April 26, 2018

**Contact:**

Chris Kay, San Joaquin Regional Rail Commission: (209) 944-6242

David Lipari, San Joaquin Joint Powers Authority – (209) 944-6278

Local Media Contact: Alison MacLeod, KP Public Affairs – (916) 498-7730



SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION



## **Valley Rail Project Receives Major Grant Funding Today by State – Will Fund Series of New Stations and Track Improvements to Increase Connectivity and Frequency of Passenger Rail Service to Sacramento**

**April 26, 2018, Sacramento, CA** – Today the California State Transportation Agency announced a series of grant awards under the Transit and Intercity Rail Capital Program (TIRCP), and selected the Valley Rail Project as a major awardee providing \$500,500,000 to fund a series of new stations and track improvements to increase connectivity and frequency of service to the Sacramento region. The Valley Rail Project is a joint proposal by the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission to dramatically improve passenger rail service to the Sacramento region with both Amtrak San Joaquins and Altamont Corridor Express (ACE) service.

The Valley Rail project will implement a new transportation vision for serving the Sacramento region with integrated intercity and commuter rail service. The grant funds will help perform track improvements on the existing Union Pacific Railroad Sacramento subdivision freight corridor that runs just east of Interstate 5 to make it usable for passenger service, and build new shared San Joaquins and ACE stations in Lodi, Elk Grove, Sacramento City College, Sacramento Midtown, Old North Sacramento, and Natomas which will include a shuttle connection to the Sacramento International Airport.

“The Sacramento community is very excited about this project,” said Sacramento Vice Mayor Steve Hansen. “Right now we have train tracks that run through midtown without providing any benefit to the local area. By building a new station in midtown we will now tap into that existing infrastructure, bringing customers to our local businesses, giving business travelers access to the Capitol without clogging up our roads, and providing new easy access for our local residents to reach key parts of the Bay Area or destinations throughout the Central Valley.”

“This TIRCP grant will revolutionize the way that the SJRRC can grow by adding new service that would now include Sacramento for ACE and adding additional trains for the Amtrak San Joaquins. The State of California recognizes the important part the SJRRC plays in connecting

the Central Valley, Bay Area, and State Capital, and we are grateful for their support,” says Steve Dresser, Chair, San Joaquin Regional Rail Commission

Additional new stations will also be constructed along the ACE and San Joaquins routes as a result of this award: on the San Joaquins line, new stations will be built in Madera and Oakley; on the ACE route, new stations will be built in Ceres, Modesto, Ripon, Manteca, and North Lathrop.

The TIRCP grant program receives significant funding from SB 1, the state’s gas tax program that provides critical resources to improve California’s highways and local streets, bridges, and transit systems – providing broad benefits to every community in California.

“This project would not be possible without SB 1,” said Vito Chiesa, Chair of the San Joaquin Joint Powers Authority and Stanislaus County Supervisor. “With this funding, we will be able to move quickly in implementing an incredibly important transportation project that will better connect communities, improve mobility, reduce congestion, improve air quality, and support a good quality of life.”

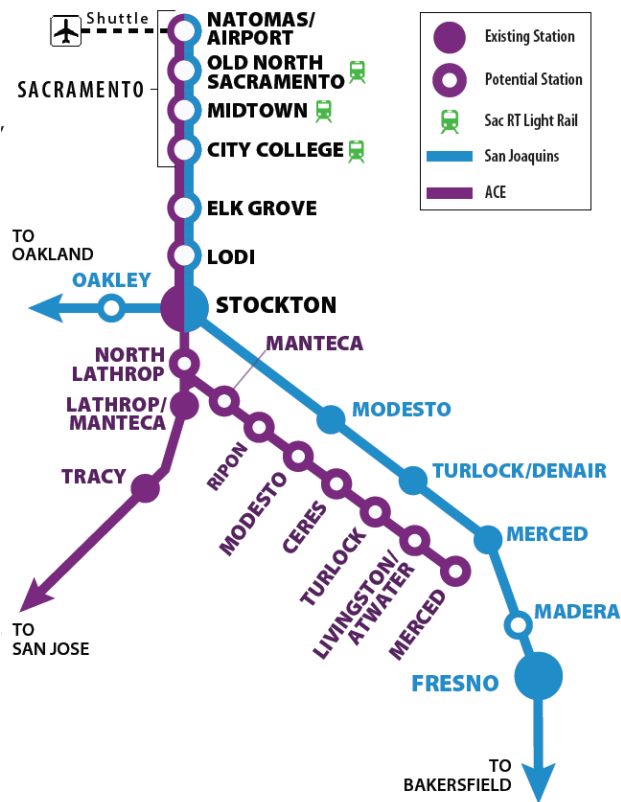
The Valley Rail project is a transformational, megaregional initiative. Valley rail results in the initiation of San Jose bound commuter service from Sacramento using existing commuter rail equipment (expected by 2020). Four trains from Ceres are included in the proposal, with three heading up to Sacramento (with a transfer to San Jose in Lathrop) and one direct route to San Jose by no later than 2023. Interim feeder electric bus service will connect to Ceres from Merced. Valley Rail also adds two new San Joaquins round-trips between Fresno and Sacramento, on top of the two round-trips currently available. Total rail service between Stockton and Sacramento will be nine round-trips across all available routes and service providers, including one Sacramento to Stockton only round-trip.

The award also includes funds for ACE to procure zero emission buses to support interim feeder service between Merced and Ceres, and rolling stock for both corridors to support service increase. The grant is coordinated with 2016 TIRCP investments that are already being implemented in order to expand platforms to accommodate longer 10-car trains to add capacity on the four ACE round trips that currently cross the Altamont Pass.

In addition, Valley Rail funding will help convert the entire fleet including the thruway bus network to renewable diesel fuel, providing greenhouse gas (GHG) benefits across the entire existing (449 track miles) and proposed expanded (119 track miles) San Joaquins and ACE services.

“Improved passenger rail is an integral part of Sacramento and the Valley’s regional transportation network. It is essential to support travel and economic growth in this interconnected economy, and connect communities in ways that are convenient and sustainable,” said Chiesa.

Project Overview:





---

## Transportation Agency Awards \$2.6 Billion in Funding to Support Transit and Intercity Rail

*Senate Bill 1 and Cap and Trade Dollars Support Transit Enhancements throughout the State*

Published: Apr 26, 2018

Sacramento

The California State Transportation Agency (CalSTA) today announced 28 recipients for more than \$2.6 billion dollars in Transit and Intercity Rail Capital Program (TIRCP) grants for transformative transit and rail projects. CalSTA is also providing additional funding for seven critical projects through multi-year funding agreements, bringing the total awarded to over \$4.3 billion.

TIRCP funding is provided through Senate Bill 1 (SB 1) and from the proceeds of the Cap and Trade program. The program provides major benefits towards meeting the State's climate and air quality goals, with a total reduction of more than 32 million tons of greenhouse gas emissions.

"These zero emission bus and rail projects mean millions of tons less pollution in the air we breathe," said Governor Edmund G. Brown Jr.

"The projects selected for this round of Transit and Intercity Rail Capital Program grants make great strides in helping California transform the state transportation system," said CalSTA Secretary Brian Annis. "This investment of SB1 revenue and Cap and Trade dollars will help us reduce harmful emissions, expand mobility options and create jobs statewide."

This multi-year funding program provides project funding for 28 projects, with a total cost exceeding \$18 billion. These projects will provide significant benefits to Californians through expanded transit and rail offerings that are faster, more frequent, and more reliable.

**Pivotal Improvements for Southern California Region** –Investment is focused on critical projects to prepare Los Angeles and the Southern California region for the 2028 Olympic Games with 6 major LA Metro expansion projects receiving funding including light rail extensions to Torrance and Montclair and additional rapid transit service along congested corridors.

Additional funding to go towards improving regional commuter and intercity rail to make Pacific Surfliner and Metrolink services faster and more reliable through major investments including track improvements at Los Angeles Union Station.

**Better Connections for the Bay Area** – Projects establish the San Jose Diridon station as a Bay Area Regional hub by completing the funding for BART to San Jose, creation of new Samtrans express bus routes to along the congested US-101 corridor and new rail service to Salinas and Monterey, continued support for Caltrain electrification with funding for additional electric trainsets. TIRCP invests in additional new rail vehicles for BART and SF Muni to improve service and reduce train crowding during peak service, and funding for SMART train extensions to connect with Larkspur ferry service and Windsor. Also provides funding for zero-emission vehicles for SolanoExpress and AC Transit.

**Transforming the Central Valley** – Supports the creation of an integrated ACE and San Joaquin rail system increasing service frequency in the Central Valley while providing new service connections to Ceres and Sacramento. Provides funding for zero emission bus purchases for Fresno, light rail service improvements for Sacramento Regional Transit, and establishes a new zero-emission intercity bus service connecting the North State to Sacramento.

Today's awards is part of SB 1's \$7.6 billion investment in transit projects. In January, CalSTA awarded \$51.9 million in State Rail Assistance program funding which focused on projects that improve commuter and intercity rail service across the state, reduce air pollution and ease traffic congestion. For complete details on SB 1 visit <http://www.rebuildingca.ca.gov/>.

TIRCP is also funded through the Cap and Trade Program's auction proceeds and its Greenhouse Gas Reduction Fund. The Cap-and-Trade Program is one of many programs developed under AB 32 to fight climate change. It is designed to reduce greenhouse gases from the largest sources of emission in California, and to drive innovation and steer the State toward a clean energy economy. For more information on California's Climate Initiatives: <http://www.caclimateinvestments.ca.gov/energy-efficiency-clean-energy/>.

A complete list of this year's recipients can be found here:

[Transit and Intercity Rail Capital Program 2018 Awards  
Detailed Project Award Summary](#)



## Transit and Intercity Rail Capital Program 2018 Awards

#	Agency	Project Title	Key Project Elements	TIRCP Funds (FY18/19 to FY22/23)	Multi-Year Funding Agreement (FY23/24 to FY27/28)	Total Project Cost (FY18/19 to FY27/28)
1	<b>Alameda Contra Costa Transit District (AC Transit)</b>	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Deploys 45 zero-emission buses to support the Transbay Tomorrow and Clean Corridors project, primarily on the MacArthur-Grand corridor, and to add capacity on the Bay Bridge Transbay network.	\$14,000,000		\$67,145,000
2	<b>Anaheim Transportation Network (ATN)</b>	#Electrify Anaheim: Changing the Transit Paradigm in Southern California	Deploys 40 zero-emission electric buses to double service levels on up to 8 routes, add 2 new routes, and implement a new circulator/on-demand first-mile/last-mile service. Also includes construction of a new maintenance facility with solar canopy structures.	\$28,617,000		\$45,201,000
3	<b>Antelope Valley Transit Authority (AVTA) and Long Beach Transit (LBT)</b>	From the Desert to the Sea: Antelope Valley Transit Authority and Long Beach Transit Zero Emission Bus Initiative	Deploys 7 zero-emission battery electric buses and upgrades charging infrastructure serving AVTA local and commuter bus routes, bringing the entire AVTA system to fully electric status (the first in the nation) by 2019. Deploys 5 zero-emission battery electric buses and related infrastructure for Long Beach Transit services. Increased frequency on up to 5 local and community transit routes operated by LBT.	\$13,156,000		\$18,581,000
4	<b>Bay Area Rapid Transit (BART)</b>	The Transbay Corridor Core Capacity Program	Deploys 272 new rail vehicles and completes a communication-based train control system (CBTC), allowing an increase in train frequency to 30 trains per hour through the Transbay tunnel as well as an increase in train length to 10 car trains during peak hours to alleviate crowding. Allows for over 200,000 new riders per day to ride BART.	\$144,490,000	\$174,110,000	\$3,409,000,000
5	<b>Capitol Corridor Joint Powers Authority (CCJPA)</b>	The Northern California Corridor Enhancement Program	Rail projects to increase ridership by moving Capitol Corridor trains to a faster Oakland to San Jose corridor, saving 10-15 minutes compared to 2018 travel times. Also funds statewide service and ticket integration, providing opportunities for riders on at least 10 rail and transit systems to plan travel and purchase tickets in a single, seamless transaction.	\$80,340,000		\$275,041,000



## Transit and Intercity Rail Capital Program 2018 Awards

6	City of Fresno	Southwest Fresno Community Connector	Purchase of 6 zero-emission battery-electric buses and the construction of charging infrastructure to allow extension of 15-min service connecting Southwest Fresno to the northern part of Fresno and creating a new route providing access to job centers.	\$7,798,000		\$8,638,000
7	City of Los Angeles (LA DOT)	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	Acquire 112 zero-emission buses to replace existing propane vehicles and add new vehicles, in order to increase frequency of all existing DASH routes to 15-minute service and add 4 new routes, serving communities throughout the City of Los Angeles as recommended in the comprehensive Transit Service Analysis.	\$36,104,000		\$102,790,000
8	City of Santa Monica	Electric Blue: Electrification of City of Santa Monica's Big Blue Bus	Purchase 10 zero-emission battery electric vehicles to add new express service and increase ridership on route 7, which connects Santa Monica with the Purple and Expo Metrorail lines and Downtown LA.	\$3,050,000		\$9,698,000
9	Livermore Amador Valley Transit Authority (LAVTA)	Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	Increase BART ridership through construction of a new multi-level parking structure to create over 500 additional parking spaces, including prioritized vanpool parking, at the Dublin-Pleasanton BART station.	\$20,500,000		\$34,500,000
10	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles Region Transit System Integration and Modernization Program of Projects	Capital improvements that will broaden and modernize transit connectivity in Los Angeles County and the Southern California region by advancing new transit corridors simultaneously: Gold Line Light Rail Extension to Montclair, East San Fernando Valley Transit Corridor, West Santa Ana Light Rail Transit Corridor, Green Line Light Rail Extension to Torrance, and the Orange/Red Line to Gold Line Bus Rapid Transit Connector (North Hollywood to Pasadena). Includes support for the development of a Vermont Transit Corridor Project and regional network integration with Metrolink, Amtrak, and additional transit services. Projects will add over 120,00 additional riders per day by 2028.	\$330,200,000	\$758,299,000	\$5,767,700,000



## Transit and Intercity Rail Capital Program 2018 Awards

11	<b>Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)</b>	All Aboard 2018: Transforming SoCal Rail Travel	Improve on-time performance and rail corridor capacity for Pacific Surfliner and Coaster trains by investing in signal optimization, a more robust capital maintenance program and new right of way fencing. These projects prepare the corridor for higher frequency services on the Pacific Surfliner and COASTER. Also includes study of San Diego maintenance/layover facility relocation.	\$40,412,000		\$65,570,000
12	<b>Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)</b>	Building Up: LOSSAN North Improvement Program	Investments that increase Pacific Surfliner service to Santa Barbara from five to six round trips, and to San Luis Obispo from two to three round trips, and also improves travel time, reliability and safety for both Metrolink and the Pacific Surfliner in the Los Angeles to San Luis Obispo corridor.	\$147,930,000		\$201,669,000
13	<b>Peninsula Corridor Joint Powers Board (PCJPB)</b>	Peninsula Corridor Electrification Expansion Project	Supports all-electric passenger service on the Caltrain system and increases the ridership capacity by expanding electric multiple units (EMUs) rail cars under procurement. Lengthens platforms to accommodate longer trains. Additional funding also improves wayside bicycle facilities and expands onboard Wi-Fi.	\$123,182,000	\$41,340,000	\$203,638,000
14	<b>Sacramento Regional Transit (SacRT)</b>	Accelerating Rail Modernization and Expansion in the Capital Region	Expanded service to Folsom. Combines with previous TIRCP award to allow for 15 min service during weekdays, plus 3 peak express trains in the peak hour direction. Begins initial effort to replace the existing fleet with low-floor rail vehicles (LRVs). Includes funding 20 expansion and replacement vehicles and an investment in the highest priority platform conversions to allow efficient and accessible boarding to the new vehicles.	\$40,535,000	\$23,815,000	\$144,350,000
15	<b>San Bernardino County Transportation Authority (SBCTA)</b>	Diesel Multiple Unit Vehicle to Zero- or Low-Emission Vehicle Conversion and West Valley Connector Bus Rapid Transit	Pilot effort to develop a Zero Emission Multiple Unit (ZEMU) train set that would operate on the Redlands Passenger Rail Corridor, along with conversion of Diesel Multiple Unit (DMU) rail vehicles used in the Redlands Passenger Rail service, creating the zero emission fleet operations. This conversion includes statewide testing that could impact future equipment acquisition for other rail services, like Metrolink, statewide.	\$30,000,000		\$306,240,000



## Transit and Intercity Rail Capital Program 2018 Awards

16	<b>San Diego Association of Governments (SANDAG)</b>	Ride Between the Line: Enhancing Access to Transit in San Diego	Construction of multi-modal ADA compliant transit islands including rapid boarding stations along 2.3 miles of University Avenue in the City of San Diego for faster transit services, increased ridership and safer movements for pedestrians and bicyclists.	\$5,763,000		\$7,204,000
17	<b>San Diego Metropolitan Transit System (MTS)</b>	Blue Line Rail Corridor Transit Enhancements	Increased ridership through investments allowing Blue Line trolley frequency increases and the addition of a new Rapid Bus service connecting Imperial Beach and the Otay Mesa International Border Crossing for 15-min frequency to the Blue Line Trolley, also includes supplemental funding to acquire eleven, 60-foot articulated zero-emission buses, as well as station improvements.	\$40,098,000		\$50,200,000
18	<b>San Francisco Municipal Transportation Agency (SFMTA)</b>	Transit Capacity Expansion Program	Increases ridership and reduces greenhouse gas emissions by funding an additional 8 zero-emissions expansion vehicles for the Muni light rail system, bringing the total expansion fleet to 50 vehicles. These vehicles provide for more frequent and longer trains, reducing crowding.	\$26,867,000		\$287,309,000
19	<b>San Joaquin Joint Powers Authority (SJJPA) &amp; San Joaquin Regional Rail Commission (SJRR)</b>	Valley Rail	Creates new round trips between Fresno, Merced and Sacramento on the Amtrak San Joaquin line, initiates phased service expansion on the Altamont Corridor Express (ACE) train service beginning with 1 train originating in Sacramento and connecting to San Jose during the peak period. Creates new ACE service out of Ceres with zero-emission feeder bus connections to Merced that will connect with San Jose and Sacramento. These services will connect Merced, Ceres, Modesto, Stockton and Sacramento, as well as between Fresno and Sacramento and allow for ridership growth. Includes numerous new stations, and improved connectivity to Bay Area and Bakersfield services.	\$426,700,000	\$73,800,000	\$904,600,000



## Transit and Intercity Rail Capital Program 2018 Awards

20	<b>San Mateo County Transit District (SamTrans)</b>	SamTrans Express Bus Pilot	Introduce 4 limited stop express bus routes along US-101 in San Mateo, Santa Clara, and San Francisco Counties, using 37 zero-emission vehicles, for reduced travel times and improved reliability of operations. Proposed routes include San Bruno to Sunnyvale, Foster City to San Francisco, Redwood Shores to San Francisco, and San Mateo to San Francisco. Creates 15-minute peak-period service along US-101 in conjunction with the completion of the managed lanes project in late 2021, and includes service to the Transbay Terminal. Service will be integrated with Caltrain and AC Transit service.	\$15,000,000		\$36,503,000
21	<b>Santa Barbara County Association of Governments (SBCAG)</b>	Coastal Express/Pacific Surfliner Peak Hour Service Expansion and Integration Project	Complements rail service for commuters between Ventura and Santa Barbara counties by enhancing bus services that will allow seamless use of both rail and transit service to commute to employment centers in Goleta from Oxnard and Ventura in Ventura County with 5 zero-emission coach buses. Improvements will result in a travel time reduction of 45 minutes while providing a service extension to Oxnard.	\$9,600,000		\$10,175,000
22	<b>Santa Barbara County Association of Governments (SBCAG)</b>	Goleta Train Depot	Improves transit facility for bus, train, bicycle and pedestrians by constructing a modern, multi-modal train station that provides a safe, functional and inviting facility that accommodates improved bus transit service and shuttles from Santa Barbara Airport and the University of California Santa Barbara.	\$13,009,000		\$19,709,000
23	<b>Santa Clara Valley Transportation Authority (SCVTA)</b>	VTA's BART Silicon Valley Extension, Phase II	Extends BART into downtown San Jose and out to Santa Clara, creating 4 new stations. Will serve over 52,000 new riders per day in 2035 and more than 100,000 by 2075 while increasing connectivity to Caltrain, Amtrak, and transit services at San Jose Diridon station.	\$238,360,000	\$491,640,000	\$4,779,935,000



## Transit and Intercity Rail Capital Program 2018 Awards

24	<b>Shasta Regional Transportation Agency (SRTA)</b>	North State Intercity Bus System	New service between the North State and Sacramento, through intercity bus service using 7 battery electric coaches, with connections to the San Joaquin and Capitol Corridor train services, and the Sacramento International Airport. Funds the I-5 Backbone Service (Redding-Red Bluff-Williams-SMF Airport-Sac) and the North Valley Feeder (Red Bluff-Corning-Orland-Willows-Williams).	\$8,641,000		\$9,516,000
25	<b>Solano Transportation Authority (STA)</b>	Solano Regional Transit Improvements	Increases frequency and reduces travel time on a restructured, zero-emission, electrified SolanoExpress system connecting Solano County to Sacramento and a number of Bay Area communities including the Walnut Creek and El Cerrito del Norte BART stations, as well as the Vallejo Ferry Terminal.	\$10,788,000		\$24,204,000
26	<b>Sonoma-Marina Area Rail Transit District (SMART)</b>	SMART Larkspur to Windsor Corridor	Completes critical rail segments extending rail service to Larkspur with its regional ferry service and northward to Windsor. Also provides for project development efforts related to the extension of service to Healdsburg and Cloverdale.	\$21,000,000		\$144,100,000
27	<b>Southern California Regional Rail Authority (SCRRA - Metrolink)</b>	Southern California Optimized Rail Expansion (SCORE)	Delivers more frequent, more reliable rail services throughout Southern California, with station reconfiguration with run-through tracks for Metrolink and Pacific Surfliner trains at Los Angeles Union Station to improve train movement through the station, and 30-min services on multiple Metrolink corridors in the LA Basin. Includes significant investments to improve the frequency and performance of rail services to Moorpark, Santa Clarita, San Bernardino, Riverside, and Orange County. Part of a high-performance long-range vision.	\$763,712,000	\$111,996,000	\$2,049,700,000
28	<b>Transportation Agency for Monterey County (TAMC)</b>	Rail Extension to Monterey County	Extension of 2 round trip passenger rail services from Gilroy to Salinas, including a layover facility and positive train control. Adds 95,000 new riders in the first year, connecting Salinas to the Silicon Valley.	\$10,148,000		\$81,519,000
<b>TOTALS</b>				<b>\$2,650,000,000</b>	<b>\$1,675,000,000</b>	<b>\$19,064,435,000</b>

## **SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

### **STAFF REPORT**

#### **Item 14**

#### **INFORMATION**

---

#### **Sacramento Morning Express Marketing and Advertising Update**

##### Launch Day Event

On Monday, May 7, 2018 over 150 dignitaries, media, passengers and partners gathered to celebrate the launch of Amtrak San Joaquins Morning Express service. Passengers from Fresno, Madera, Merced, Turlock-Denair, Modesto, Stockton, and Lodi boarded the inaugural Morning Express train to the Sacramento Valley Station where they were joined by a local delegation of elected and business leaders. There was a large welcome event onsite at the SVS, as well as a press conference with remarks from a distinguished panel of speakers including:

- San Joaquin Joint Powers Authority Chair Vito Chiesa
- Sacramento Vice Mayor Steve Hansen
- Assemblyman Adam Gray
- CalSTA Secretary Brian Annis
- Assemblyman Joaquin Arambula
- Sacramento County Supervisor and California Air Resources Board Member Phil Serna
- Assemblyman Kevin McCarty
- Fresno EDC President Lee Ann Eager

Information was provided about the Morning Express service, Valley Rail Plan, and connecting services including Sacramento Regional Transit and Lyft. Many attendees also participated in tours after the event of the Sac Valley Station, Golden One Center, and the State Capitol.

##### Media Engagement

Media engagement was a key strategy to help boost awareness of the launch of the service. A press release was written and distributed to media outlets along the San Joaquins corridor. Media response was very favorable. Below is a list of media stories:

Date	Outlet	Author	Link
4/6	Modesto Bee	Vito Chiesa	<a href="http://www.modbee.com/opinion/state-issues/article208102009.html">http://www.modbee.com/opinion/state-issues/article208102009.html</a>
4/24	Fresno Bee	Dr. Joaquin Arambula	<a href="http://www.fresnobee.com/opinion/readers-opinion/article209736259.html">http://www.fresnobee.com/opinion/readers-opinion/article209736259.html</a>
5/7	Modesto Bee / Merced Sun-Star	John Holland	<a href="http://www.modbee.com/news/article210426554.html">http://www.modbee.com/news/article210426554.html</a> <a href="http://www.mercedsunstar.com/news/article210710144.html">http://www.mercedsunstar.com/news/article210710144.html</a>
5/7	ABC 30	N/A	<a href="http://abc30.com/travel/morning-express-rolls-out-of-fresno-helping-valley-passengers-get-to-sacramento/3438392/">http://abc30.com/travel/morning-express-rolls-out-of-fresno-helping-valley-passengers-get-to-sacramento/3438392/</a>
5/7	Fox 40	N/A	<a href="http://fox40.com/2018/05/07/new-train-line-gets-central-valley-commuters-to-sacramento-earlier/">http://fox40.com/2018/05/07/new-train-line-gets-central-valley-commuters-to-sacramento-earlier/</a>
5/7	580 KMJ	Dominic McAndrew	<a href="http://www.kmjnow.com/2018/05/07/game-changer-early-morning-train-to-sacramento-now-in-operation/">http://www.kmjnow.com/2018/05/07/game-changer-early-morning-train-to-sacramento-now-in-operation/</a>
5/7	Stockton Record	Roger Phillips	<a href="http://www.recordnet.com/news/20180507/amtraks-early-morning-train-service-from-central-valley-to-sacramento-debuted-monday">http://www.recordnet.com/news/20180507/amtraks-early-morning-train-service-from-central-valley-to-sacramento-debuted-monday</a>
5/7	CBS Sacramento	N/A	<a href="http://sacramento.cbslocal.com/video/3859031-new-train-service-to-sacramento-from-central-valley/">http://sacramento.cbslocal.com/video/3859031-new-train-service-to-sacramento-from-central-valley/</a>
5/7	KCRA 3	N/A	Broadcast
5/7	KFBK-AM	N/A	Broadcast
5/8	Streets Blog California	Minerva Perez	<a href="https://cal.streetsblog.org/2018/05/08/new-sacramento-morning-express-delivers-early-morning-travelers-to-the-capital/">https://cal.streetsblog.org/2018/05/08/new-sacramento-morning-express-delivers-early-morning-travelers-to-the-capital/</a>

### FY18 Ridership and Revenue

FY18 Ridership and Revenue is down -3% and -4.5% respectively over the previous year. As previously reported, several factors including track maintenance, bus bridging, and fare issues negatively impacted ridership and revenue over the first half of the fiscal year. The San Joaquins experienced a significant ridership and revenue loss in the month of April. Due to several factors including the calendar placement of the Easter Holiday and Spring Break, FY17 April was 20% over FY16 April. FY18 April was 5.5% up from FY16.

Month	Ridership			Ticket Revenue		
	FY18	FY17	% Chg.	FY18	FY17	% Chg.
Oct	87,434	87,454	-0.0	\$2,751,733	\$2,750,037	+0.1
Nov	99,022	101,672	-2.6	\$3,535,278	\$3,509,035	+0.7
Dec	98,862	98,053	+0.8	\$3,224,751	\$3,346,365	-3.6
Jan	78,979	82,707	-4.5	\$2,501,689	\$2,583,584	-3.2
Feb	74,579	76,288	-2.2	\$2,168,482	\$2,253,335	-3.8
Mar	93,163	92,019	+1.2	\$2,786,939	\$2,906,099	-4.1
Apr	89,612	102,440	-12.5	\$2,562,600	\$3,097,819	-17.3
<b>YTD</b>	<b>621,651</b>	<b>640,633</b>	<b>-3.0</b>	<b>\$19,531,471</b>	<b>\$20,446,273</b>	<b>-4.5</b>

To increase ridership and revenue for the remainder of FY18, staff and the advertising consultant have designed and implemented a multi-channel advertising campaign focused on “Summer Travel” intended for the months of May, June, July, and August. This campaign is focused on leisure travel to key destinations such as San Francisco,

Yosemite, and Los Angeles. It is employing a Friends and Family message. Staff is exploring alternative promotional offers for mid-campaign introduction to extend its engagement and life. Additionally, staff is focused on the success of Morning Express with both advertising and grassroots strategies. With this additional effort, ridership may see a residual affect not only on the Sacramento Branch of the service but also on the Bay Area Branch.

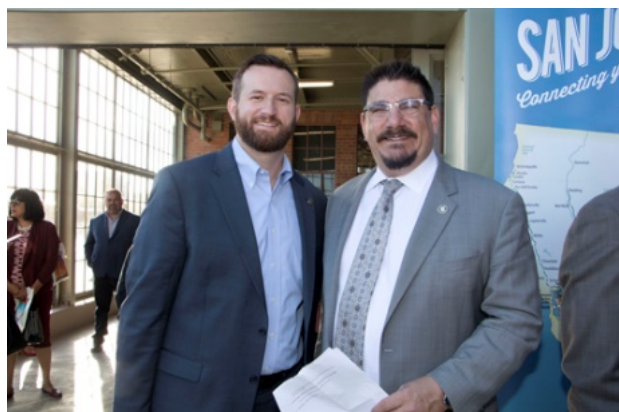
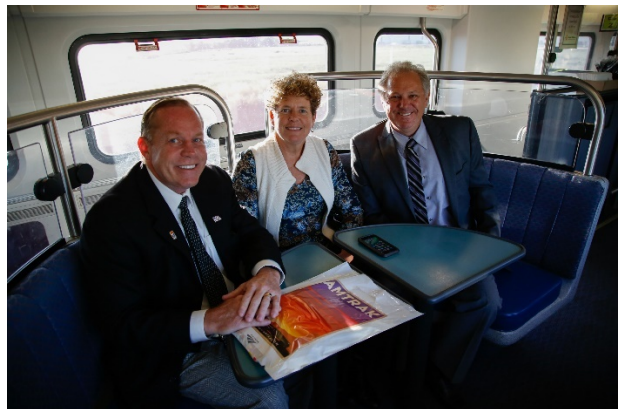
Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Pictures from May 7<sup>th</sup>







**SAN JOAQUIN JOINT POWERS AUTHORITY**

May 25, 2018

**STAFF REPORT**

**Item 15**

**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 MAY 25, 2018 SJPA BOARD MEETING AT STANISLAUS COUNTY SUPERVISORS CHAMBERS**

Tenth Street Place, 1010 10<sup>th</sup> Street (Basement), Modesto at 10:30 am



### **Driving**

For those driving, 1010 Tenth Street is located in downtown Modesto. Take SR-99 to the “Central Modesto” exit (“I” Street). Take I Street east several blocks to downtown. There are two public parking lots very close to City Hall (1010 Tenth Street). Turn left at 11<sup>th</sup> Street for either lot. The nearest public parking garage to City Hall is on 11<sup>th</sup> Street, on the corner of “K” Street and 11<sup>th</sup> Street (west corner). There is another lot on the east side of 11<sup>th</sup> Street between I & J streets. Parking is \$1 per hour.

### **Amtrak – San Joaquins**

#### **Getting there:**

The Northbound 703 Daily arrives at Modesto at 9:36 am. Southbound 712 Daily arrives at the Modesto Amtrak Station at 9:56 am. The Modesto Amtrak Station is on the outskirts of Modesto and is more than 6 miles from the meeting location. SJRRC will have shuttles waiting at the Modesto Amtrak Station to take those who are traveling by train for both the Northbound 703 Daily and Southbound 712 Daily. Passengers from Sacramento and Lodi will need to take the Amtrak connecting bus for Southbound 712 Daily to Stockton.

#### **Getting home:**

The Southbound 702 Daily departs from Modesto Station at 2:28 pm. The Northbound 715 Daily departs from Modesto Station at 3:41 pm. SJRRC will shuttle those taking the San Joaquin service to the Modesto Amtrak Station after the SJPA Board Meeting has concluded.

Please let us know if you will be traveling by train and would like a ride from the Amtrak Station to the SJPA Board Meeting (and back to the station after the meeting). Contact: Freddy Rodriguez at [freddy@sjpa.com](mailto:freddy@sjpa.com) or (209) 944-6271.