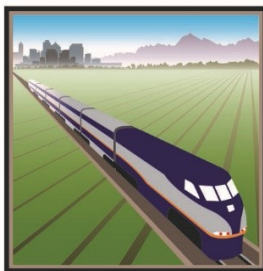


Supervisor **Vito Chiesa**, Chair, Stanislaus County
 Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
 Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
 Councilmember **Kevin Romick**, City of Oakley
 Supervisor **Rodrigo Espinoza**, Merced County
 Supervisor **Bob Elliott**, San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



San Joaquin
Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
 Alternate **Don Nottoli**, Sacramento County
 Alternate **Melissa Hernandez**, City of Dublin
 Alternate **David Hudson**, City of San Ramon
 Alternate **Daron McDaniel**, Merced County
 Alternate **Doug Kuehne**, City of Lodi
 Alternate **Martin Devine**, City of Hanford
 Alternate **Andrew Medellin**, City of Madera
 Alternate **Rey Leon**, City of Huron
 Alternate **Bob Link**, City of Visalia

CONFERENCE CALL AGENDA

May 29th, 2020 – 9:00 AM

Call-In Information: 1 (646) 749-3122 Conference Access Code: 814-661-357

GoToMeeting Link: <https://www.gotomeet.me/acerail/sjipa-board-meeting-may>

SPECIAL NOTICE
Coronavirus COVID-19

In accordance with the Governor’s Executive Orders N-25-20, N-29-20 and N-35-20, San Joaquin Joint Powers Authority Board Members will be attending this meeting via teleconference. Members of the public may observe the meeting by dialing 1 (646) 749-3122 with access code: 814-661-357 or log-in using a computer, tablet or smartphone at GoToMeeting.com using link: <https://www.gotomeet.me/acerail/sjipa-board-meeting-may>.

Please note that all members of the public will be placed on mute until such times allow for public comments to be made. If a person wishes to make a public comment during the meeting, to do so they must either 1) use GoToMeeting and will have the option to notify SJJPA staff by alerting them via the “Chat” function or they can 2) contact SJJPA staff via email at publiccommentssjipa@sjipa.com in which staff would read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment.

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>

- | | |
|--|---|
| <ol style="list-style-type: none"> 1 Call to Order, Pledge of Allegiance, Roll Call, Oath of Office 2 Consent Calendar 2.1 Approve Minutes from March 27, 2020 Board Meeting 2.2 Next Board Meeting Location 2.3 SJJPA Operating Expense Report 2.4 Administrative Items | <p>Chair Chiesa</p> <p>Chair Chiesa</p> |
|--|---|

ACTION
INFORMATION
INFORMATION
INFORMATION

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
 Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

3	Public Comments	Chair Chiesa	
	<p>Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a person wishes to make a public comment during the meeting, to do so they must either 1) use GoToMeeting and will have the option to notify SJJPA staff by alerting them via the "Chat" function or they can 2) contact SJJPA staff via email at publiccommentssjipa@sjipa.com in which staff would read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment. GoToMeeting.com using link: https://www.gotomeet.me/acerail/sjipa-board-meeting-may.</p>		
4	Update on the San Joaquins Service Impacts Due to the Coronavirus (COVID-19)	Stacey Mortensen	INFORMATION
5	San Joaquins Operations and Ridership/Revenue Update	David Lipari	INFORMATION
6	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021	Paul Herman	ACTION
7	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Execute Any and All Changes Needed to Reduce Costs Associated with the San Joaquins Thruway Bus Network during the COVID-19 State of Emergency	Dan Leavitt	ACTION
8	Update on Merced Station Parking Lot Expansion	Kevin Sheridan	INFORMATION
9	Update on Madera Station Relocation	Dan Leavitt	INFORMATION
10	Executive Director's Report	Stacey Mortensen	INFORMATION
11	Board Member Comments	Chair Chiesa	INFORMATION
12	Adjournment		

SAN JOAQUIN JOINT POWERS AUTHORITY
May 29, 2020

STAFF REPORT

Item 2.1

ACTION

Minutes of March 27, 2020

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 1:00 PM, March 27, 2020 in accordance with the Governor’s Executive Order N-29-20, the San Joaquin Joint Powers Authority Board Members attended this meeting via teleconference.

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

Vito Chiesa, Chair of the San Joaquin Joint Powers Authority (SJJPA), called the meeting to order at 1:02 PM. The Pledge of Allegiance was led by Chair Chiesa.

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

2. Consent Calendar

- | | |
|---|--------------------|
| 2.1 Approve Minutes from January 24, 2020 Board Meeting | ACTION |
| 2.2 Next Board Meeting Location | INFORMATION |
| 2.3 SJJPA Operating Expense Report | INFORMATION |
| 2.4 San Joaquins Operations Update | INFORMATION |
| 2.5 Administrative Items | INFORMATION |

There was no Board discussion on this item.

M/S/C (Romick/Hume) to approve Items 2.1-2.5. Passed and Adopted by the San Joaquin Joint Powers Authority on March 27, 2020, by the following vote to wit:

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

3. Public Comments

No public comments were made.

4. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Ratifying the San Joaquins Emergency Temporary Service Reduction Plan due to the Coronavirus (COVID-19), and Authorizing and Directing the Executive Director to Execute Any and All Necessary Documents

ACTION

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

No Board Member comments.

M/S/C (Haggerty/Romick) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Ratifying the San Joaquins Emergency Temporary Service Reduction Plan due to the Coronavirus (COVID-19), and Authorizing and Directing the Executive Director to Execute Any and All Necessary Documents.

Passed and Adopted by the San Joaquin Joint Powers Authority on March 27, 2020, by the following vote to wit:

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

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

ACTION

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

Member Romick asked if the SJJPA makes payments to Amtrak directly. Ms. Mortensen explained the process in which the SJJPA make payments indirectly to Amtrak through Caltrans.

Vice-Chair Haggerty asked if Congressman Harder is continuing to collaborate with SJJPA staff to introduce language to the Federal Transit Administration. Ms. Mortensen explained the opposition Congressman Harder received through the federal legislative process and that SJJPA staff will continue to explore methods to introduce language in the Federal Transportation Build Fast Act to achieve a more cost-effective San Joaquins service.

M/S/C (Romick/Hume) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute the FY 2020 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak.

Passed and Adopted by the San Joaquin Joint Powers Authority on March 27, 2020, by the following vote to wit:

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

6. Review of Public Comments for the Draft 2020 San Joaquin Joint Powers Authority Business Plan Update

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

No Board Member comments.

7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021 ACTION

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

Alternate Elliott asked for a quick recap of the Draft 2020 SJJPA Business Plan track changes provided in the PowerPoint slides. Mr. Herman explained the key changes and additions for the Draft 2020 SJJPA Business Plan.

M/S/C (Hume/Frazier) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021.

Passed and Adopted by the San Joaquin Joint Powers Authority on March 27, 2020, by the following vote to wit:

Ayes: 10 Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Romick, Verboon, Frazier, Espinoza, Shuklian, Alternate Elliott, Alternate Leon
Noes: 0
Abstain: 0
Absent: 0

8. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets for the Bakersfield – Tehachapi Bus Stop Pair

ACTION

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

No Board Member comments.

M/S/C (Haggerty/Verboon) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets for the Bakersfield – Tehachapi Bus Stop Pair.

Passed and Adopted by the San Joaquin Joint Powers Authority on March 27, 2020, by the following vote to wit:

Ayes: 10 Chair Chiesa, Vice-Chair Hume, Vice-Chair Haggerty, Romick, Verboon, Frazier, Espinoza, Shuklian, Alternate Elliott, Alternate Leon
Noes: 0
Abstain: 0
Absent: 0

9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets on Route 1c (Bakersfield-West Los Angeles-Torrance), Route 19 (Bakersfield-Palm Springs-Indio-Hemet), and Route 40 (Merced-Los Banos-San Jose), Excluding the Bus Stop Pairs Listed in Table 5

ACTION

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

No Board Member comments.

M/S/C (Hume/Romick) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets on Route 1c (Bakersfield-West Los Angeles-Torrance), Route 19 (Bakersfield-Palm Springs-Indio-Hemet), and Route 40 (Merced-Los Banos-San Jose), Excluding the Bus Stop Pairs Listed in Table 5.

Passed and Adopted by the San Joaquin Joint Powers Authority on March 27, 2020, by the following vote to wit:

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

10. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director or Director of Capital Projects to Execute Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, and/or Intercity Rail Passenger Facility Contracts for State Funded Transportation Projects

ACTION

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

No Board Member comments.

M/S/C (Romick/Haggerty) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director or Director of Capital Projects to Execute Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, and/or Intercity Rail Passenger Facility Contracts for State Funded Transportation Projects.

Passed and Adopted by the San Joaquin Joint Powers Authority on March 27, 2020, by the following vote to wit:

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

11. Update on Antioch Station

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

Member Romick thanked SJJPA staff for the station update and demolition progress. Chair Chiesa suggested adding a shade structure to protect passengers from the weather elements. Ms. Mortensen acknowledged the suggestion.

12. Executive Director's Report

Ms. Mortensen briefed the SJJPA Board Members of State and Federal funding updates coming soon.

13. Board Member Comments

Member Verboon and Member Frazier thanked SJJPA staff for conference call coordination and advised all to stay safe and continue social distancing.

Member Hume requested Board Member names be in alphabetical order during roll call votes.

Member Elliott asked if social distancing measures will be in effect during train and service reductions due to COVID-19 pandemic. Ms. Mortensen assured social distancing measures will be in effect during service reductions.

Alternate Hudson reminded Board Members to submit Form-700 and for SJJPA staff to confirm receipt of Form-700 submissions.

Vice-Chair Haggerty asked how SJJPA Alternates are appointed. Ms. Mortensen replied SJJPA Alternates are appointed by each Member Agency.

14. Adjournment

Chair Chiesa called the meeting to adjournment at 1:49 PM.

SAN JOAQUIN JOINT POWERS AUTHORITY

May 29, 2020

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

SJJPA is planning on holding the next Board Meeting on July 24, 2020, with the exact location to be determined based on availability. 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 29, 2020

STAFF REPORT

Item 2.3

INFORMATION

SJJPA Operating Expense Report

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

- Fiscal Year Start 2019/20 (July 1, 2019 – March 31, 2020)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

San Joaquin Joint Powers Authority
Operating Expense Report
March 2020
75% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 19-20 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	2,374,767	1,277,121	54%
Office Expense	23,333	4,616	20%
Subscriptions/Periodicals/Memberships	5,000	-	0%
Computer Systems	5,000	-	0%
Communications	28,905	9,891	34%
Motor Pool	24,314	12,656	52%
Transportation/Travel	30,000	13,373	45%
Training	7,605	-	0%
Audits Regulatory Reporting	16,500	14,800	90%
Professional Services Legislative	28,500	18,820	66%
Professional Services Legal	75,000	33,736	45%
Professional Services General	279,267	199,847	72%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	10,000	676	7%
Professional Services Operations	20,000	3,775	19%
Communications, Operations	10,250	7,877	77%
Maintenance of Headquarters Structures/Grounds	82,361	55,377	67%
Insurance	48,000	26,250	55%
Insurance Management Fees	5,000	2,500	50%
Administrative Expenses Subtotal	3,140,802	1,681,966	54%
Marketing Expense			
Marketing & Outreach	1,960,000	907,802	46%
Marketing Expenses Subtotal	1,960,000	907,802	46%
Amtrak Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	65,292,590	42,078,139	64%
Amtrak Contract Expense Subtotal	65,292,590	42,078,139	64%
TOTAL OPERATING EXPENSES	70,393,392	44,667,907	63%

SAN JOAQUIN JOINT POWERS AUTHORITY

March 29, 2020

STAFF REPORT

Item 2.4

INFORMATION

Administrative Items

Media Stories:

Attached are several articles. Links are provided below.

“Governments, transit agencies, railroads respond to COVID-19 impact-Progressive Railroading”

https://www.progressiverailroading.com/rail_industry_trends/article/Governments-transit-agencies-railroads-respond-to-COVID-19-impact--60175

“California rail agencies respond to shelter-in-place order-TRAINS”

<https://trn.trains.com/news/news-wire/2020/03/20-california-rail-agencies-respond-to-shelter-in-place-order>

“Coronavirus slices Amtrak ridership, forcing reduction of Central California schedule-Fresno Bee”

<https://www.fresnobee.com/news/local/article241465591.html>

“Nearly \$4 billion in relief money is coming to California's transit sector. Here's what that means for Sacramento-Sacramento Business Journal”

<https://www.bizjournals.com/sacramento/news/2020/03/30/nearly-4-billion-in-relief-money-is-coming-to.html>

“Environmental report released for 'San Joaquin' service extension; Metra conductor tests positive for virus; Springfield, Ill., gets money for grade-crossing work-Trains News Wire Digest”

<https://trn.trains.com/news/news-wire/2020/04/02-trains-news-wire-digest-for-thursday-april-2>

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Rail News: Rail Industry Trends

Governments, transit agencies, railroads respond to COVID-19 impact

20
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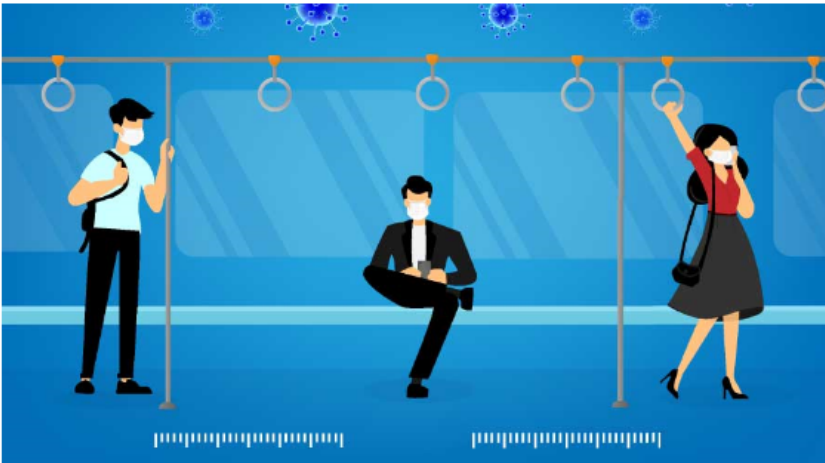
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[Editor's note: This article was updated on April 13 to correct that it is the New Orleans RTA that has suspended fares, not the Greater Cleveland RTA.]

By [Julie Sneider](#) and [Vesna Brajkovic](#)

Governments, transit-rail agencies and railroads have been spending the past several weeks responding to the coronavirus pandemic.

In March, Congress passed a massive federal stimulus package and two other bills to help the nation deal with the coronavirus pandemic. The \$2.2 trillion [Coronavirus Aid, Relief and Economic Security Act \(CARES Act\)](#), which President Donald Trump signed March 27, contains billions of dollars for the transportation industry, including \$25 billion in grants for public transit agencies and more than \$1 billion in operating assistance for Amtrak to help the railroad recover revenue losses.

The [Federal Transit Administration](#) will allocate the public transit agency funding through formula operating and capital grants aimed at preventing, preparing for and responding to COVID-19. The funding is the largest appropriation in the history of the U.S. transit program, according to the [American Public Transportation Association](#).

The CARES Act also contains legislative language that directs the Federal Highway Administration to clarify that states can issue special permits that allow trucks to exceed weight limits when delivering COVID-19 relief supplies, according to the [American Association of State Highway and Transportation Officials \(AASHTO\)](#).

Moreover, the CARES Act includes measures that ensure rail workers will have access to unemployment and sickness benefits during the public health emergency.

Other federal help might be on the way. House Democratic leaders continue to work on ambitious plans for a fourth coronavirus relief package.

House Speaker Nancy Pelosi (D-Calif.) said in media reports that Democrats were in the early stages of crafting a major bill that would protect health care workers, help shore up hospitals and nursing homes, and invest substantial funding in infrastructure. House Majority Leader Steny Hoyer said March 30 in a notice to lawmakers that no votes are expected before April 20, CNN.com reported.

Questions about regs

As Congress grappled with legislation, federal agencies responded to the pandemic by addressing industry questions about regulatory compliance during the crisis. For example, on March 19, the U.S. Cybersecurity and Infrastructure Security Agency (CISA) released guidance to help state and local governments and the private sector identify “essential critical infrastructure workers” during the COVID-19 pandemic.

Then, on March 25, the [Federal Railroad Administration](#) (FRA) announced it was temporarily easing certain regulations to help railroads focus on continuing operations while also following social distancing and other public health guidance from the U.S. Centers of Disease Control and Prevention. The FRA’s “crucial regulatory relief” addressed a variety of provisions generally conditioned on workforce shortages and other business constraints as a direct result of the COVID-19 impact from meeting deadlines for certain mandated safety tests, inspections and other actions.

While federal, state and local governments responded to the virus, [Amtrak](#), commuter railroads, transit agencies and freight railroads carried out various measures to protect riders, employees and customers. Those measures included sanitizing rolling stock, equipment, stations and other facilities. On the public transportation side, transit agencies and Amtrak reported ridership during the first weeks of the pandemic had fallen by as much as 90 percent amid social distancing and shelter-in-place orders in major markets.

In response to declining ridership and revenue losses, most agencies have reduced their rail schedules, canceled select trains or suspended late-night service. Others suspended operations entirely, including the [Brightline](#) commuter-rail service in South Florida, the Rio Metro Regional Transit Authority’s New Mexico Rail Runner Express commuter railroad and the Las Vegas Monorail.

Also, Brightline laid off 250 of its more than 300 employees, The Miami Herald reported.

In California, [Bay Area Rapid Transit](#) and the Altamont Corridor Express (ACE) commuter railroad both logged a 90 percent decrease in ridership. Meanwhile, the [Los Angeles County Metropolitan Transportation Authority](#) in March recorded a 50 percent to 60 percent decline in ridership related to the pandemic.

In New York, the [Metropolitan Transportation Authority's](#) (MTA) New York City Transit, Long Island Rail Road and Metro-North Railroad in March logged ridership declines of 87 percent, 76 percent and 94 percent, respectively, compared with the same time last year.

As essential rail services continue at a reduced level, a number of engineers and operators on the front lines across North America have contracted COVID-19, including those employed by Metra in Chicago, the Metropolitan Transit Authority of Harris County in Houston and the San Francisco Municipal Transportation Agency.

The most high-profile confirmed COVID-19 cases in the transit industry — which were announced in March — include Port Authority of New York and New Jersey Executive Director Rick Cotton and MTA Chief Executive Officer and Chairman Patrick Foye.

To further enforce social distancing and help slow the spread of the virus, Amtrak, Sound Transit, New Orleans Regional Transit Authority and Metro Transit-St.Louis suspended cash fare collection. Amtrak also has reduced capacity on its trains to 50 percent to maintain social-distancing recommendations.

Meanwhile, the Canadian government last month implemented new requirements for intercity passenger-rail companies to follow to help contain COVID-19's spread. Amtrak, [VIA Rail Canada Inc.](#), Great Canadian Railtour Co. Ltd., Keewatin Railway Co., White Pass & Yukon Route Railroad and Transport Ferroviaire Tshiuetin Inc. are required to screen passengers for virus symptoms before they board a train, and refuse riders who present those symptoms.

What happens this month remains to be seen, as the pandemic stay-at-home orders continue across various states.

California rail agencies respond to shelter-in-place order

BART, Coaster announce cuts; Pacific Surfliner schedule changes coming

March 20, 2020

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San Diego's Coaster commuter trains will cut from 11 to six daily round trips on Monday.

TRAINS: David Lassen

California intercity, commuter, and transit rail operations have begun adjusting to the state's shelter-in-place order issued Thursday night by Gov. Gavin Newsom as a result of the coronavirus pandemic. More changes can be expected.

Here's what has been announced as of Friday morning:

— Bay Area Rapid Transit will [cut its hours of service](#) beginning Monday, March 23, reducing weekday operation from the current 5 a.m.-midnight schedule to 5 a.m. to 9 p.m. As of March 28, Saturday and Sunday service will be cut to 8 a.m. to 9 p.m.;

currently, Saturday service is 6 a.m.-midnight and Sunday operations are 8 a.m.-midnight.

— San Diego’s Coaster will cut from 11 to six weekday round trips beginning Monday, and suspend weekend service beginning March 28. The new weekday schedule is [here](#).

— Amtrak’s Pacific Surfliner says on its website that it plans to [move to a reduced schedule on Monday](#), but cautions “this is a dynamic situation, so adjustments could happen sooner.”

— Amtrak’s San Joaquins have not yet announced any rail changes, but are [suspending the Emeryville and San Francisco Thruway bus service](#) as of Saturday, March 21.

— LA Metro and Metrolink have not yet announced any service changes. San Diego’s Metropolitan Transit System light rail currently says it [will maintain regular schedules through March 31](#). Santa Clara’s Valley Transportation authority has announced some [changes to bus operations](#), but none for light rail. No adjustments from previous cuts have been announced by Caltrain, Sonoma-Marín Area Rail Transit, Altamont Corridor Express, or Amtrak’s Capitol Corridor.

Coronavirus slices Amtrak ridership, forcing reduction of Central California schedule – Fresno Bee

[BY TIM SHEEHAN](#)

MARCH 24, 2020

Amtrak services across the country, including the Amtrak San Joaquin trains that flow through the central San Joaquin Valley, are being curtailed as the [passenger rail system faces sharply reduced ridership](#) because of the coronavirus outbreak.

Starting Thursday, Amtrak and the San Joaquin Joint Powers Authority are suspending operations of three of the seven daily northbound Amtrak San Joaquin trains through the Valley, and three of seven southbound trains. The announcement did not include an anticipated date for restoring the services.

As a result, Amtrak stations in Fresno, Hanford, Merced, Modesto and Martinez will be closed, said David Lipari, a spokesman for the San Joaquin JPA, but trains will continue to stop at those stations to pick up and drop off passengers.

That means that people won't be able to go into those stations to buy tickets. But Lipari said passengers can still buy tickets online at amtraksanjoaquins.com or on the Amtrak mobile app. People who don't have credit cards and use cash to buy tickets can pay the conductor for their ticket. Lipari said Amtrak is waiving a surcharge that is usually charged for cash purchases.

The [San Joaquin trains](#) flow daily between Bakersfield and Stockton; from Stockton, trains continue on to either Oakland or Sacramento. The trains affected by the service suspension are those between Stockton and Sacramento. Amtrak Thruway buses will take the place of those train trips for passengers between Sacramento and Stockton.

Amtrak's San Joaquin trains carried just under 1.1 million passengers in the 2019-2020 year, and outside of the Northeast Corridor between Washington, D.C., and Boston was

the fifth-busiest passenger train line in the U.S. But as of March 23, as the number of coronavirus cases grows in the state, ridership on the San Joaquin route from Bakersfield to Oakland and Sacramento was down about 70%.

“We’ve reduced trains with lowest ridership to mitigate the effects on riders still needing to utilize service for essential travel,” the Stockton-based San Joaquin JPA said in a written statement.

Cafe cars will be closed on the trains that keep running “to eliminate risks from food handling and to reduce unnecessary onboard passenger movement,” according to the notice. Passengers are encouraged to bring their own food and drinks for a trip, but emergency snacks and water will be available at no charge.

Connecting bus services to and from the suspended trains, like those taking passengers from Bakersfield to Los Angeles and others along the route, are also being cut off for the time being.

Nearly \$4 billion in relief money is coming to California's transit sector. Here's what that means for Sacramento – Sacramento Business Journal



e

A portion of the \$3.7 billion for California transit out of the federal coronavirus relief package is coming to help the Sacramento Regional Transit District, which has seen a dramatic decline in ridership.

DENNIS MCCOY | SACRAMENTO BUSINESS JOURNAL



By [Emily Hamann](#) – Staff Writer, Sacramento Business Journal
Mar 30, 2020, 10:14am EDT

At least a little help is on the way for the beleaguered transit sector after President [Donald Trump](#) signed a \$2 trillion relief bill on Friday aimed at helping individuals and industries harmed by the crisis caused by the COVID-19 outbreak.

The bill includes around \$1 billion for Amtrak, which has reduced or eliminated service in some parts of the country as ridership has fallen. Of that money, \$239 million is earmarked for state-supported services, those train routes that are contained within one state and are typically funded by the state.

By ridership, a third of the state-supported rail services are in California, said [Rob Padgett](#), managing director of the Capitol Corridor Joint Powers Authority. Capitol Corridor is one of those state-supported rail services, as is the San Joaquins, which also runs through Sacramento. There's only one other in the state, the Pacific Surfliner in Southern California.

The details of how much money will go to each line will still need to be worked out, Padgett said, but his rough estimate is that \$15 million to \$25 million will go to Capitol Corridor.

“I feel pretty good about where that puts us,” Padgett said.

With ridership seemingly in free fall, the relief money could help Capitol Corridor get a handle on the situation.

“I feel pretty confident that this will give us months to plan this as opposed to days to plan this,” Padgett said.

The train service, which normally operates from San Jose to Auburn, already reduced its service from 15 to five daily roundtrips between Sacramento and Oakland. It primarily serves those commuting to work or school — trips which have all but stopped since the state's shelter-in-place order.

As of Monday, when the service cuts took effect, the train service was carrying just 5% to 10% of its typical passenger load.

Still, Padgett said, the train service is determined to keep operating.

“We do know, anecdotally, we do have health care workers, we do have police officers” riding the train, he said. “In some cases, they don’t have alternative transportation.”

Up through February, the train service had been tracking an average of 5% ahead of its revenue projections. Now it will be losing around \$3 million for every month of the crisis, while ridership is depressed.

“It’s a very significant hit,” Padgette said. “Our hope is that it’s only temporary.”

The federal relief money may help Capitol Corridor keep operating, and plan for how to ramp service back up as things start moving again.

“This is not going to be like a light switch,” Padgette said. “We are going to have a step-up plan, where we’re slowly returning back to normal.”

California is expected to receive about \$3.7 billion in public transit funding, said Sacramento Regional Transit District spokesperson [Jessica Gonzalez](#), in an email. How much of that comes to the Sacramento region will be based on a formula, Gonzalez said, so it’s unclear at this point.

“We are hopeful that it’s enough to at least backfill some of the negative impact the COVID-19 crisis is having to our bottom line,” Gonzalez wrote.

Between both bus and light rail, ridership was down an estimated 75% last week on SacRT.

The Yolo County Transportation District has also seen a dramatic drop in ridership. Normally, Yolobus carries 4,000 riders per day. On Wednesday, it carried 593, Executive Director [Terry Bassett](#) said. Paratransit ridership has also seen a decline, as the population served by paratransit, the elderly or disabled, are at the most risk if they contract the virus and have been advised to stay home. Still, Bassett said, some of them need to go out for things like chemotherapy or kidney dialysis, and many of them have no other option than paratransit.

“We also have a number of employees that are providing essential services,” Bassett said. “So they need to get to and from work.”

Yolobus is trying to adapt. It reduced service on some bus routes, and to and from Winters, it has switched from a fixed-route bus service to an on-demand bus service.

They're "trying to be flexible, taking people where they need to go, when they need to go there, instead of running a fixed-route bus and just hoping somebody jumps on it," Bassett said.

The uncertainty of how long the crisis will last makes it especially difficult to plan.

"We don't know when this will end or escalate," Bassett said. "We don't know what we'll be doing next week."

Yolobus has also partnered with the county Office of Emergency Services and Health and Human Services Agency to transport pre-packed grocery boxes from the Yolo Food Bank to motels in Woodland, West Sacramento and Davis, where the county is housing some homeless people. That service started last Monday, Bassett said, with 47 boxes of groceries, and by Friday it had gone up 77 boxes.

"Certainly the federal recovery funds are important to us," Bassett said. "But I don't know if that will address all the problems that are coming toward us."

While there has been a dramatic drop-off in farebox revenue, Bassett said other hits are probably coming. Yolobus is also funded through sales and gas taxes, which are likely to also drop.

"I don't know that we will ever get back to the exact service that we were running a month ago," Bassett said.

Environmental report released for 'San Joaquin' service extension; Metra conductor tests positive for virus; Springfield, Ill., gets money for grade-crossing work - Trains News Wire Digest for Thursday, April 2, 2020



**San Joaquin
Joint Powers Authority**

Thursday morning rail news:

— The San Joaquin Joint Powers Authority has [released the draft Environmental Impact Report](#) for a project to extend Amtrak San Joaquin service and Altamont Corridor Express commuter rail service to Sacramento, beginning a 45-day period of public comment on the plan. The project involves improvements to Union Pacific's Sacramento Subdivision as well as construction of new stations in Lodi, south Sacramento, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas/Sacramento Airport. The project would lead to two additional San Joaquin roundtrips daily, as well as the extension of ACE service. The full report is available [here](#).

— A conductor on Metra's SouthWest Service line has [tested positive for the coronavirus](#), the commuter railroad has reported. WBBM-TV reports the conductor has been home since experiencing symptoms on March 25, and other employees who had direct contact with the conductor have been in self-isolation. Three other Metra employees, none of whom were in positions with contact with the riding public, tested positive earlier this week.

— Springfield, Ill., will receive [\\$33 million for grade-crossing separation projects](#) as part of ongoing work to realign rail right-of-way through the city. WAND-TV reports

the funds from the Illinois Commerce Commission provide \$11 million each for underpasses at Madison and Jefferson streets and North Grand Avenue. In a statement, Springfield Mayor Jim Langfelder said, “This commitment allows us to continue our progress, not only moving trains from Third Street to 10th Street by 2025, but also securing the long-awaited Quiet Zone along the Third Street corridor.”

SAN JOAQUIN JOINT POWERS AUTHORITY
May 29, 2020

STAFF REPORT

Item 4

INFORMATION

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

Background:

Executive Director Stacey Mortensen will give a presentation on San Joaquins Service impacts due to the Coronavirus (COVID-19).

SAN JOAQUIN JOINT POWERS AUTHORITY

May 29, 2020

STAFF REPORT

Item 5

INFORMATION

San Joaquins Operations and Ridership/Revenue Update

San Joaquins COVID-19 Service Adjustments

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

The San Joaquins began to see ridership and revenue declines the first week of March, with the current low being the second week in April. To help contain costs and continue to operate essential transportation services for passengers, the following operational adjustments were made on Thursday, March 26, 2020:

- *Train Service Suspensions:* Due to reduced demand, San Joaquins trains 701, 702, 703, 704, 714, and 717 were suspended.
- *Suspension of Café Car Service:* To eliminate risks from food handling and reduce unnecessary onboard passenger movement, Café Car Service was suspended. Emergency snack packs and water are being distributed to passengers free of charge.
- *Closure of Stations:* To focus resources on essential transportation functions, the following station lobbies will be closed: Hanford (HNF), Fresno (FNO), Merced (MCD), and Modesto (MOD). Note: Trains are stopping at all closed stations. Bakersfield (BFD), Stockton (SKN), Sacramento (SAC), Martinez (MTZ), Emeryville (EMY), and Oakland (OKJ) will operate with reduced staff and hours.
- *Reduction in Thruway Bus Service:* Amtrak San Joaquins will be suspending all connecting Thruway Bus services to trains that are being suspended. Additionally, Thruway routes with multiple round-trips that are currently underutilized due to the reduction in ridership will be reduced. A summary of continuing bus services is attached.

San Joaquins COVID-19 Health and Safety Response

Staff has been working with Amtrak to ensure that proper health and safety protocols are in place and proper communication is reaching current and future travelers. A summary of the “Health and Safety Response” is as follows:

Stations:

- *Disinfection* – Disinfection wipe downs are being performed multiple times a day on all high touch surfaces including but not limited to: counters, doors, seats, ticket windows, electronic ticket kiosks, and vending machines
- *Signage* – Social Distancing and other related health notices are posted throughout the station area for stations that are open.
- *Employee and Passenger Protection* – All Amtrak Employees are wearing masks even when behind the ticket window. Visitors to stations are required to wear masks.
- *Hand Sanitizer* – Hand sanitizer is available in the station for passengers.
- *No Cash* – Cash is not currently accepted to limit exchange of items from passengers to employees and vice versa.

Onboard:

- *Disinfection* – Trains are misted with medical grade disinfectant on all seats and surfaces. All hard surfaces are wiped down.
- *Signage* – Social Distancing and other related health notices are posted through the train.
- *Employee and Passenger Protection* – Conductors and other onboard staff are wearing masks. Passengers are required to wear masks.
- *Suspension of Café Service* – Café Service is suspended to limit passenger movement and food handling.
- *Contactless Ticket Lifting* – Amtrak's ticketing system does require conductors to touch passenger tickets.
- *Hand Sanitizer* – Hand sanitizer is available onboard for passengers.

San Joaquins Ridership and Revenue

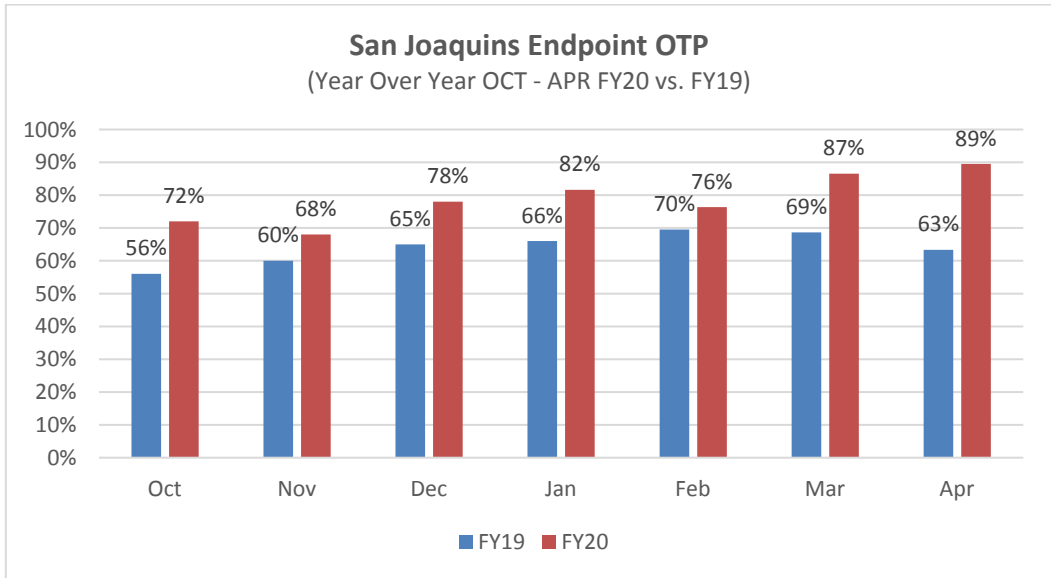
As with passenger rail and transit services across the country, the San Joaquins has experienced a sharp, sustained decline in ridership and revenue. Though the San Joaquins has a sustained a significant decline, it has consistently performed at the top of the National Network due to its ridership depending on it for essential transportation needs.

San Joaquins Ridership and Revenue
(Year Over Year Q1 FY20 vs. FY19)

Month	Ridership			Ticket Revenue		
	FY20	FY19	% change	FY20	FY19	% change
Oct-19	82,211	84,358	-2.55%	\$2,368,328	\$2,480,787	-4.53%
Nov-19	92,427	99,946	-7.52%	\$2,979,245	\$3,253,885	-8.44%
Dec-19	94,488	91,578	3.18%	\$3,226,628	\$2,949,028	9.40%
Jan-20	78,348	74,907	4.59%	\$2,342,531	\$2,312,775	1.28%
Feb-20	75,527	69,988	7.91%	\$2,123,935	\$2,072,049	2.50%
Mar-20	46,323	90,261	-48.67%	\$1,339,884	\$2,658,760	-49.60%
Apr-20	11,650	93,129	-87.49%	\$450,855	\$2,712,873	-83.38%
Total YTD	480,974	604,167	-20.39%	\$14,831,405	\$18,440,157	-19.57%

On-Time Performance (OTP):

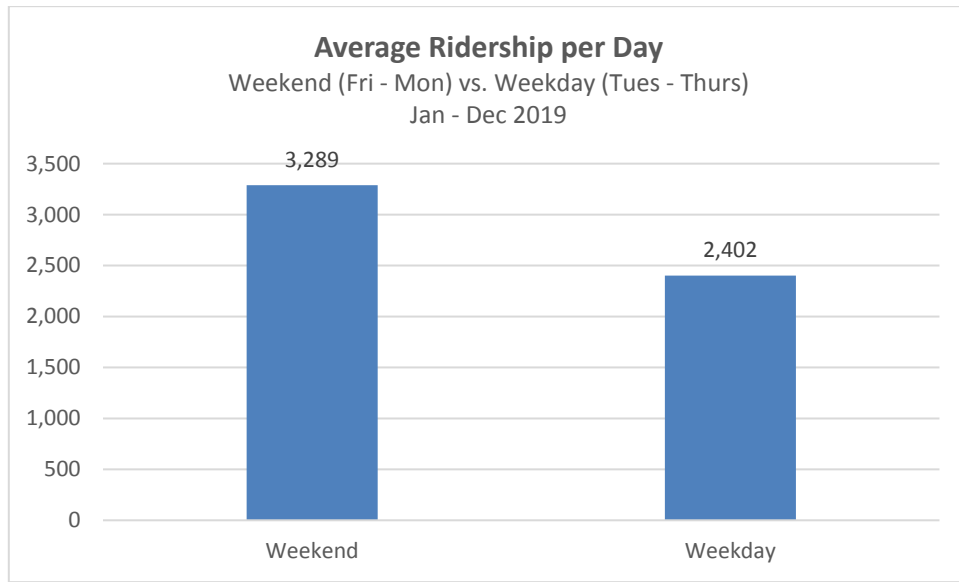
San Joaquins On-Time Performance (OTP) for the first seven months of FY20 (Oct – Apr) is trending upward with a significant increase in performance over the previous year. The reduced service levels and reduced freight levels are contributing to a near 90% performance.



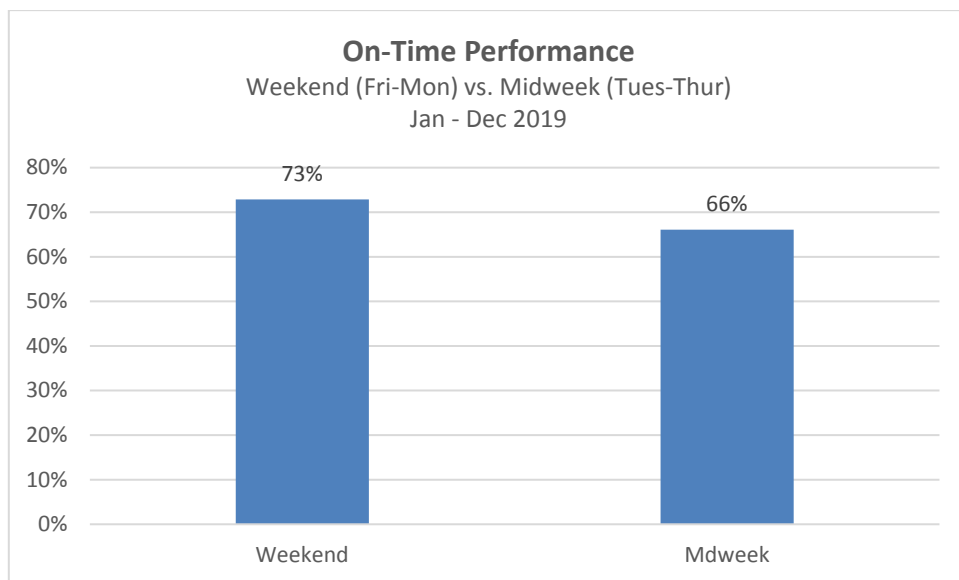
San Joaquins End Point On-Time Performance (OTP) is a measure that reflects the performance of trains arriving to the end terminus station with the allowance of a 15-min recovery period.

San Joaquins Performance Midweek vs. Weekend:

As staff looks toward future service restoration recommendations, the San Joaquins performance during the midweek (Tuesday – Thursday) and weekend (Friday – Monday) has been a key data analysis direction to see whether future service should be concentrated in the weekend period to maximize ridership and revenue opportunity, as well as, provide higher service levels when passengers are currently clustered.



Another important data point related to potential future service prioritizing weekends is the On-Time Performance (OTP) split between 'Midweek' and 'Weekend'. Due to decreased freight traffic during the weekend period, OTP averages 7% higher during Friday – Monday.



Staff will continue to analyze potential future service patterns and their potential effects on ridership, revenue, OTP, and cost.

Attachment 1

Summary of Continuing Thruway Bus Service:

- **RT 1 – Bakersfield – Los Angeles – Long Beach/San Pedro – West Los Angeles – Summary as Follows:**
 - 1 Round-Trip between Bakersfield and San-Diego via Los Angeles
 - 3 Round-Trips between Bakersfield and Los Angeles
 - 1 Round-Trip between Fresno and Los Angeles with Connection to Pacific Surfliner
 - 1 Northbound One-Way Trip and 2 Southbound One-Way Trips Between Bakersfield and Long Beach/San Pedro
 - 2 Northbound One-Way Trips Between West Los Angeles and Bakersfield and 3 Southbound One-Way Trips Between Bakersfield and Torrance
 - Bus Numbers Still Operating: 5822, 5710, 5810, 5910, 5712, 5812, 5912, 5716, 5816, 5916, 5818, 5811, 5713, 5813, 5715, 5815, 5915, 5719, 5819, 5919, 5885
- **RT 3 – Stockton – Sacramento – Chico – Redding – 2 Round-Trips Between Stockton-Sacramento-Chico-Redding and 1 Round-Trip Between Stockton-Sacramento-Chico****
 - Bus Numbers Still Operating: 3710, 3810, 3712, 3812, 3716, 3816, 3718, 3711, 3811, 3713, 3813, 3865, 3715, 3815, 3646, 3819
 - **All Oakland/Bakersfield trains include connections to/from Sacramento*
- **RT 7 – Martinez – Napa – Santa Rosa – Ukiah – Arcata – 1 Round-Trip**
 - Bus Numbers Still Operating: 6313 and 6318
- **RT 9 – Bakersfield – Barstow – Las Vegas – All Service Suspended**
- **RT 10 – Bakersfield – Oxnard – Ventura – Santa Barbara – 2 Round-Trips**
 - Bus Numbers Still Operating: 5612, 5615, 5616, and 5619
- **RT 12 – Bakersfield – Palmdale – Victorville – 1 Round-Trip**
 - Bus Numbers Still Operating: 3410 and 3415
- **RT 18 – Visalia – Hanford (Train Transfer) – Paso Robles – San Luis Obispo – 1 Round-Trip**
 - Bus Numbers Still Operating: 6710/4010 and 6715/4015
- **RT 19 – Bakersfield – San Bernardino – Palm Springs – Indio – Hemet – 1 Round-Trip Bakersfield to San Bernardino, 1 Round-Trip Bakersfield to Hemet, and 1 Round-Trip Bakersfield to Indio**
 - Bus Numbers Still Operating: 5410, 5412, 5416, 5413, 5415, 5419
- **RT 34 – Stockton – Oakland – San Francisco – All Service Suspended**
- **RT 99 – Emeryville – San Francisco – All Service Suspended***
 - **Passengers traveling to/from San Francisco are encouraged to use BART via Richmond Station. BART will be honoring Amtrak Tickets to/from the Richmond Station through April 4, 2020.*

SAN JOAQUIN JOINT POWERS AUTHORITY

May 29, 2020

STAFF REPORT

Item 6

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021

Background:

In order to continue the administrative responsibilities of the San Joaquin, 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). The Annual Business Plan must be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year. The purpose of establishing the later date for the final version is to allow Amtrak time to finalize operating cost estimates. The final version of the Annual Business Plan is then reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Staff is recommending board action to “adopt” the Final 2020 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 2020 SJJPA Business Plan Update was unanimously approved at the March 27, 2020 SJJPA Board Meeting.

Please see the Final 2020 SJJPA Business Plan at the end of this packet. The budget presented in the Business Plan has remained unchanged from the Draft to Final versions. SJJPA anticipates an updated Operations budget will be presented to the Board before September 30, 2020.

Key Updates of the Final 2020 SJJPA Business Plan Update:

- Added the following language in the Executive Summary and Chapter 10: *“The budget presented below was drafted prior to the current recognized public health crisis of COVID-19 and represents expenditures based on the pre COVID-19 legislative budget for the State of California and the planned operational activity of the San Joaquins service. The San Joaquin Joint Powers Authority (SJJPA) has currently requested an extension for submittal for the Operations budget to the California State Transportation Agency (CalSTA) as the current ridership and revenue figures during the COVID-19 environment are realized and estimates for the 2021 fiscal year are refined. SJJPA will update the operations request to reflect changes and will communicate such updates with the Board at a date no later than September 30, 2020.”*

Fiscal Impact:

Approval of the 2020 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 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021.

SJJPA RESOLUTION 19/20-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY ADOPTING THE FINAL 2020 SAN JOAQUIN JOINT POWERS AUTHORITY BUSINESS PLAN UPDATE AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS ASSOCIATED WITH THE MASTER FUND TRANSFER AGREEMENT SUPPLEMENTS FOR OPERATIONS, ADMINISTRATION, AND MARKETING BUDGETS FOR FISCAL YEAR 2020/2021

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; and

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

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; and

WHEREAS, the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021 must be executed; and

NOW THEREFOR BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021.

PASSED AND ADOPTED, by the SJJPA this 29th day of May 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

May 29, 2020

STAFF REPORT

Item 7

ACTION

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

Background

The COVID-19 crisis has decimated public transportation ridership throughout California. San Joaquins ridership and revenue dropped by over 90% in April. Although San Joaquins ridership is beginning to rise, the COVID-19 pandemic has created a major recession and it will take time for California to fully recover. It is not clear when people will be able to travel on rail and public transportation the way that they had prior to COVID-19. The San Joaquins rail service operations have been reduced by nearly half of what it was (down from 7 daily round trips to 4 daily round trips). In addition, SJJPA has already suspended or significantly reduced thruway bus service on several routes. The San Joaquins remain an essential public transportation service for California, but additional cuts and cost-savings measures are needed.

The San Joaquins Thruway Bus Network is massive. It includes 14 routes that extend as far north as McKinleyville and Redding, and as far south as San Diego, southeast to Las Vegas and Indio, and southwest to Santa Barbara. The Thruway Bus Network has operated largely unchanged for decades. For a variety of reasons, Thruway Bus ridership and revenue has been declining since 2013 while the cost to operate these services has been increasing substantially. Many of the San Joaquins Thruway Bus routes which were once cost-effective are now costing considerably more to operate than the total revenue that they generate.

The COVID-19 crisis has created the need to act quickly to make changes on the San Joaquins Thruway Bus Network. Based on solid data, smart, logical decisions can be made that will protect the most important routes and markets. Costs can be cut substantially without losing significant potential San Joaquins ridership and revenue. SB 742 implementation provides a great opportunity to further increase the benefits of the San Joaquins Thruway Bus Network and to increase cost-effectiveness in the future. A leaner, more focused Thruway Bus network will enable greater attention and more focused marketing to be placed on the most competitive markets. New partnerships with public transportation operators and minor route improvements (such

as new or relocated stops) also can help increase ridership and improve cost-effectiveness. The San Joaquins Thruway Bus Network will remain a vital part of the San Joaquins operations and will become even more important in the future when providing feeder service to the Merced-Bakersfield HSR Interim Operating Segment. SJJPA will work with Amtrak on the contracts currently held by Amtrak to make sure that routes that are truncated, suspended, or terminated are altered in accordance with the contracts provisions to ensure costs are reduced for the network.

SJJPA will work with Caltrans to find other funding opportunities and partnerships with public and private providers to enable markets that have service cut or reduced to continue to be connected to the San Joaquins service and statewide intercity passenger rail network.

Summary of Recommended Changes for San Joaquins Thruway Bus Routes

The following are the current summarized recommended actions the Executive Director is expecting to move forward with for each San Joaquins Thruway Bus route listed. The routes are listed in the order of the importance of that route in terms of ridership, revenue and cost-effectiveness. Future service for terminated and reduced routes should be considered after the ridership and revenue of the San Joaquins recovers and California's economy recovers. Attachment 1 provides more details for each route including the rationale behind the prioritization of the routes.

- 1. Route 1a (Fresno-Bakersfield-Los Angeles-San Diego):** By far the highest priority for San Joaquins. No major changes recommended.
- 2. Route 3 (Stockton-Sacramento-Chico-Redding):** Truncate Route 3 at Chico. Work with Butte CAG to develop a partnership for them to take over Route 3 operations. Support Salmon Runner (Sacramento to Redding) when it is deployed. Eliminate Martinez to Sacramento early morning bus route (CCJPA portion of the route).
- 3. Route 99b (Emeryville-San Francisco):** Truncate Route 99 at Salesforce Transit Center. Work with CCJPA to see if a partnership can be formed with AC Transit for Route 99 that would increase cost-effectiveness.
- 4. Route 7 (Martinez-Napa-Santa Rosa-Eureka-McKinleyville):** Truncate Route 7 at Arcata (eliminates McKinleyville bus stop). Eliminate stops at Rio Del-Scotia, Leggett, and Laytonville.
- 5. Route 1b (Bakersfield-Los Angeles-Long Beach-San Pedro):** Truncate Route 1b at Los Angeles.
- 6. Route 19 (Bakersfield-Riverside-Hemet/Bakersfield-Riverside-Palm Springs-Indio):** Truncate Route 19 at San Bernardino.
- 7. Route 6/56 (Stockton – San Jose):** Pursue a partnership with SJ RTD for taking over operations between Stockton and San Jose. Further evaluate markets and consider replacing some or all of Route 6/56 with Route 40 (Merced – San Jose).

8. **Route 1c (Bakersfield-Van Nuys-Torrance):** Truncate Route 1c at Santa Monica (eliminate Westchester, El Segundo, and Torrance stops, add a stop at Santa Monica).
9. **Route 10 (Bakersfield-Oxnard-Santa Barbara):** Indefinitely suspend or terminate route. Consider truncating Route 10 at Oxnard in the future and bundling with Route 1a for efficiencies.
10. **Route 9 (Bakersfield-Las Vegas):** Indefinitely suspend or terminate Route 9.
11. **Route 18a & 18b (Visalia-Hanford-San Luis Obispo-Santa Maria):** Indefinitely suspend or terminate 18a Hanford –Santa Maria. Pursue a partnership with KART to have them operate Route 18b service between Hanford-Visalia (and potentially to Lemoore and Kettleman City).
12. **Route 12 (Bakersfield-Victorville):** Indefinitely suspend or terminate Route 12.
13. **Route 15a & 15b (Merced-Mariposa-Yosemite Valley/Fresno-Yosemite Valley):** With assistance from Caltrans, renegotiate contract with YARTs which could include paying on a per-passenger served basis. Terminate Route 15a & 15b if a better contract arrangement with YARTs can't be agreed upon.
14. **Route 34 (Stockton-Oakland-San Francisco):** Indefinitely suspend or terminate Route 34.

It is important to note that the Executive Director may make additional changes to Thruway Bus service as may be necessary during the pandemic.

Finally, the delegation of authority to the Executive Director to make changes to Thruway Bus service will automatically end when the COVID-19 State of Emergency ends.

Fiscal Impact:

There would be significant costs savings by reducing, suspending, or eliminating low-performing portions of the San Joaquins Thruway Bus Network.

Recommendation:

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

Attachment 1: Analysis for San Joaquins Thruway Bus Routes Recommendations for Change

Introduction

The San Joaquins Thruway Bus Network is massive. It includes 14 routes that extend as far north as McKinleyville and Redding, and as far south as San Diego, south east to Las Vegas and Indio, and south west to Santa Barbara. The Thruway Bus Network has operated virtually unchanged for decades. For a variety of reasons, Thruway Bus ridership and revenue has been declining since 2013 while the cost to operate these services has been increasing substantially. Many of the San Joaquins Thruway Bus routes which were once cost-effective are now costing considerably more to operate than the revenue that they generate.

Based on solid data, smart, logical decisions can be made that will protect the most important routes and markets. Costs can be cut substantially without losing significant potential San Joaquins ridership and revenue. SB 742 implementation provides a great opportunity to further increase the benefits of the San Joaquins Thruway Bus Network and to increase cost-effectiveness in the future. A leaner, more focused Thruway Bus network will enable greater attention and more focused marketing to be placed on the most competitive markets. New partnerships with public transportation operators and minor route improvements (such as new or relocated stops) also can help increase ridership and improve cost-effectiveness. The San Joaquins Thruway Bus Network will remain a vital part of the San Joaquins operations and will become even more important in the future when providing feeder service to the Merced-Bakersfield HSR Interim Operating Segment. SJJPA will work with Amtrak on the contracts currently held by Amtrak to make sure that routes that are truncated, suspended, or terminated are altered in accordance with the contracts provisions to ensure costs are reduced for the network.

The following are details and recommendations for each San Joaquins Thruway Bus route in the order of the importance of that route in terms of ridership, revenue, and cost recovery.

The three most important San Joaquins Thruway Bus markets/routes:

1. Los Angeles (Route 1a)
2. Sacramento (Route 3)
3. San Francisco (Route 99b)

- **Route 1a (Fresno-Bakersfield-Los Angeles-San Diego):**

Route 1a (Fresno-Bakersfield-Los Angeles-San Diego) is by far the San Joaquins most important route. In FY 19 it had by far the highest total ticketed Amtrak train ridership (286,141) and revenue (\$8.1 million CA System) and the second best cost recovery (201%). Route 1a had over 1.7 times the ridership and revenue of the next highest San Joaquins route.

The biggest market for Route 1a is by far Los Angeles Union Station (LAUS) with 133,392 passengers in FY 17.

SB 742 implementation could help increase the revenue in particular for the buses that go beyond LAUS helping to boost cost-recovery in light of decreasing train-bus ridership and increasing costs.

Route 1a is the highest priority to protect for the San Joaquins Thruway Bus Network. This route should not be considered for contracting with a public operator at this time.

Route 1A Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Glendale	5273	14.45	3.4%
Los Angeles	133292	365.18	85.8%
Fullerton	2445	6.70	1.6%
Santa Ana	2707	7.42	1.7%
Irvine	818	2.24	0.5%
San Juan Capistrano	223	0.61	0.1%
Oceanside	2133	5.84	1.4%
Solana Beach	483	1.32	0.3%
San Diego	7912	21.68	5.1%
Total	155286	425.44	

Note: Excludes ridership tied to Pacific Surfliner trains that are in Route 1A (ex: Fresno – Los Angeles buses)

- **Route 3 (Stockton-Sacramento-Chico-Redding):**

Route 3 (Stockton-Sacramento-Chico-Redding) is the second most important San Joaquins route. In FY 19 it had the second highest total ticketed Amtrak train ridership (166,255) and revenue (\$4.7 million) and the third highest cost recovery (145%).

The biggest market for Route 3 is by far to/from Sacramento. In FY17, Sacramento had 61% of the ridership (56% of revenue). In FY 17, Chico had the second highest ridership with 11.6% of the market (18% of revenue) and Davis is third with 8.2% of ridership (7.5% of revenue).

Detailed cost recovery information done with FY 17 data showed that the route segment between Stockton and Sacramento had a cost recovery of 540%, the segment from Sacramento to Davis had a cost recovery of 244%, the segment between Sacramento and Chico had a cost recovery of 107%, but the segment from Chico to Redding only had a cost recovery of 38%.

SB 742 implementation is challenging for this route since Greyhound offers competing service to nearly all the stops.

The SJJPA has stated it will truncate Route 3 service at Chico once SRTA’s Salmon Runner is operational. SJJPA took action in 2019 to reduce service to Redding. Recommend that truncation of Route 3 to Chico should be done as soon as possible (SJJPA should not wait for Salmon Runner operations to commence). Once the Salmon Runner is operational, the state should honor the TIRCP commitment to help fund this service with some of the savings from truncating Route 3 at Chico.

SJJPA has been in discussions with Butte CAG to take over Route 3 operations after the route is truncated at Chico. Based on the importance of this route, such a transition would need to be done carefully. The train-bus connection priority would have to be protected as would the connections at Stockton. Butte CAG should be able to generate additional revenue since they could offer bus only tickets which could be especially attractive for the Chico to Sacramento route segment (which could use help boosting cost recovery).

CCJPA staff have requested that the Martinez to Sacramento early morning bus portion of Route 3 be terminated.

Route 3 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Lodi	3131	8.58	2.4%
Elk Grove	4403	12.06	3.4%
Sacramento	85454	234.12	65.0%
Sacramento (Capitol)	1194	3.27	0.9%
Davis	10895	29.85	8.3%
Marysville	3420	9.37	2.6%
Oroville	2652	7.27	2.0%
Chico	15310	41.95	11.7%
Red Bluff	1414	3.87	1.1%
Redding	3528	9.67	2.7%
Total	131401	360.00	

- **Route 99b (Emeryville-San Francisco):**

Route 99 (Emeryville-San Francisco) is the third most important of the San Joaquins Thruway bus routes. In FY 19 it had the third highest ridership (60,377), fifth highest revenue (\$1.69 million) and the highest cost recovery (221%). The CCJPAs Route 99a also has the highest ridership, revenue and cost recovery of all the Capitol Corridor Thruway bus routes.

While this is the shortest Thruway bus route, it provides key connectivity to San Francisco. Many passengers choose this alternative over making the BART connection at Richmond. For the October 2019 schedule, all of the Route 99b service except one round trip were a direct shuttle between Emeryville and the Salesforce Transit Center (the one bus made three additional stops in San Francisco).

Recommend having all Route 99b service be a direct shuttle between Emeryville and Salesforce Transit Center.

AC Transit offers frequent express bus service between Emeryville and San Francisco (Salesforce Transit Center). Capitol Corridor JPA has been in negotiations with AC Transit to take over the Route 99 service. Considering the importance of the Route 99 market, such a transition needs to be done carefully and the train-bus connections priority must be protected.

The next four most important San Joaquins Thruway Bus markets/routes:

4. North Coast (Route 7)
5. Los Angeles (Route 1b)
6. Inland Empire (Route 19)
7. San Jose (Route 6/56)

4. Route 7 (Martinez-Napa-Santa Rosa-Eureka-McKinleyville):

Route 7 (Martinez-Napa-Santa Rosa-Eureka-McKinleyville) is the fourth most important San Joaquins route. In FY 19 it had the fifth highest total ticketed Amtrak train ridership (48,501) and fifth highest revenue (\$1.93 million) and with a cost recovery of 90%.

Route 7's biggest markets are Santa Rosa and Eureka/Arcata. In FY17, Santa Rosa had 20.4% of the ridership and Eureka/Arcata (two stops) had 28.7% of the ridership.

For the five Route 7 round trips (pre-COVID reductions): One was between Martinez and Napa, two between Martinez and Santa Rosa southbound and one northbound, one between Martinez and Arcata, and one between Martinez and McKinleyville.

Including the Martinez Station, Route 7 has 18 bus stops.

While Greyhound serves much of Route 7, 10 of the 18 stops are not served by Greyhound, so this very long route is an excellent candidate to benefit from SB 742 implementation – which will help to raise the cost recovery. SB 742 implementation combined with SMART (Sonoma-Marin Area Rail Transit rail service between Santa Rosa and Larkspur) integration could also increase route benefits and cost recovery.

There is very low ridership at several of the Route 7 stops. The two round trips to the Arcata/Eureka area do not stop at all stops.

Recommend eliminating the Rio Del-Scotia, Leggett, and Laytonville stops. The Santa Rosa stop should connect with SMART and both round trips to Eureka/Arcata should stop at Santa Rosa. Recommend the elimination of the McKinleyville stop/truncating the route at Arcata.

SJPA has reached out to Humboldt Transit Authority, but the very long length of the route will make a potential partnership difficult. SJPA has discussed a potential partnership on this route with Greyhound and they are interested.

Route 7 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Vallejo (Six Flags)	944	2.59	1.7%
Vallejo	3640	9.97	6.4%
Napa	4277	11.72	7.5%
Petaluma	3134	8.59	5.5%
Rohnert Park	3417	9.36	6.0%
Santa Rosa	11646	31.91	20.4%
Healdsburg	517	1.42	0.9%
Cloverdale	323	0.88	0.6%
Ukiah	4109	11.26	7.2%
Willits	1289	3.53	2.3%
Laytonville	724	1.98	1.3%
Leggett	95	0.26	0.2%
Garberville	3811	10.44	6.7%
Rio Dell-Scotia	404	1.11	0.7%
Fortuna	1900	5.21	3.3%
Eureka	6404	17.55	11.2%
Arcata	10002	27.40	17.5%
McKinleyville	472	1.29	0.8%
Total	57108	156.46	

5. Route 1b (Bakersfield-Los Angeles-Long Beach-San Pedro):

Route 1b (Bakersfield-Los Angeles-Long Beach-San Pedro) is the fifth most important San Joaquins route. In FY 19 it had the fourth highest total ticketed Amtrak train ridership (68,396) and sixth highest revenue (\$1.53 million) and with a cost recovery of 90%.

Route 1b's biggest market Los Angeles. In FY17, Los Angeles had over 198 riders per day. Route 1b is an important Bakersfield to Los Angeles connection since it acts as an express service between Bakersfield and Los Angeles Union Station.

Route 1b has very low ridership to San Pedro and moderate ridership Long Beach. In FY17, both San Pedro stops combined had only 2 average daily riders and Long Beach had 18 average daily riders.

Recommend truncating Route 1b at Los Angeles Union Station. This change would greatly reduce costs and increase cost recovery while maintaining most of the ridership.

Route 1B Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Los Angeles	72409	198.38	90.4%
Long Beach	6902	18.91	8.6%
San Pedro (Terminal)	411	1.13	0.5%
San Pedro (Library)	400	1.10	0.5%
Total	80122	219.51	

6. Route 19 (Bakersfield-Riverside-Hemet/Bakersfield-Riverside-Palm Springs-Indio):

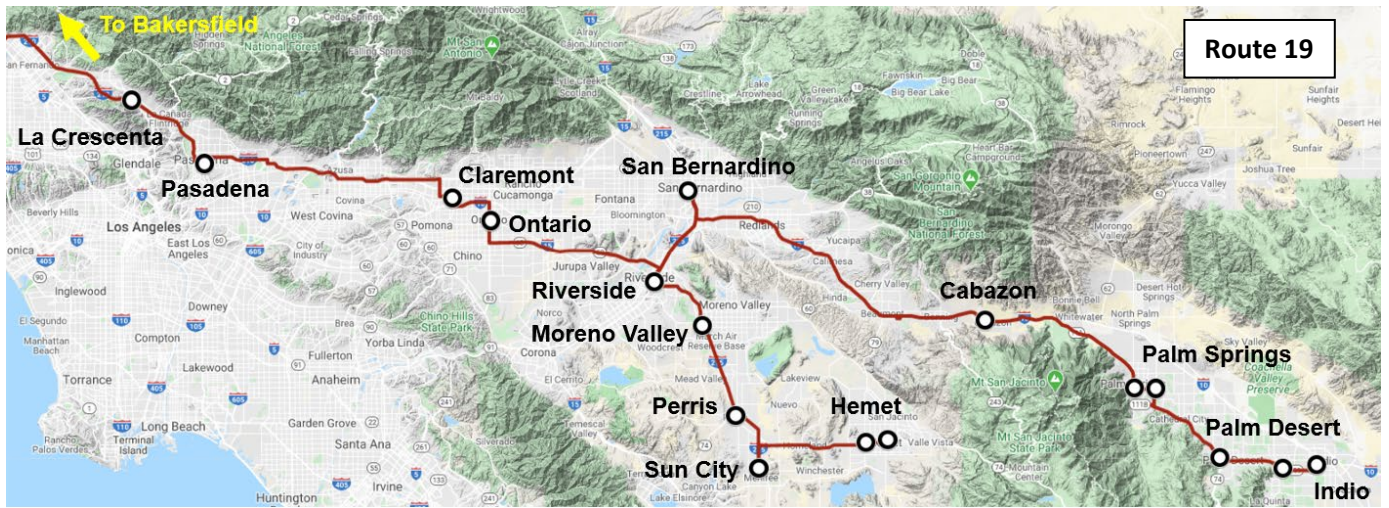
Route 19 (Bakersfield-Riverside-Hemet/Bakersfield-Riverside-Palm Springs-Indio) is the sixth most important San Joaquins route. In FY 19 it had the sixth highest total ticketed Amtrak train ridership (45,498) and third highest revenue (\$1.98 million) but has a low cost recovery of only 73%.

Route 19's biggest markets are Riverside and San Bernardino. In FY17, Riverside had 22% of the ridership and San Bernardino also had 22% of the ridership. Each of these stops had over 10,200 riders for FY17.

Route 19 has very low ridership beyond San Bernardino. Operations are also become more complicated/inefficient east/south of San Bernardino where the route splits into two branches to Indio and Hemet. In FY17, the five stops after San Bernardino to Hemet (Moreno Valley, Perris, Sun City, Hemet, and Hemet Simson Center) totaled only 3,489 passengers which was 7.4% of the ridership for Route 19. In FY 17, the five stops after San Bernardino to Indio (Cabazon, Palm Springs, Palms Springs Airport, Palm Desert, and Indio) had only 4,442 total passengers which was 9.5% of Route 19 ridership.

Recommend truncating Route 19 at San Bernardino. This change would greatly reduce costs, improve operational efficiency and increase cost recovery while maintaining most of the riders. Route 19 connects to local and regional transit at Riverside and San Bernardino providing connectivity to the Riverside to Hemet and San Bernardino to Indio (including Palm Springs) markets. This would be a permanent change.

Route 19 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
La Crescenta	528	1.45	1.1%
Pasadena	5663	15.52	12.2%
Claremont	4839	13.26	10.4%
Ontario	6938	19.01	14.9%
Riverside	10234	28.04	22.0%
San Bernardino	10258	28.10	22.0%
Cabazon	268	0.73	0.6%
Palm Springs (Airport)	1308	3.58	2.8%
Palm Springs (Downtown)	596	1.63	1.3%
Palm Desert	460	1.26	1.0%
La Quinta	175	0.48	0.4%
Indio	1810	4.96	3.9%
Moreno Valley	821	2.25	1.8%
Perris	880	2.41	1.9%
Sun City	552	1.51	1.2%
Hemet	552	1.51	1.2%
Hemet (Simpson Center)	684	1.87	1.5%
Total	46566	127.58	



7. Route 6/56 (Stockton – San Jose)

Route 6/56 (Stockton – San Jose) is the seventh most important San Joaquins route. In FY 19 it had the seventh highest total ticketed Amtrak train ridership (44,936) and seventh highest revenue (\$1.23 million) and has a cost recovery of 97%.

Route’s 6/56 biggest market is San Jose. In FY17, San Jose had 77.7% of the ridership.

Route 6/56 provides good opportunities for SB 742 implementation. SJJPA has reached out to SJ RTD about the possibility of contracting with SJ RTD for Route 6/56. SJ RTD currently provides service between Stockton and Dublin/Pleasanton BART. Route 6 buses run non-stop between Fremont and San Jose and its stops do not align well with ACE service stops. With SB 742 implementation and/or SJ RTD partnership, SJJPA will investigate the trade-offs associated with better aligning this service with ACE’s stops.

SJJPA will further evaluate Route 6/56 markets and consider replacing this route with Route 40 (Merced – San Jose) should that proposed route be able to better serve the major markets (in particular the trips to/from San Jose).

Route 6 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Tracy	1708	4.68	4.6%
Livermore	1169	3.20	3.2%
Dublin-Pleasanton	2567	7.03	7.0%
Fremont	2753	7.54	7.5%
San Jose	28609	78.38	77.7%
Total	36806	100.84	

The next three most important San Joaquins Thruway Bus markets/routes:

- West Los Angeles (Route 1c)
- Oxnard/Santa Barbara (Route 10)
- Las Vegas (Route 9)

8. Route 1c (Bakersfield-Van Nuys-Torrance):

Route 1c (Bakersfield-Van Nuys-Torrance) is the eighth most important San Joaquins route. In FY 19 it had the eighth highest total ticketed Amtrak train ridership (33,912) and eighth highest revenue (\$1.18 million) and had a low cost recovery of 70%.

Route 1c’s biggest markets are Van Nuys and Westwood. In FY17, Van Nuys had 12,741 passengers which was 32% of the ridership and Westwood had 9,323 passengers which was 23% of the ridership.

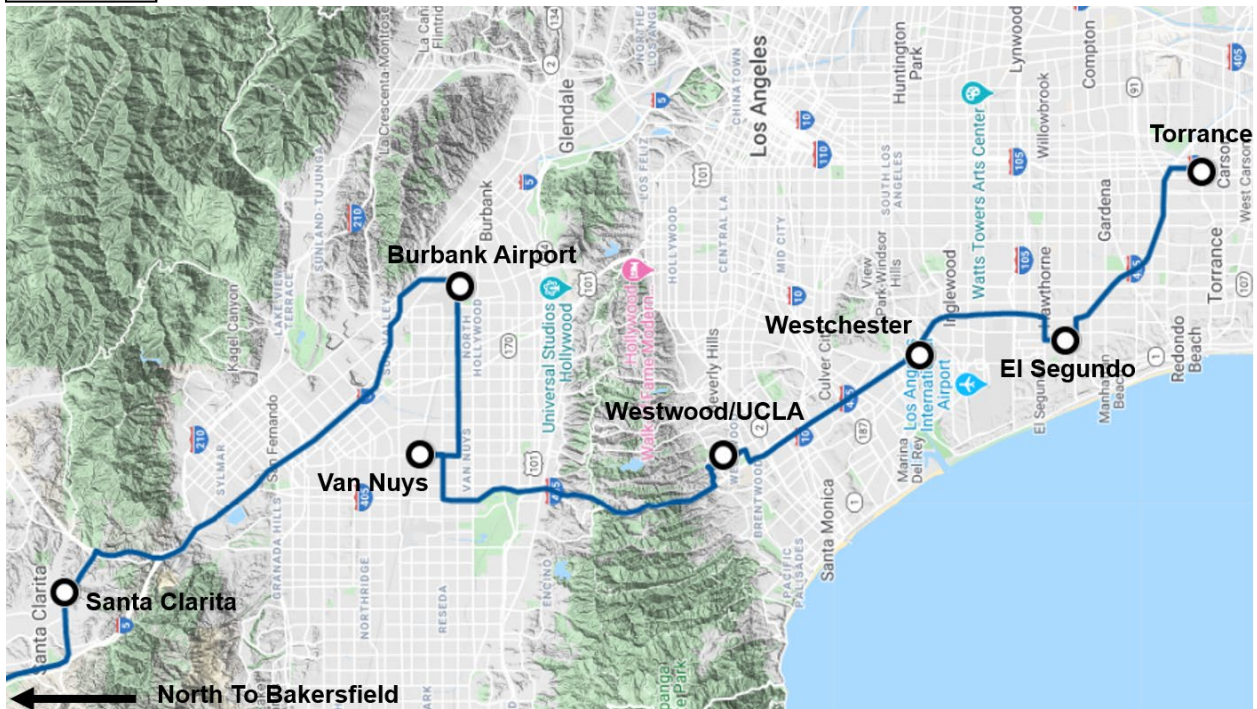
Route 1c has very low ridership south of Westwood. In FY17, the three stops south of Westwood (Westchester, El Segundo, and Torrance) had only 2,327 passengers which was 5.9% of Route 1c ridership.

Route 1c has very good opportunities for SB 742 implementation. Rather than continuing to Torrance, Santa Monica is a very popular destination with great access to other locations and is a much shorter distance from Westwood than Torrance (about 5 miles vs. 26 miles).

Recommend truncating Route 1c at Santa Monica. These changes would greatly reduce costs and increase cost recovery while potentially growing ridership with the stop at Santa Monica.

Route 1C Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Santa Clarita-Newhall	7479	20.49	19.0%
Burbank Airport	7443	20.39	18.9%
Van Nuys	12741	34.91	32.4%
Westwood-UCLA	9323	25.54	23.7%
Westchester	634	1.74	1.6%
El Segundo	769	2.11	2.0%
Torrance	924	2.53	2.4%
Total	39313	107.71	

Route 1C



9. Route 10 (Bakersfield-Oxnard-Santa Barbara):

Route 10 (Bakersfield-Oxnard-Santa Barbara) is the ninth most important San Joaquins route. In FY 19 it had the tenth highest total ticketed Amtrak train ridership (25,333) and ninth highest revenue (\$944,360 thousand) and had a very low cost recovery ratio of 64%.

Route 10's biggest markets are Oxnard and Santa Barbara. In FY17, Oxnard had 12,924 passengers which was 46% of the ridership. Santa Barbara had 9,446 passengers which was 33.9% of the ridership.

Route 10 has very good opportunities for SB 742 implementation. An additional stop at Santa Clarita would increase travel times but would also increase markets for SB 742 implementation. The Pacific Surfliner and VCTC provide frequent service between Oxnard and Santa Barbara and very good connectivity at Oxnard with Route 10.

Recommend indefinitely suspending or terminating Route 10, unless a cost-effective service can be operated between Bakersfield and Oxnard. Future service to Santa Barbara or at least Oxnard should be re-established after the ridership and revenue of the San Joaquins fully recovers and California's economy recovers. Prior to suspending or terminating Route 10, SJJPA will work with Amtrak and Caltrans to see if there is a cost-effective solution to truncate Route 10 at Oxnard (including bundling a truncated Route 10 with Route 1a, and considering an additional stop at Santa Clarita).

Route 10 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Fillmore	626	1.72	2.2%
Santa Paula	1630	4.47	5.9%
Oxnard	12924	35.41	46.4%
Ventura	2743	7.52	9.8%
Carpinteria	493	1.35	1.8%
Santa Barbara (Amtrak)	8028	21.99	28.8%
Santa Barbara (UCSB)	1418	3.88	5.1%
Total	27862	76.33	

Route 10



10. Route 9 (Bakersfield-Las Vegas):

Route 9 (Bakersfield-Las Vegas) is the tenth most important San Joaquins route. In FY 19 it had the eleventh highest total ticketed Amtrak train ridership (14,437) and tenth highest revenue (\$771 thousand) but had a relatively high cost recovery of 94%.

Route 9’s biggest market is Las Vegas. In FY17, Las Vegas had 12,899 passengers which was 91.3% of the ridership. Route 9 only has one daily round trip.

Greyhound offers similar, competing service between Bakersfield and Las Vegas, so SB 742 implementation may be limited for this route.

Recommend indefinitely suspending or terminating Route 9. Future service to Las Vegas should be considered after the ridership and revenue of the San Joaquins recovers and California’s economy rebounds since this route was nearly breaking even. If HSR service between Las Vegas and Victorville is implemented, this route will not be needed in the future and the state should then focus on a strong connection to Victorville (or Palmdale if the HSR service extends to Palmdale).

Route 9 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Barstow (Amtrak)	783	2.15	5.5%
Barstow (Bus Stop)	454	1.24	3.2%
Las Vegas (South Strip)	9183	25.16	65.0%
Las Vegas (Downtown)	3716	10.18	26.3%
Total	14136	38.73	

The least utilized and cost-effective San Joaquins Thruway Bus markets/routes:

11. Visalia/Santa Maria (Route 18a & 18b)
12. Victorville (Route 12)
13. Yosemite (Route 15a & 15b)
14. Stockton-San Francisco (Route 34)

11. Route 18 a & 18b (Visalia-Hanford-San Luis Obispo-Santa Maria):

Route 18a & 18b (Visalia-Hanford-San Luis Obispo-Santa Maria) is the eleventh most important San Joaquins route. In FY 19 it had the ninth highest total ticketed Amtrak train ridership (25,811) and tenth highest revenue (\$678,691 thousand) and had a very low cost recovery ratio of 61%.

Route 18’s biggest markets are San Luis Obispo and Visalia. In FY17, San Luis Obispo had 8,364 passengers which was 33.2% of the ridership. Visalia had 5,129 passengers which was 20.4% of the ridership.

Route 18 currently has no opportunity for SB 742 implementation since it is operated by Orange Belt Stages which operated this route prior to contracting with Amtrak (they already offer bus-only tickets). KART provides frequent public bus services between Hanford and Visalia, and Hanford-Lemoore-Kettleman City. They also have a route that connects Corcoran and Hanford. SJJPA has initiated discussion with KART regarding partnerships with SJJPA to serve San Joaquins markets connecting to Hanford (and the future Kings/Tulare HSR Station). KART is very interested but is not equipped to handle the longer-distance markets at this time.

Route 18a between Hanford and Santa Maria has a cost-effective ratio of only 58%, whereas Route 18b between Hanford and Visalia has a much better cost-effective ratio of 91% (but only carried 5,122 passengers in FY 19).

Recommend indefinitely suspending or terminating Route 18a between Hanford and Santa Maria. Future service to Santa Maria or at least Paso Robles should be considered after the ridership and revenue of the San Joaquins fully recovers and California’s economy recovers. SJJPA will continue to work with KART and see if a partnership can be established quickly for KART to provide the Route 18b service and potentially serve other markets in Kings County as well (like Lemoore, and potentially

Kettleman City). Once the HSR interim operating segment is operating, additional service will be needed (like connecting the Kings/Tulare Station to Corcoran). Partnerships with KART should be pursued for connecting bus services in the Kings/Tulare area.

Route 18 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Lemoore	179	0.49	0.7%
Lemoore (Naval Station)	15	0.04	0.1%
Kettleman City	66	0.18	0.3%
Paso Robles	3010	8.25	12.0%
Atascadero	764	2.09	3.0%
San Luis Obispo (Cal Poly)	2239	6.13	8.9%
San Luis Obispo (Amtrak)	6125	16.78	24.3%
Grover Beach	3609	9.89	14.3%
Santa Maria	3931	10.77	15.6%
Goshen	100	0.27	0.4%
Visalia	5129	14.05	20.4%
Total	25167	68.95	

12. Route 12 (Bakersfield-Victorville):

Route 12 (Bakersfield-Victorville) is the twelfth most important San Joaquins route. In FY 19 it had the twelfth highest total ticketed Amtrak train ridership (14,437) and twelfth highest revenue (\$552,681 thousand). Route 12 had a very low cost recovery ratio of 61%.

Route 12’s biggest markets are Lancaster and Victorville. In FY17, Lancaster had 4,866 passengers which was 34% of the ridership. Victorville had 3,783 passengers which was 26.4% of the ridership.

Route 12 has some opportunities for SB 742 implementation, but this route is already well served by Kern Transit between Bakersfield and Victorville. Kern Transit has expressed that they are not ready for entering into a partnership with SJJPA for Route 12 operations at this time. Route 12 could serve an important connection to the HSR line proposed between Victorville and Las Vegas (and would be an important link between the Merced-Bakersfield Interim Operating Segment and the HSR line linking Las Vegas and Victorville).

Recommend indefinitely suspending or terminating Route 12. Future service between Bakersfield and Victorville should be considered after the ridership and revenue of the San Joaquins fully recovers and California’s economy recovers. SJJPA will continue to work with Kern Transit see if a partnership can be established in the future when the time is right to re-establish Route 12 service. If the Victorville to Las Vegas HSR line is built, this could become a very important connecting service in the future.

Route 12 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Tehachapi	1269	3.48	8.9%
Mojave	1075	2.95	7.5%
Lancaster	4866	13.33	34.0%
Palmdale	3225	8.84	22.5%
Littlerock	114	0.31	0.8%
Victorville	3783	10.36	26.4%
Total	14332	39.27	

13. Route 15a & 15b (Merced-Mariposa-Yosemite Valley/Fresno-Yosemite Valley):

Route 15a & 15b (Merced-Mariposa-Yosemite Valley/Fresno-Yosemite Valley) is the thirteenth most important San Joaquins route. In FY 19 it had the lowest (full year) total ticketed Amtrak train ridership (9,216) and lowest revenue (\$211,976 thousand) and had a very low cost recovery ratio of 51%.

Route 15’s biggest market is 15a from Merced to Yosemite with 9,160 passengers. Route 15a also has the most revenue at \$209,155, but also has the highest cost at \$410,768. Yosemite is a very popular destination and the Thruway Bus service to Yosemite has been a focus of Thruway bus advertising over the years. The YARTs schedules are not ideal for the rail bus connections to the San Joaquins. In some circumstances passengers can wait over an hour for their scheduled connection.

Route 15 is operated by a public operator (YARTS) so there is no potential revenue increases from SB 742 implementation.

Recommend re-negotiating the terms of the agreement with YARTs. If a new contract can’t be negotiated then terminate this contact (Route 15a & 15b). Work with YARTs, the State, and Merced CAG to try and find other funding sources for YARTs and to get YARTs to make San Joaquins connections/service a higher priority. If a deal can’t be made with YARTs then a new service focused on direct train/bus connections should be considered at a later date after the San Joaquins ridership has recovered and California’s economy has recovered.

14. Route 34 (Stockton-Oakland-San Francisco):

Route 34 (Stockton-Oakland-San Francisco) is the least important San Joaquins route. Route 34, is the connection between Stockton and San Francisco for the two round trips between Bakersfield and Sacramento. This service had been suspended and then was recently re-established in 2019. Route 34 has been suspended again as a result of the two Bakersfield to Sacramento round trips being suspended.

SJ RTD has service between Stockton and Dublin/Pleasanton BART. SJJPA has initiated discussions with SJ RTD regarding potential a partnership with Route 34.

Recommend indefinitely suspending or terminating Route 34. Future service between Stockton and San Francisco should be considered after the ridership and revenue of the San Joaquins fully recovers, direct service to Sacramento is re-deployed, and California's economy recovers.

SJJPA RESOLUTION 19/20-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL CHANGES NEEDED TO REDUCE COSTS ASSOCIATED WITH THE SAN JOAQUINS THRUWAY BUS NETWORK DURING THE COVID-19 STATE OF EMERGENCY

WHEREAS, the COVID-19 crisis has led to a major recession and has decimated public transportation ridership throughout California; and

WHEREAS, it will take time for California's economy to recover and it is not clear when people will be able to travel on rail and public transportation the way they had prior to the COVID-19 crisis; and

WHEREAS, although the San Joaquins service operations have been reduced by nearly half of what it was prior to the COVID-19 crisis, additional cuts and cost-savings measures are needed; and

WHEREAS, the fourteen extensive San Joaquins Thruway Bus Routes have operated without major changes for many years; and

WHEREAS, Thruway Bus ridership and revenue has been declining since 2013 while the cost to operate the Thruway Bus Network has been increasing substantially; and

WHEREAS, many of the Thruway Bus routes which were once cost-effective are now costing considerably more to operate than the total revenue they generate; and

WHEREAS, the COVID-19 crisis has created the need to act quickly and make cost saving changes on the San Joaquins Thruway Bus Network; and

WHEREAS, based on solid data, costs can be cut substantially while protecting the most important routes and avoiding losing significant potential San Joaquins ridership and revenue; and

WHEREAS, new partnerships with public transportation operators and minor route improvements can help improve cost-effectiveness; and

WHEREAS, the San Joaquins Thruway Bus Network will remain a vital part of the San Joaquins operations; and

NOW THEREFOR BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Execute Any and All Changes Needed to Reduce Costs Associated with the San Joaquins Thruway Bus Network during the COVID-19 State of Emergency.

PASSED AND ADOPTED, by the SJJPA this 29th day of May 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

May 29, 2020

STAFF REPORT

Item 8

INFORMATION

Update on Merced Station Parking Lot Expansion

Background:

At the January 25, 2019 SJJPA Board meeting, Resolution 18/19-017 was approved. Giving the Governing Board of the San Joaquin Joint Powers Authority Authorization to the Executive Director to Enter an Appropriate Purchase Agreement with G Street Mini Storage LLC for the Negotiated Amount Approved of \$525,000 regarding APN 030-102-012 and Authorizing and Directing the Executive Director to Execute the Agreement and all Related Documents. The SJJPA recently acquired the property directly across the Merced Post Office.

On behalf of the San Joaquin Joint Powers Authority (SJJPA), the Director of Capital Projects submitted a Letter of Interest to explore exchanging properties with the United States Postal Service (USPS) APN 030-104-008 with SJJPA's parcel APN 030-102-012-000 in Merced, CA, 95340. USPS's parcel is located diagonally across the Merced Amtrak Station. SJJPA's property is located immediately adjacent to the USPS Facility. There appears to be an opportunity for both the USPS and Amtrak San Joaquins to offer better parking and access to and from each's facilities. Exchanging properties, would allow Amtrak passengers to have access to parking directly diagonal from the Merced Station and the Merced Post Office would have property directly across its main facility in closer proximity for vehicle parking.

SJJPA staff is coordinating with the USPS to enter into a Real Estate Exchange Agreement pursuant to which the SJJPA will subdivide the USPS Property into the USPS Lot and USPS Retained Parcel, SJJPA will improve the SJJPA Lot, SJJPA will acquire the USPS Lot from the USPS and USPS will acquire the improved SJJPA Lot from the SJJPA. Also, SJJPA staff has coordinated with the Property owner and City of Merced Economic Development office in-regards to acquiring the commercial land and determining that a potential parking lot does not conflict with any future plans from any of the agencies.

Please see the proposed project schedule for the additional parking near the Merced Amtrak Station:

Project Milestone	Proposed
Begin Design	June 2020
End Design Phase (Ready to List for Advertisement Milestone)	July 2020
Begin Right of Way Phase	Aug 2019
End Right of Way Phase (Right of Way Certification Milestone)	Aug 2020
Begin Construction Phase (Contract Award Milestone)	Sep 2020
End Construction Phase (Construction Contract Acceptance Milestone)	Nov 2020

Funding:

At the July 27, 2018 SJJPA Board meeting, Resolution 18/19-004 was approved. Giving the Governing Board of the San Joaquin Joint Powers Authority Authorization to the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and Any Other Documents Necessary to Obtain FY 17/18 and FY 18/19 State Rail Assistance (SRA) Funding in the Amount of \$8,000,000 for the Stockton Wye and Merced Parking Lot Projects. SRA funding is being requested to fund the construction of Merced Parking Lot (\$900,000) project.

Senate Bill 1 (SB 1) created the State Rail Assistance (SRA) Program by directing a portion of new revenue specifically to intercity rail and commuter rail. SB 1 directs a 0.5% portion of new diesel sales tax revenue for allocation, with half going to the five commuter rail providers and half to intercity rail corridors. Over the next three years, SJJPA is eligible for \$13.1M in SRA funding.

SRA was created to provide operating and capital assistance for commuter and intercity rail agencies. SRA guidelines permit projects that cover a full range of transportation planning and mass transportation purposes, with the direction that rail agencies spend these funds in a cost-effective manner to provide operations and capital improvements for the benefit of the public.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

There is an informational item. No action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

May 29, 2020

STAFF REPORT

Item 9

INFORMATION

Update on Madera Station Relocation Project

Background

On April 26, 2018 CalSTA announced an award of \$500.5 million to the SJJPA/SJRRC application (called the “Valley Rail Program”). This was one of the largest awards in the state and included over \$26 million for the Madera Station Relocation.

Since 2018, SJJPA has continued to work on plans for the Relocated Madera Station at Avenue 12. Design efforts were coordinated with CHSRA, and CalSTA to ensure that the design could accommodate future HSR service and could be implemented in a manner which minimized future construction impacts and enabled the HSR station and trackwork to be implemented in a phased approach.

The next step towards the implementation of the Relocated Madera Station is the formal environmental review process. The contract for this work was approved at the May 31, 2019 SJJPA Board Meeting. The funding for this effort was secured in August 2019 from the California Transportation Commission (CTC). On August 15 and August 16, SJJPA staff met individually with the Mayor of Madera and each Madera City Council Member, staff worked with the Madera City Manager to set up these meetings. Staff also had meetings with Madera County, Madera CTC and the “Madera Transportation Oversight Committee” (this group was led by Ed McIntyre, and Supervisor Frazier and Madera CTC and Madera County staff attended this meeting). SJJPA staff continued to work with Madera CTC, Madera County, CHSRA, and CalSTA on the preliminary design of the Relocated Madera Station, the phasing of the project, and on preparing for the environmental review process. Further design work and environmental analysis were initiated in early 2020 and SJJPA staff presented an update of the project and the proposed timeline for the environmental process and implementation of the project to the Madera CTC on February 19, 2020. In the last couple of months staff has also been reaching out to and getting input from property owners in the vicinity of the project.

Three public webinars were held (with Supervisor Frazier welcoming those that participated) on May 14 (two in English and one in Spanish) to give an overview of the project and the environmental process, go over the project timeline and to let the public how to provide input on the project and get on the stakeholder list to receive update on the project’s progress. The draft environmental document, which will be an Initial

Study/Mitigated Negative Declaration (IS/MND), will be released later this summer. The final IS/MND is expected to be brought to the SJJPA Board for approval this winter.

Construction of the Relocated Madera Station is expected to initiate in 2021.

The first phase of the new San Joaquins station (Project Interim Build) is fully funded and expected to be completed by 2023. Once the new station is open, this will become the San Joaquins stop for Madera County. The “Project Full Build” (second phase) that includes the improvements needed to enable HSR operations for the Merced-Bakersfield HSR Interim Operating Segment at the Relocated Madera Station is expected to be completed prior to HSR operations begin in 2028/29. SJJPA’s environmental process will clear both phases of the Madera Station Relocation Project. Once HSR operations on the Merced-Bakersfield HSR Interim Operating Segment are initiated, the San Joaquins will connect with HSR at a multimodal station in Merced and Merced will become the southern terminus station of the San Joaquins (the San Joaquins will operate from Merced to Oakland/Sacramento and be a “feeder” service to HSR). SJJPA has coordinated with CHSRA and CalSTA to ensure that the Madera Station Relocation Project will work well for the San Joaquins in the short-term and HSR in the longer-term. SJJPA expects to be the initial operator for HSR service on the Interim Operating Segment, leasing slots from CHSRA much like the SJJPA currently leases slots from the BNSF between Merced and Bakersfield.

Please see the attached fact sheet for the Madera Station Relocation Project. More information about the project (including the powerpoint from the webinar and the latest preliminary designs) is available on the SJJPA website at: <https://sjjpa.com/madera-station-relocation-project/>.

Fiscal Impact:

There would be no impact on the operating budget as all expenditures would utilize secured capital funds through 2018 TIRCP award.

Recommendation:

This is an informational item. No action requested.

Madera Station Relocation Project



San Joaquin
Joint Powers Authority

Project Overview

What is the Madera Station Relocation Project?

The existing Madera San Joaquins Station (Station), which is nearly three miles north of Madera, has extremely low ridership and lacks connecting bus service in the area due to its location. The San Joaquin Joint Powers Authority (SJJPA), in coordination with local leaders, has been planning to relocate the Madera Station to a location near Avenue 12 to better meet regional goals of improving ridership and connectivity.

What is involved in the Project?

To comply with the California Environmental Quality Act (CEQA), it is anticipated that the Project will require an Initial Study/Mitigated Negative Declaration (IS/MND) to identify potential environmental impacts and associated mitigation measures. Once this process is complete, the Project can move forward to permitting, final design and construction. A schedule can be found on the back of this Fact Sheet.

Who is the Lead Agency?

SJJPA is responsible for the management of the San Joaquins rail service and is the CEQA lead agency for this effort. To help ensure a successful process, the SJJPA is working closely with the Madera County Transportation Commission, Madera County, City of Madera, California State Transportation Agency (CalSTA), and the California High-Speed Rail Authority (CHSRA).



Figure 1. Current San Joaquins Route Map

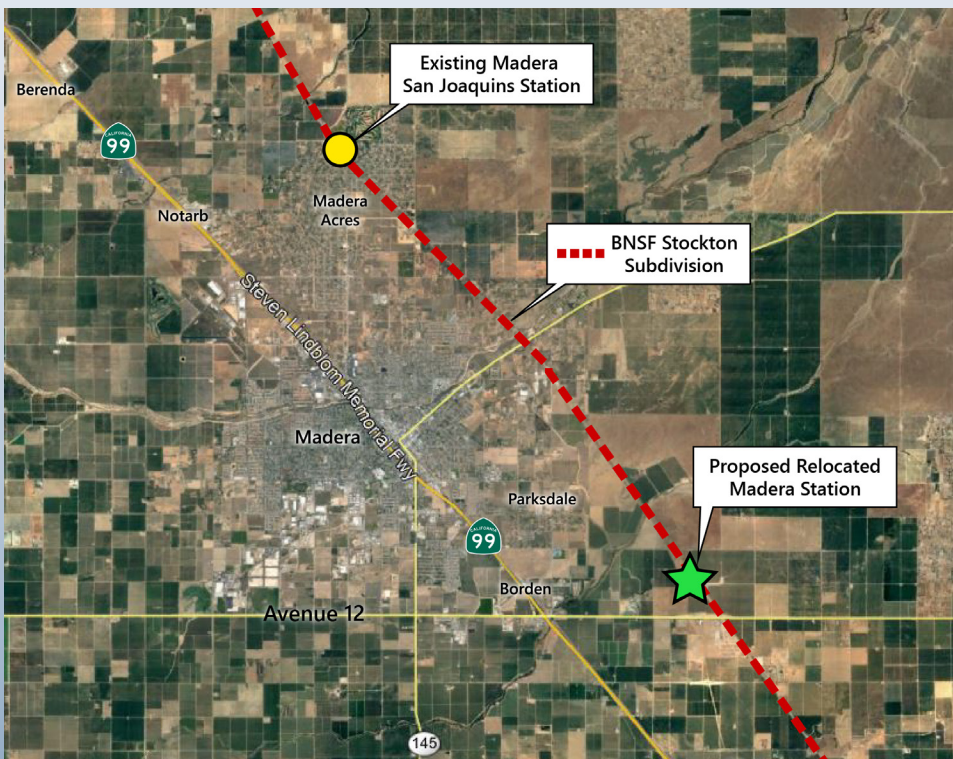


Figure 2. Current and Proposed Relocated Madera Station

New Station Location

- Approximately 1 mile north of Avenue 12 along the BNSF railroad right-of-way and high-speed rail (HSR) corridor, and 2 miles from the Madera Community College Center
- Primarily on publicly-owned land within the Madera State Center Community College Specific Plan, which designates future development in the area and provides opportunity for transit-oriented development
- Close to approved future growth areas of Madera County

Benefits of New Avenue 12 Station Location



Avenue 12 is a primary transit route for Madera County



Excellent access to State Route 99 with a recently updated interchange at Avenue 12 while continuing to provide access to central Madera with similar travel times



Improves access times for riders from neighborhoods in southern Madera County



Accommodates anticipated growth in southeast Madera County and north Fresno



Supports transit-oriented development (TOD) as part of the State Center Community College (SCCC) Specific Plan, which will include Madera Community College Center

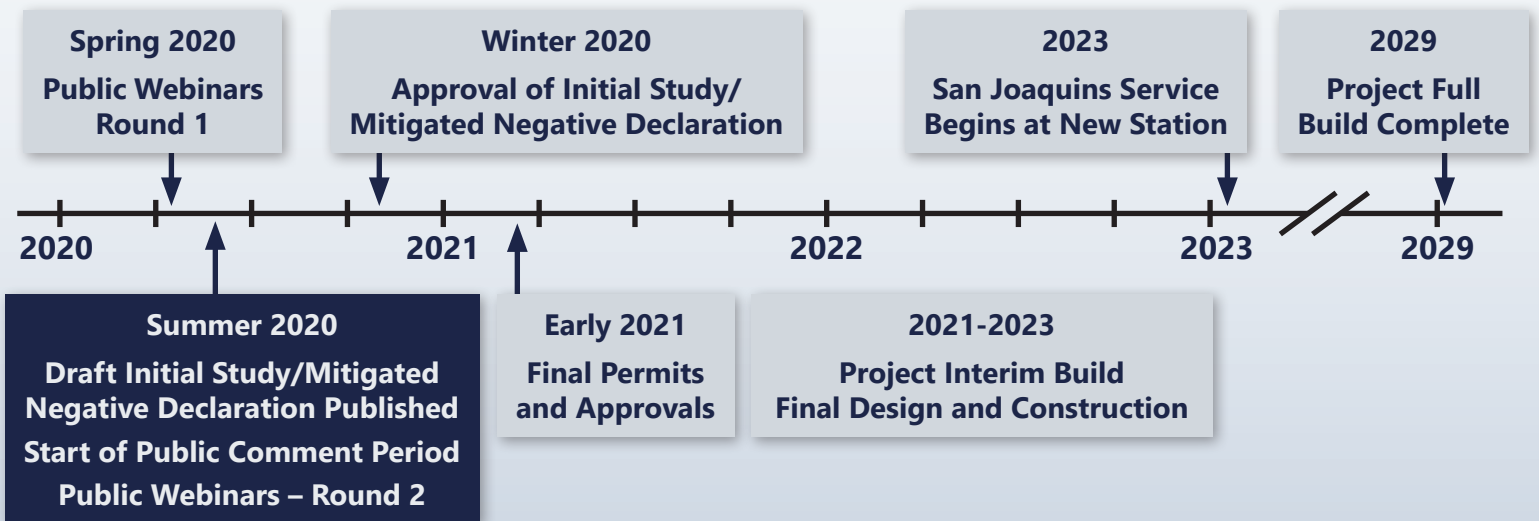


Location near Madera Community College Center will allow easy access for staff, students, and visitors



Will enable future high-speed rail service to access the Madera Station

What is the anticipated timeline for the Madera Station Relocation?



We want to hear from you!

For more information on the project, to view past presentation materials, to provide input, and to sign up for our email list, visit:

www.sjjpa.com/madera-station-relocation-project

Stay Connected

Join SJJPA on our social media platforms for the most up to date information.



facebook.com/AmtrakSanJoaquins



[@SanJoaquins](https://twitter.com/SanJoaquins)

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San Joaquin
Joint Powers Authority

SAN JOAQUIN JOINT POWERS AUTHORITY

May 29, 2020

STAFF REPORT

Item 10

INFORMATION

Executive Director's Report

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

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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