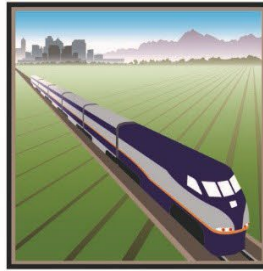


Supervisor **Vito Chiesa**, Stanislaus County
Councilmember **Patrick Hume**, Chair, City of Elk Grove
Supervisor **David Haubert**, Alameda County
Mayor **David Hudson**, City of San Ramon
Supervisor **Rodrigo Espinoza**, Vice-Chair, Merced County
Supervisor **Kathy Miller**, San Joaquin County
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Vice-Chair, 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 **Diane Burgis**, Contra Costa County
Alternate **Josh Pedrozo**, Merced County
Alternate **Mikey Hothi**, City of Lodi

Alternate **Tom Wheeler**, Madera County
Alternate **Rey León**, City of Huron
Alternate **Eddie Valero**, Tulare County

TELECONFERENCE BOARD MEETING

January 28, 2022 – 9:00 AM

Call-In Information: [+1 \(646\) 749-3335](tel:+16467493335) **Conference Access Code:** 257-659-509
GoToMeeting Link: <https://global.gotomeeting.com/join/257659509>

SPECIAL NOTICE **Coronavirus COVID-19**

In accordance with Assembly Bill 361 (AB361), San Joaquin Joint Powers Authority Board Members will be attending this meeting via teleconference or videoconference. Members of the public may observe the meeting by dialing [+1 \(646\) 749-3335](tel:+16467493335) with access code: 257-659-509 or log-in using a computer, tablet or smartphone at [GoToMeeting.com](https://global.gotomeeting.com/join/257659509) using link: <https://global.gotomeeting.com/join/257659509>

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 may 2) contact SJJPA staff via email at publiccommentssjjpa@sjjpa.com, in which staff will read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment, and no more than 240 words.

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

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

MEMBER AGENCIES

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

2. Public Comments

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 notify SJJPA staff by alerting them via the “Chat” function or they may 2) contact SJJPA staff via email at: publiccommentssjjpa@sjjpa.com, in which staff will read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment and no more than 240 words.

3. Consent Calendar

- | | |
|---|--------------------|
| 3.1 Approve Minutes of November 19, 2021 Board Meeting | ACTION |
| 3.2 Approve Minutes of December 16, 2021 Special Board Meeting | ACTION |
| 3.3 Approve Minutes of January 6, 2022 Special Board Meeting | ACTION |
| 3.4 Next Board Meeting Location | INFORMATION |
| 3.5 SJJPA Operating Expense Report | INFORMATION |
| 3.6 Washington Update | INFORMATION |
| 3.7 Administrative Items | INFORMATION |
| 3.8 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPA”) Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period January 29, 2022 to February 27, 2022 | ACTION |
| 3.9 Agreements and Purchases Over \$50,000 Executed in 2021 | INFORMATION |

4. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with Greyhound Lines Inc. to Facilitate and Expedite the Study of Coordinated/Integrated Intercity Bus Services in the North Coast Corridor and Authorizing the Executive Director to Execute Any and All Documents Related to the Project**
(Dan Leavitt) **ACTION**

5. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP)**
(Paul Herman) **ACTION**

- | | |
|---|---------------------------|
| <p>6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Burlington Northern Santa Fe Railroad (BNSF) for Trespasser Prevention on the Railroad Right-of-Way Projects for an Amount Not-to-Exceed \$1,000,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Projects
(Ty Kiunke)</p> | <p>ACTION</p> |
| <p>7. Update on the 2022 Business Plan
(Paul Herman)</p> | <p>INFORMATION</p> |
| <p>8. Update on Caltrans Venture Cars
(Brian Schmidt/David Lipari)</p> | <p>INFORMATION</p> |
| <p>9. Update on New Turlock Transit Amtrak Shuttle Service
(Rene Gutierrez)</p> | <p>INFORMATION</p> |
| <p>10. Recap of Winter Wonderland Event
(Carmen Setness)</p> | <p>INFORMATION</p> |
| <p>11. Station LOVE Program Update – Bakersfield Station
(David Lipari)</p> | <p>INFORMATION</p> |
| <p>12. Executive Director’s Report</p> | <p>INFORMATION</p> |
| <p>13. Board Member Comments</p> | |
| <p>14. Adjournment
The next regular meeting is scheduled for:
March 25, 2022 – 9:00 am</p> | |

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of January 28, 2022

Item 3.1

ACTION

Minutes of SJJPA November 19, 2021 Board Meeting

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 am on November 19, 2021 in accordance with Assembly Bill 361 (AB361). The San Joaquin Joint Powers Authority Board Members attended this meeting via teleconference or videoconference.

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

Chair Pat Hume called the meeting to order at 9:02 am.

Vice Chair Frazier led the audience in the Pledge of Allegiance.

Board Members Present: Chiesa, Alternate Hernandez, Hudson, Miller, Quintero, Shuklian, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume

Board Members Absent: Verboon

2. Consent Calendar

- | | |
|--|--------------------|
| 2.1 Approve Minutes of September 24, 2021 Board Meeting | ACTION |
| 2.2 Next Board Meeting Location | INFORMATION |
| 2.3 SJJPA Operating Expense Report | INFORMATION |
| 2.4 Washington Update | INFORMATION |
| 2.5 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with County of Kern for the Implementation of the South of Merced Integration Study Recommendations and Authorizing the Executive Director to Execute Any and All Documents Related to the Project | ACTION |
| 2.6 Approve 2022 SJJPA Board Meeting Calendar | ACTION |
| 2.7 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPA") Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period November 19, 2021 to December 19, 2021 | ACTION |
| 2.8 Update on MegaRegion Dozen | INFORMATION |

There were no comments on the Consent Calendar.

M/S/C (Hudson/Frazier) to approve Items 2.1-2.8 of the Consent Calendar. Passed and Adopted by the San Joaquin Joint Powers Authority on November 19, 2021, by the following vote to wit:

AYES: 8 Chiesa, Hudson, Miller, Quintero, Shuklian, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume

NOES: 0
ABSTAIN: 0
ABSENT: 2 Alternate Hernandez, Verboon

3. Public Comments

Mr. Barnbaum commented on the Infrastructure Investment Jobs Act, the projected State surplus and the Valley Rail Program. Mr. Barnbaum thanked California Rail Intercity Corridors Linking Everyone (CIRCLE) group for their work in relation to funding.

4. Presentation on Draft 2022 State Rail Plan

INFORMATION

Kyle Gradinger with Caltrans gave a presentation on this item.

Member Chiesa inquired about identifying funding.

Mr. Gradinger explained that there has been coordination and conversation with many partners and other states throughout the process to pursue funding.

Chair Hume inquired about the return of choice riders and the adjustment to the schedule.

Mr. Gradinger explained that it is a local agency decision.

Member Hudson thanked Mr. Gradinger for his presentation and commented on the importance to Valley Link.

Alternate Hernandez thanked Mr. Gradinger for his presentation and expressed the importance to Valley Link.

5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets on Route 7 (Martinez-Santa Rosa-Arcata) Excluding the Bus Stop Pairs Listed in the Table Attached Hereto and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

ACTION

Dan Leavitt gave a presentation on this item.

Vice Chair Frazier expressed his support of bus only ticketing and inquired about the pairs not being served by Greyhound.

Mr. Leavitt explained that aside from the pairs that were shown that are not being opened up, tickets can be purchased by going to Amtrak or by visiting the Amtrak website.

Colin Fiske, Executive Director of the Coalition for Responsible Transportation Priorities, thanked staff and the board for pursuing implementation of bus-only ticketing. Mr. Fiske expressed concern over the bus stop pairs that will be excluded from the service, specifically service from Humboldt to the coast, commented on Greyhound service, and expressed his support of the bus-only ticketing on Route 7.

Chair Hume thanked Mr. Fiske for his comments and explained that SJJPA will work to expand the bus-only ticketing without duplicating service.

Mike Barnbaum commented on Amtrak and Greyhound service and inquired about the ownership change of Greyhound.

Ms. Mortensen thanked Mr. Barnbaum for his comments and suggested that Mr. Barnbaum contact staff with questions about the ownership change.

Doug Kerr expressed his support of bus-only ticketing, expressed concern about connectivity and suggested that there be connectivity between Route 7 and SMART.

Vice Chair Frazier commented on the previous need for connectivity.

Member Chiesa expressed his support of bus-only ticketing and commented on the SJJPA's ability to take chances and having the ability to make changes as needed.

Member Hudson commented on a study completed in the Bay Area for the accessible strategic transportation plan.

Vice Chair Espinoza inquired about advertising the same to the communities.

M/S/C (Frazier/Chiesa) 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 7 (Martinez-Santa Rosa-Arcata) Excluding the Bus Stop Pairs Listed in the Table Attached Hereto and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Passed and Adopted by the San Joaquin Joint Powers Authority on November 19, 2021 by the following vote to wit:

AYES: 9 Chiesa, Alternate Hernandez, Hudson, Miller, Quintero, Shuklian, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume

NOES: 0

ABSTAIN: 0

ABSENT: 1 Verboon

6. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with Amtrak for Procurement, Construction and/or Construction Management Services in Support of Fiscal Year 2021/2022 Minor Capital Projects within Existing Board Approved Funding Limits as Provided in the Table Attached Hereto and Authorizing the Executive Director to Revise Project Cost Estimates**

ACTION

and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits and to Execute Any and All Documents Related to the Projects

Rene Gutierrez gave a presentation on this item.

Chair Hume commented on the list of minor capital projects.

M/S/C (Frazier/Espinoza) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with Amtrak for Procurement, Construction and/or Construction Management Services in Support of Fiscal Year 2021/2022 Minor Capital Projects within Existing Board Approved Funding Limits as Provided in the Table Attached Hereto and Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits and to Execute Any and All Documents Related to the Projects

Passed and Adopted by the San Joaquin Joint Powers Authority on November 19, 2021 by the following vote to wit:

AYES: 9 Chiesa, Alternate Hernandez, Hudson, Miller, Quintero,
Shuklian, Vice Chair Espinoza, Vice Chair Frazier, Chair
Hume
NOES: 0
ABSTAIN: 0
ABSENT: 1 Verboon

7. 2022 Interregional Transportation Improvement Program (ITIP)

INFORMATION

Dylan Casper gave a presentation on this item.

Ms. Mortensen thanked Caltrans for getting the applications and expressed appreciation to CTC.

8. San Joaquins Service Update

INFORMATION

David Lipari gave a presentation on this item.

Mr. Barnbaum commented on Amtrak service, connectivity, reinstatement of the seventh-round trip, and the San Joaquin's pursuit of potential new equipment.

9. Colleges and Universities Outreach Program Update

INFORMATION

Carmen Setness gave a presentation on this item.

Vice Chair Espinoza commented on transportation for the UC Merced students and thanked Ms. Setness for her presentation.

10. Allensworth Rededication Event Recap

INFORMATION

Carmen Setness gave a presentation on this item.

There were no comments on this item.

11. Station LOVE Program Update – Martinez Station

INFORMATION

Stacey Mortensen gave a presentation on this item and thanked SJJPA staff, Freddy Rodriguez, for his work on the staff report for this item.

12. Executive Director's Report

INFORMATION

Ms. Mortensen reported on outreach for the new infrastructure plan, future project delivery, and collaboration with the CIRCLE group.

13. Board Member Comments

Vice Chair Frazier wished the audience a happy Thanksgiving.

Member Chiesa thanked Vice Mayor of Turlock, Pam Franco, for attending the meetings.

Chair Hume thanked Ms. Franco and wished the audience a happy Thanksgiving.

Member Miller wished the audience a happy Thanksgiving.

Vice Chair Espinoza wished the audience a happy Thanksgiving.

Member Shuklian wished the audience a happy Thanksgiving.

14. Adjournment

Chair Hume adjourned the meeting at 10:28 am.

The next regular meeting is scheduled on:
January 28, 2022 – 9:00 am

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of January 28, 2022

Item 3.2

ACTION

Minutes of SJJPA December 16, 2021 Special Board Meeting

The special meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 am on December 16, 2021 in accordance with the in accordance with Assembly Bill 361 (AB361). The San Joaquin Joint Powers Authority Board Members attended this meeting via teleconference or videoconference.

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

Chair Pat Hume called the meeting to order at 9:00 am and led the audience in the Pledge of Allegiance.

Board Members Present: Haubert, Alternate Hothi, Quintero, Verboon, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume

Board Members Absent: Chiesa, Hudson, Shuklian

2. Consent Calendar

- 2.1 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPA") Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period December 17, 2021 to January 16, 2022

ACTION

M/S/C (Haubert/Frazier) to approve Item 2.1 of the Consent Calendar. Passed and Adopted by the San Joaquin Joint Powers Authority on December 16, 2021, by the following vote to wit:

AYES: 6 Haubert, Quintero, Verboon, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 4 Chiesa, Hudson, Alternate Hothi, Shuklian

3. Public Comments

Elaine Astrue submitted a public comment e-mail regarding the November 19, 2021 meeting agenda item 4 and the expansion of bus-only ticketing.

4. Board Member Comments

Member Haubert suggested coordinating a field trip for board members to ride the service.

Chair Hume thanked Member Haubert

Member Verboon thanked Member Haubert for his suggestion and expressed his support.

Vice Chair Espinoza wished the audience a happy New Year and thanked staff and the board for a job well done.

Member Quintero thanked Chair Hume and staff for their work.

5. Adjournment

Chair Hume adjourned the meeting at 9:10 am.

The next regular meeting is scheduled on:
January 28, 2022 – 9:00 am

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of January 28, 2022

Item 3.3

ACTION

Minutes of SJJPA January 6, 2022 Special Board Meeting

The special meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 am on January 6, 2022 in accordance with Assembly Bill 361 (AB361). The San Joaquin Joint Powers Authority Board Members attended this meeting via teleconference or videoconference.

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

Chair Pat Hume called the meeting to order at 9:01 am and led the audience in the Pledge of Allegiance.

Board Members Present: Chiesa, Haubert, Hudson, Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume

Board Members Absent: None

2. Public Comments

There were no public comments.

3. Consent Calendar

- 3.1 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPA") Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period January 7, 2022 to February 5, 2022

ACTION

M/S/C (Haubert/Frazier) to approve Item 3.1 of the Consent Calendar. Passed and Adopted by the San Joaquin Joint Powers Authority on January 6, 2022, by the following vote to wit:

AYES:	10	Chiesa, Haubert, Hudson, Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume
NOES:	0	
ABSTAIN:	0	
ABSENT:	0	

4. Board Member Comments

Vice Chair Frazier thanked Chair Hume for a very well-run meeting.

Chair Hume wished the audience a happy New Year.

5. Adjournment

Chair Hume adjourned the meeting at 9:05 am.

The next regular meeting is scheduled on:
January 28, 2022 – 9:00 am

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 3.4

INFORMATION

Next Board Meeting Location

Background:

The next San Joaquin Joint Powers Authority (SJJPA) regular board meeting will be held on Friday, March 25, 2022, with the exact location to be determined. The meeting time will be coordinated with the San Joaquin schedule and in accordance with Federal, State, and local ordinances related to COVID-19.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next board meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 3.5

INFORMATION

SJJPA Operating Expense Report

Please see the attached San Joaquin Joint Powers Authority (SJJPA) Operating Expense Report for the following period:

- Fiscal Year Start 2021/22 (July 1, 2021 – November 30, 2021)

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
November 2021
42% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 21-22 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	2,204,486	652,086	30%
Office Expense	18,149	1,091	6%
Subscriptions/Periodicals/Memberships	5,000	-	0%
Office Equipment Lease	21,140	-	0%
Computer Systems	5,000	-	0%
Communications	29,962	4,392	15%
Motor Pool	30,791	3,610	12%
Transportation/Travel	10,000	1,630	16%
Training	4,850	-	0%
Audits Regulatory Reporting	21,000	1,900	9%
Professional Services Legislative	195,000	81,313	42%
Professional Services Legal	80,000	46,546	58%
Professional Services General	333,815	64,967	19%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	10,000	-	0%
Professional Services Operations	20,680	12,177	59%
Communications, Operations	11,391	4,623	41%
Maintenance of Headquarters Structures/Grounds	111,424	28,078	25%
Insurance	122,693	-	0%
Insurance Management Fees	2,500	2,500	100%
Security Services/Safety Program	53,126	16,208	31%
Administrative Expenses Subtotal	3,358,007	921,119	27%
Marketing Expense			
Marketing & Outreach	2,493,100	511,547	21%
Marketing Expenses Subtotal	2,493,100	511,547	21%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	61,305,207	16,677,573	27%
Contract Expense Subtotal	61,305,207	16,677,573	27%
TOTAL OPERATING EXPENSES	67,156,314	18,110,240	27%

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 3.6

INFORMATION

Washington Update

Please see attached Washington Update Report provided for the month of January 2022.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Tai Ginsberg & Associates, LLC
200 Massachusetts Ave. NW, 7th Floor
Washington, DC 20001
T 202 415 9703

Buchanan Ingersoll & Rooney PC
1700 K Street, NW, Suite 300
Washington, DC 20006
T 202 452 7900

TO: San Joaquin Joint Powers Authority (SJPA)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for JANUARY 2022
DATE: January 19, 2022

THE BIDEN ADMINISTRATION/EXECUTIVE BRANCH

January 11, 2022. The White House Safer Federal Workforce Task Force, (a task force created by President Biden on January 20, 2021 through [Executive Order 13991](#)) issued [new guidance](#) on testing to aid federal agencies in setting up testing programs.

January 7-13, 2022. On January 13, the Supreme Court blocked (6-3) the Biden Administration's private-employer COVID-19 mandate/testing procedures for businesses with 100 or more employees. The high court is allowing (5-4) the Administration to continue with a Centers for Medicare and Medicaid Services vaccination mandate. In the 6-3 decision, the Court opined that the Occupational Safety and Health Administration (OSHA) vaccine/test rule exceeded the authority Congress granted said agency when it was established in 1970. Earlier on January 7, the Court had heard oral arguments from the Administration seeking authority to impose vaccine requirements. The National Federation of Independent Business and twenty-seven states led by Ohio ([here](#)), several Republican governors/Attorney Generals brought the [lawsuit](#) (and text of arguments [here](#)) against the Department of Labor, OSHA alleging that they are "directly harmed by the OSHA COVID-19 Vaccination and Testing; Emergency Temporary Standard." At issue is whether OSHA had scope and statutory authority to create an immediately effective vaccine-and-testing regime for all businesses with 100 or more employees (84+ million workers). The rule was set to kick in on January 10; although OSHA had said that it wouldn't issue citations until at least February 9, to employers who are trying in good faith to comply with the testing requirements.

January 7, 2022. House Speaker Nancy Pelosi (D-CA) sent a [letter](#) to President Joe Biden inviting him to deliver the **State of the Union Address** on Tuesday, March 1, 2022. Meanwhile, the Office of Management and Budget is expected to release President Biden's FY 2023 budget sometime in March (a month after the statutory deadline of the first Monday in February). There is no penalty for missing the statutory budget deadline.

January 4, 2022. President Joe Biden (per existing Senate rules) resubmitted a number of [nominees](#) to the Senate for top-level Administration positions that failed to be confirmed at the conclusion of the first session of the 117th Congress, including the following of interest to transportation disciples: [Steven Scott Cliff](#), to be Administrator of the National Highway Traffic Safety Administration, [Christopher A. Coes](#), to be an Assistant Secretary of Transportation, [Ed Gonzalez](#), to be an Assistant Secretary of Homeland Security, [Robert Cornelius Hampshire](#), to be an Assistant Secretary of Transportation, [Mohsin Raza Syed](#), to be an Assistant Secretary of Transportation, [Max Vekich](#), to be a Federal Maritime Commissioner, [Victoria Marie Baecher Wassmer](#), to be Chief Financial Officer, Department of Transportation, [Carol Annette Petsonk](#), to be an Assistant Secretary of Transportation, and [Ann Claire Phillips](#), to be Administrator of the Maritime Administration. [Meera Joshi's](#) nomination to be Administrator of the Federal Motor Carrier Safety Administration was returned to the President but, to date, has not been resubmitted to the Senate by the President because M. Joshi was selected by New York City Mayor-elect Eric Adams to be that city's deputy mayor for operations.

BIDEN 2022 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the December 2021 report, following are the only relevant changes in status (**RED TYPE**) to transportation-related nominees. A full 2022 listing of “Nominations” is available from TG&A upon request. The nonprofit Partnership for Public Service’s Center for Presidential Transition released a [report](#) on January 10, 2022 analyzing Biden’s nominations and confirmations from January 20, 2021 (Inauguration Day), to December 31, 2021.

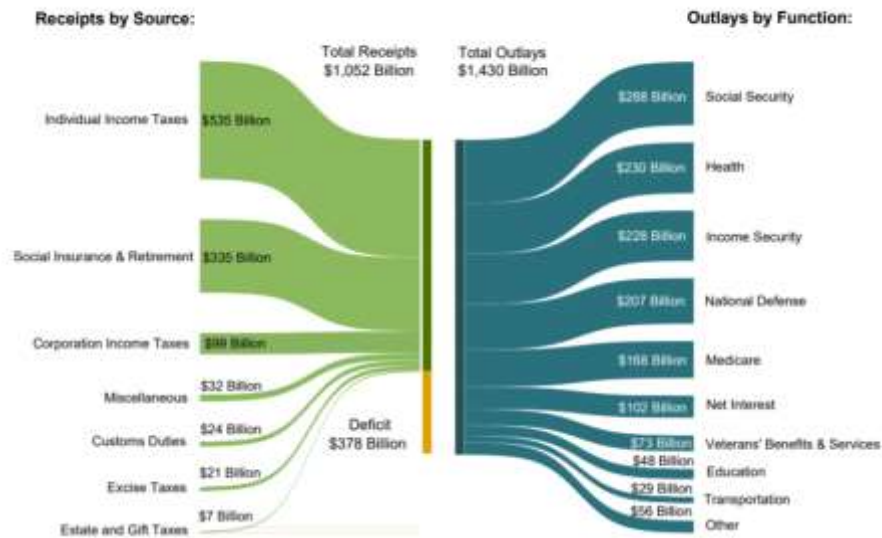
NOMINEE	US DOT ADMINISTRATOR / OTHER	STATUS
Mohsin Raza Syed Syed	Assistant Secretary of Transportation, vice Adam J. Sullivan.	Nomination sent to the Senate on 4/12/2021. See Brief Bio . Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 4/12/2021. Committee information was received 6/7/2021. Referred to the Committee on 6/21/2021. Hearing held by Senate Committee on Commerce on 9/22/2021. Favorably reported by the Committee on 10/20/2021; the nomination advances to the Senate floor for a vote. Nomination resubmitted to the Senate on 1/4/22. Referred to the Commerce Committee on 1/11/22.
Victoria Marie Baecher Wassmer	Chief Financial Officer, Department of Transportation, vice John E. Kramer	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 4/12/2021. Referred to the Committee on 6/21/2021. . Hearing held by Senate Committee on Commerce, Science and Transportation on 9/22/2021. Favorably reported by the Committee on 10/20/2021 and the nomination advances to the Senate floor for a vote. Nomination resubmitted to the Senate on 1/4/22. Referred to the Commerce Committee on 1/11/22.
Christopher Coes	Assistant Secretary for Transportation Policy.	President Biden announced his intent to Nominate on 4/14/2021. Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 4/22/2021. Committee hearing held on 10/20/2021. Favorably reported by the Committee on 11/17/2021. Nomination resubmitted to the Senate on 1/4/22.
Amitabha Bose	Administrator of the Federal Railroad Administration	President Biden announced his intent to Nominate on 4/22/2021. Hearing held by Senate Committee on Commerce, Science and Transportation on 9/22/2021. Favorably reported by the Committee on 10/20/2021 and the nomination advances to the Senate floor for a vote. Confirmed by the Senate on 1/12/22.
Ann Claire Phillips	Administrator of the United States Maritime Administration at US DOT	President Biden announced his intent to Nominate on 10/14/2021. Hearing held Senate Comm. on Commerce, Science and Transportation – 12/16/21. Nomination resubmitted to the Senate on 1/4/22.
Steven Scott Cliff	Administrator of the National Highway Traffic Safety Administration	President Biden announced his intent to Nominate on 10/19/2021 and the nomination was sent to the Senate on 10/21/2021. Hearing held Senate Comm. on Commerce, Science and Transportation – 12/16/21. Nomination resubmitted to the Senate on 1/4/22.
Karen Hedlund	Member of the Surface Transportation Board	President Biden announced his intent to Nominate on 4/28/2021. Confirmed by the Senate on 12/16/21 – term expiring 12/31/2025. Sworn in on 1/3/22.

APPROPRIATIONS/BUDGET

January 12, 2022. The US Department of the Treasury issued their [Monthly Treasury Statement](#) (For FY 2022 Through December 31, 2021). The report indicates that during the first three months of FY 2022 the government ran a deficit of \$378 billion, i.e. total receipts of \$1.052 trillion and outlays of \$1.430 trillion – compared to \$573 billion at the same point in time in the prior FY. Why? Federal receipts have risen at a faster rate than outlays during the first quarter of the FY, partly reflecting an increase in workers’ taxable wages and salaries.

See Dept. of Treasury Three-Month FY 2022 Cumulative Receipts/Outlays Chart on the next page.

Figure 2. Cumulative Receipts, Outlays, and Surplus/Deficit through Fiscal Year 2022



Transportation-Related Appropriations Narrative/Status Table for FY 2022

No FY 2022 appropriation bills have been enacted. FY 2022 is being funded via a Continuing Resolution, which expires on February 18, 2022. See Continuing Resolution briefing below for more details.

However, the US House passed a package of seven consolidated FY 2022 appropriations bills on July 29 by a vote of 219 to 208 ([HR 4502](#)) consisting of: [1.) Labor, Health and Human Services, Education, 2.) Agriculture, Rural Development, 3.) [Energy and Water Development](#) (Bill URL before floor action), 4.) Services and General Government, 5.) Interior, Environment, 6.) Military Construction, Veterans Affairs, 7.) [Transportation, and Housing and Urban Development Appropriations Act, 2022](#) (Bill URL before floor action.) See House Appropriations Press Release [here](#).

On October 18, 2021 the Senate [released](#) their remaining nine FY 2022 Appropriation Bills, consisting of: 1.) Commerce, Justice, and Related Agencies, 2.) Defense, 3.) Financial Services and General Government, 4.) Homeland Security, 5.) Interior, Environment, 6.) Labor, Health and Human Services, 7.) Legislative Branch, 8.) State, Foreign Operations and 9.) [Transportation Housing and Urban Development](#) ([THUD Bill Text](#), [THUD Explanatory Statement](#) and [THUD Bill Summary](#)). Note: To date, the Senate has reported Agriculture, Energy and Water and Military Construction/Veterans appropriation bills.

OVERALL FY 2022 APPROPRIATION BILL SUMMARY

Bills Passed:	House (9 of 12)
	Senate (0 of 12)
Bills Vetoed:	(0 of 12)
Both Chambers Passed:	(0 of 12)
Bills Enacted:	(0 of 12)
Appropriations Status Table Link	

US Department of Transportation Appropriation Status Table FY 2022										
Transportation-HUD	Subcommittee Approval		Full Committee Approval		Initial Passage		Resolution of House-Senate Differences			Presidential Approval
	House	Senate	House	Senate	House	Senate	Conference Rpt.	House	Senate	
HR 4502	HR 4550 (voice vote) 7/12/2021		HR 4550 (33-24) 7/16/2021		HR 4502 Consolidated Appropriations (219-208) 7/29/2021					
H Rpt. 117-99										
Notes:										
House Transportation/HUD Appropriations - 7/12/2021 Subcommittee Press Release										
House Transportation/HUD Appropriations - 7/16/2021 Full Committee Approval										
House Passes Seven-Bill FY 2022 Appropriations (HR 4502) Press Release										

FY 2022 Continuing Resolution(s)										
Continuing Resolution	Subcommittee Approval		Full Committee Approval		Initial Passage		Resolution of House-Senate Differences			Presidential Approval
	House	Senate	House	Senate	House	Senate	Conference Rpt.	House	Senate	
No. 1 CR HR 5305					HR 5305 (220-211) 9/21/2021			(254-175) 9/30/2021	(65-35) 9/30/2021	P.L. 117-43 9/30/2021
FY 2022 Extending Funding and Emergency Assistance Act (through 12/3/2021)								HR 5305	HR 5305	
Notes:								See Note Below	See Note Below	
No. 2 CR HR 6119								(221-212) 12/2/2021	(69-28) 12/2/2021	P.L. 117-70 12/3/2021
FY 2022 Making Further Continuing Appropriations for the FY 9/30/2022 - thru 2/18/2022.										
House Committee on Appropriations Press Release on Passage of CR No. 1										
On September 21, 2022 the House Rules Committee reported, a special rule for the floor consideration of H.R. 5305, a measure that would also provide continuing appropriations through December 3, 2021, as well as supplemental appropriations for disaster relief and Afghan evacuees. The House passed the latter measure on the same day, on a roll call vote of 220-211.										
On September 30, 2021 the Senate passed an amended version of HR 5305 that did not include provisions in the bill as passed by the House on September 21, 2021 addressing a suspension in the federal debt limit. The House concurred in the Senate amendment and the President signed the measure on September 30, 2021.										
House Committee on Appropriations Press Release on Passage of CR No. 2										

FY 2022 Appropriations and Continuing Resolution (CR) – On December 3, 2021 President Biden [signed/enacted HR 6119/P.L. 117-70 - Making Further Continuing Appropriations for FY 2022](#) – the second Continuing Resolution (CR) to fund the operations of the federal government further into FY 2022 - through February 18, 2022 (Section by Section Summary [here](#)). [FY 2022 began on October 1, 2021.] The second CR, passed before the expiration date of the first CR (12/3/2021), not only avoided the possibility of a government shutdown, but it also allowed the FY 2022 appropriations process to continue. Earlier, the first CR to fund government operations was enacted on September 30, and expired on December 3, 2021. Congress now has additional time to assemble an agreed-to bipartisan package (an Omnibus bill or several Minibuses) to fully fund FY 2022. A “Four Corners” conversation between top Democratic/Republican appropriation leaders on January 13, revealed that negotiations are ongoing, but that there is still disagreement over top-line spending for defense and non-defense discretionary spending, as well as certain policy provisions primarily related to abortions. Jeff Davis of the Eno Foundation reports that, “fortunately, the transportation part of the [overall] legislation is fairly free from controversy.” That is, the House-Senate funding differences amount to only a \$1.1 billion spread. Jeff Davis also notes that US DOT earmarks will “likely to wind up in the neighborhood of \$1.4 billion in total” as opposed to splitting the difference between the House bill total of \$507 million and the Senate total of \$953 million. Appropriation members are still planning to meet on an agreement prior to the February 18, CR expiration deadline.

IMPORTANT – Key increases in federal transportation funding to be enacted in the Infrastructure Investment and Jobs Act are at risk unless a FY 2022 US DOT appropriations bill is enacted. [See [AASHTO Article](#)]. That is, if a full-year FY 2022 CR would happen to be enacted, as opposed to an FY 2022 Omnibus/Minibus, it would restrict US DOT obligation limitation funding to a FY 2021 spending level (a CR typically limits funding to the previous year’s level) thereby preventing much of the highway and public transportation increases provided by the IIJA – a possible loss of over \$14 billion for highway, highway safety and public transportation programs. At issue are Senate Democrats/Republicans disagreeing on topline budget numbers for defense and non-defense spending.

Build Back Better Act (\$1.9 Trillion Healthcare/Education/Climate) Package – Senate Democrats were planning to address the BBB sometime in January 2022; however, the BBB bill has been put on hold as negotiations have stalled. In response, the Senate did a quick pivot towards trying to pass a voting rights reform package (Freedom to Vote Act of 2021 / John Lewis Voting Rights Advancement Act of 2021 – [HR 5746](#)), but Senate Democrats don't have the votes pass either of these bills. Senator Joe Manchin (D-WV) continues to oppose the size and scope of the BBB plan, e.g. the cost of the bill and its impact on rising inflation and increasing the national debt. In a 50-50 Republican/Democrat Senate seat split, Senator Manchin's vote is crucial in passing the BBB measure as every Republican is opposed the plan. Senate Democrats are vying to change the filibuster rule so that they can advance their two foundational pieces of legislation; however, not enough Democrats have agreed to change the rules on a party-line basis.

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

No relevant items.

SELECTED CONGRESSIONAL "TRANSPORTATION-RELATED" BILLS – JANUARY

SENATE BILLS – No Relevant Items	
HOUSE BILLS	
HR 6365	J. Ellzey (R-TX) Directs the STB to require any high-speed rail project to acquire all land for the project before starting construction. Introduced 1/10/22.

FEDERAL REGISTER NOTICES OF FUNDING OPPORTUNITY (NOFOs)/GRANT AWARDS

See Addendum A. - Calendar Year NOFO/AWARDS SCORECARD – at end of report.

January 14, 2022. The US DOT issued a [Notice of Funding Opportunity](#) (NOFO) making available \$1.5 billion in discretionary funding (the IIJA makes available \$1.5 billion for each of FYs 2022-2026) under the FY 2022 National Infrastructure Investments (Local and Regional Project Assistance) (aka RAISE Grants) program per the Infrastructure Investment and Jobs Act of 2021 (IIJA). *[Note: US DOT intends to amend this NOFO to provide more details on or before January 30, 2022.]* Projects eligible for funding include a highway or bridge project under Title 23, a public transportation project under Title 49, Chapter 53, a passenger rail or freight rail transportation project or a port infrastructure investment, including inland port infrastructure and a land port-of-entry. Eligible Applicants for RAISE grants include: States and the Dist. of Columbia, a unit of local government, a public agency or publicly chartered authority established by one or more States and/or a special purpose district or public authority with a transportation function, et al. The Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty (where the Federal share may exceed 80 percent). The IIJA specifies that grants are to be not less than \$5 million in urbanized areas, not to be less than \$1 million for a rural area and not more than \$25 million. Additionally, not more than 50 percent (\$750 million) is to be allocated to projects in rural areas and not more than 50 percent (\$750 million) is to be allocated for projects in urbanized areas. Five percent is to be made available for the planning, preparation or design of eligible projects. **Applications must be submitted by 5:00 PM Eastern on April 14, 2022.**

January 14, 2022. The US DOT [launched](#) the historic Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (Bridge Formula Program - BFP), made possible by the Infrastructure Investment and Jobs Act. The FHWA issued a [notice](#) making available \$5.5 billion in FY 2022 for a bridge replacement, rehabilitation, preservation, protection, and construction program. After a set-aside for administration of the program (\$27.5 million) and a set-aside for Tribal Transportation Facility Bridges (\$165 million), the amount apportioned to the states for FY 2022 is \$5.307 billion, with splits of \$4.511 billion for the main bridge program and \$796.124 million for off-system bridges.

[Guidance](#) issued by the FHWA states that the Federal share for costs reimbursed with BFP funds under the program for an off-system highway bridge owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe shall be 100 percent. If states want to use the federal money for bridges that are part of the federal highway system, they will still have to provide the 20 percent match. *[Generally states must match federal funding with up to 20 percent state/local funding.]* The five-year total to be made available to the states under the BFP is \$26.5 billion.

January 5-10, 2022. On January 10, the US DOT [doubled the amount made available under the Regional Infrastructure Accelerators Grant Program to \\$10 million](#). Earlier on January 5, the US DOT Office of the Secretary issued a [Notice of Funding Opportunity](#) (NOFO) and [here](#) under the [Regional Infrastructure Accelerators Demonstration Program](#) (Program). The Build America Bureau (BAB) is issuing the NOFO to expand the Program and solicit applications for designating and funding Regional Infrastructure Accelerators (RIA) that: 1) serve a defined geographic area; 2) act as a resource to qualified entities in the geographic area in accordance with the FAST Act; and 3) demonstrate the effectiveness of an RIA to expedite the delivery of projects eligible for the TIFIA credit program. Projects are not required to apply for or receive TIFIA credit assistance to be eligible. The BAB plans to select between one and five RIAs for awards under this Program based on proposals submitted by eligible applicants. The Consolidated Appropriations Act, 2021, appropriated \$5 million to continue the Program, which is the source of the NOFO. The size of individual awards will be determined by the number of RIAs selected and the funding needed for each to meet the Program objectives. **Applications must be submitted through Grants.gov by 11:59 p.m. EST on April 11, 2022.**

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

January 3, 2022. The Surface Transportation Board (STB) has scheduled a [Public Meeting](#) on March 15-16 concerning the reciprocal switching regulations. Competitive access generally refers to the ability of a shipper or a competitor railroad to use the facilities or services of an incumbent railroad to extend the reach of the services provided by the competitor railroad. The competing carrier pays the incumbent carrier a switching fee for bringing or taking the cars from the shipper's facility to the interchange point, or vice versa. The switching fee is incorporated in some manner into the competing carrier's total rate to the shipper. Reciprocal switching thus enables a competing carrier to offer its own single-line rate to compete with the incumbent carrier's single-line rate, even if the competing carrier's lines do not physically reach a shipper's facility.

December 30, 2021. The Federal Highway Administration (FHWA) issued a [FINAL RULE](#) amended its regulations governing design standards and standard specifications applicable to new construction, reconstruction, resurfacing (except for maintenance resurfacing), restoration, and rehabilitation projects on the National Highway System (NHS). The FHWA will allow State departments of transportation to adopt procedures or design criteria, as approved by FHWA, that enable the State to undertake resurfacing, restoration, and rehabilitation (RRR) projects on freeways, including Interstate highways, without utilizing design exceptions as long as the RRR procedures or criteria are met. **The final rule is effective February 2, 2022.**

OTHER REPORTS/NOTICES/NEWS ARTICLES

January 6, 2022. The [U.S. Department of the Treasury](#) issued the [Final Rule](#) for the State and Local Fiscal Recovery Funds (SLFRF) program, enacted as a part of the American Rescue Plan, which delivered \$350 billion to state, local, and Tribal governments to support their response to and recovery from the COVID-19 pandemic. The Treasury has distributed more than \$245 billion to state, local, and Tribal governments as a part of the SLFRF program, accounting for over 99 percent of funds eligible to be disbursed in 2021. Recipients of funds were encouraged to begin using funds under the interim final rule, which was released in May 2021. **The provisions in the final rule are effective April 1, 2022.** See [Coronavirus State and Local Fiscal Recovery funds: Overview of the Final Rule](#).

See NACo Key Highlights of the Guidance [here](#) and [here](#), e.g. the rule allows counties to use up to \$10 million of ARPA Recovery Funds as “lost revenue” for the provision of general government services without needing to use the Treasury revenue loss formula.

January 4, 2022. The Congressional Research Service issued a [report](#) entitled, “Federal Public Transportation Program: In Brief.” The federal public transportation program was authorized from FY 2022 through FY 2026 as part of the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58). The IIJA provided about a 67 percent increase (in nominal dollars) in annual funding for public transportation in comparison with the period authorized by the FAST Act.

UPCOMING CONGRESSIONAL CALENDAR – FEBRUARY 2022

February

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
		1	2	3	4	5
6	7	8	9	10 House Dems. Conf.	11 House Dems. Conf.	12
13	14	15	16	17	18	19
20	21 Presidents Day	22	23	24	25	26
27	28					

House only in session
 House committee work only
 House committee work only / Senate in session

Both chambers in session
 Senate only in session

UPCOMING DEADLINES/EVENTS

Note: Given the recommendations from the Centers for Disease Control and Prevention, many upcoming events have/are being cancelled or conducted “virtually” to prevent the spread of COVID-19.

February 12-16 [2022 NACo Legislative Conference, Washington](#), D.C;
 February 21-23 [The Transit Bus Summit](#), Tucson Az;
 February 22 [AASHTO Council on Rail Transportation](#);
 February 23 [TRB Webinar: Transportation in an Aging Society—The Future is Now](#);
 March 1 [President Biden State of the Union Address](#);
 March 1 [AASHTO Washington Briefing](#);
 March 9-10 NRC Railroad Day on Capitol Hill;
 March 13-15 APTA Legislative Conference;
 March 30/April 1 [APTA High Speed Rail Conference](#);
 April 13-14 [NRC RAILROAD DAY ON CAPITOL HILL](#);
 May 9 [North American Rail Shippers Assoc. 2022 Annual Meeting](#), Kansas City;
 May 16-20 [United for Infrastructure](#);
 June 5-8 APTA Rail Conference.

SCUTTLEBUTT/ICYMI

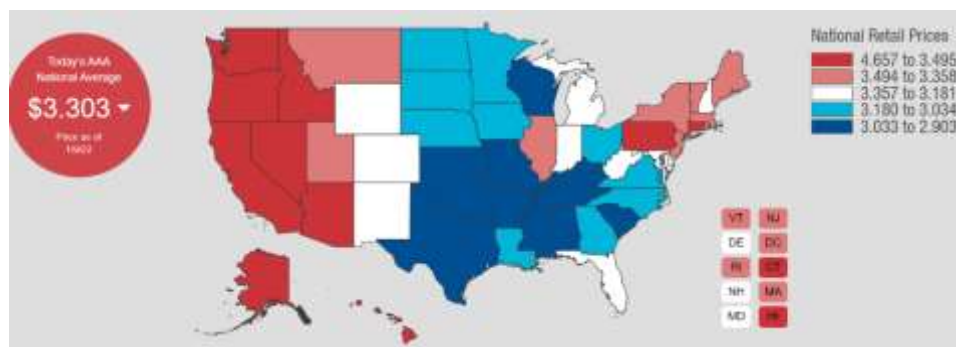
January 12, 2022. National Transportation Safety Board Chair Jennifer Homendy [named her top leadership team](#), including Dana Schulze as managing director of the agency. Also tapped was Doline Hatchett as principal deputy managing director for management and operations; Tim LeBaron as head of aviation safety; Joe Sedor as chief technical advisor for space and advanced aerospace transportation investigations; and Erik Strickland as executive officer.

January 12, 2022. The US DOT announced that Amit Bose has been [confirmed](#) as the 15th Administrator of the Federal Railroad Administration (FRA). A. Bose was nominated by President Biden on April 22, 2021, Mr. Bose, was previously serving as Deputy Administrator.

January 10, 2022. Joel Jundt, South Dakota Department of Transportation (SDDOT) Secretary, will officially be welcomed as a [new board member for the Transportation Research Board](#) (TRB) during the upcoming organizational annual meeting. Governor Kristi Noem named Jundt as Secretary of the South Dakota Department of Transportation in March 2021.

January 9, 2022. Gasoline prices in the US according to the [American Automobile Association](#). California has the highest gasoline prices in the U.S. at \$4.656 a gallon while Texas has the lowest at \$2.912 a gallon.

States With Highest Fuel Prices		States With Lowest Fuel Prices	
California	4.656	Texas	2.912
Hawaii	4.332	Oklahoma	2.918
Washington	3.898	Missouri	2.932
Oregon	3.850	Arkansas	2.934
Nevada	3.829	Mississippi	2.945
Alaska	3.712	Kentucky	2.970
Arizona	3.614	Kansas	2.972
Idaho	3.563	Alabama	2.990
Pennsylvania	3.524	Tennessee	3.003



January 6, 2022. Amtrak and Canadian Pacific Railway Limited (CP) [announced](#) an agreement with Amtrak supporting the proposed combination of CP and Kansas City Southern (KCS) railways. Subject to CP's application for control of KCS being approved by the STB, the agreement includes CP's commitment to support Amtrak efforts to work with the Southern Rail Commission (SRC) and others for the first service in more than 50 years on two U.S. routes: 1.) Establish Amtrak service between New Orleans and Baton Rouge, La., and 2.) Study the potential for Amtrak service between Meridian, Miss., and Dallas.

January 3, 2022. Ten Senators sent a [letter](#) to Homeland Secretary Alejandro Mayorkas and US DOT Secretary Pete Buttigieg requesting status of implementing security-related processes to detect, prevent and respond to cybersecurity threats to transportation systems.

January 3, 2022. Karen J. Hedlund was [sworn in](#) as a new member of the Surface Transportation Board. Ms. Hedlund served in the Obama Administration as Chief Counsel of the Federal Highway Administration from 2009 to 2010, and as Chief Counsel and Deputy Administrator of the Federal Railroad Administration from 2010 to 2014. Ms. Hedlund earned a Bachelor of Arts from Harvard University, and Juris Doctor from Georgetown University Law Center.

Addendum A. – Calendar Year NOFO/AWARDS SCORECARD. **An Excel spreadsheet with “hot-links” is available from TG&A upon request.**

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (SCORECARD for CY 2022)										
1/15/2021										
	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
US DOT	Regional Infrastructure Accelerators Demonstration Program	NOFO	1/5/2022	NOFO URL	10,000,000	4/11/2022	TBD	TBD	TBD	URL Additional \$5 m. for total of \$10 m.
	FY 2022 National Infrastructure Investments (Local/Reg. Proj. Asst.) - RAISE Grants	NOFO	1/14/2022	NOFO URL	1,500,000,000	4/14/2022	TBD	TBD	TBD	
US DHS/ FEMA										
	FY 2021 Fire Prevention and Safety Grant Program	NOFO	1/10/2022	NOFO URL	46,000,000	2/18/2022	TBD	TBD	TBD	
US DOJ										
DOE										
EPA										
FAA										
	FY 2021 Small Community Air Service Development Program	NOFO	1/12/2022	NOFO URL	17,000,000	3/15/2022	TBD	TBD	TBD	
FHWA										
FRA										
FTA										
HUD										
MARAD										
NHTSA / FMCSA										
	FY 2022 Commercial Driver's License Program Implementation Program	NOFO	12/31/2021	NOFO URL	32,702,000	2/28/2022	TBD	TBD	TBD	
DOT / PHMSA										
TREASURY										
MISCELLANEOUS										
DOC/EDA										
OSHA										
USDA										

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 3.7

INFORMATION

Administrative Items

Media Stories:

Articles are attached. Article links are provided below.

“Amtrak sticks to employee vaccine mandate, prepares to announce reductions”

<https://www.trains.com/trn/news-reviews/news-wire/amtrak-sticks-to-employee-vaccine-mandate-prepares-to-announce-reductions/>

“Amtrak Says It Could Cut Service Over Vaccination Mandate”

<https://www.usnews.com/news/business/articles/2021-12-10/amtrak-says-it-could-cut-service-over-vaccination-mandate>

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of January 28, 2022

STAFF REPORT

Item 3.7.1

INFORMATION

Administrative Items

Media Stories:

Amtrak Says It Could Cut Service Over Vaccination Mandate

Amtrak passengers may be facing service cutbacks in January.

By [Associated Press](#)
Dec. 10, 2021

Amtrak Says It Could Cut Service Over Vaccination Mandate



FILE - A traveler exits an Amtrak train ahead of the Thanksgiving Day holiday at 30th Street Station in Philadelphia, Wednesday, Nov. 24, 2021. Amtrak will need to reduce service in January unless more employees get vaccinated against COVID-19, the passenger rail system's president says. Stephen Gardner says about 95% of Amtrak workers are at least partially vaccinated. The rest face a Jan. 4 deadline that the Biden administration set for employees of federal contractors. (AP Photo/Matt Rourke, File) The Associated Press

WASHINGTON (AP) — Amtrak will need to reduce service in January unless more employees get vaccinated against COVID-19, the passenger rail system's president says.

Stephen Gardner says about 95% of Amtrak workers are at least partially vaccinated. The rest face a Jan. 4 deadline that the Biden administration set for employees of federal contractors.

If enough employees resist getting the shots, Amtrak anticipates "proactively needing to temporarily reduce some train frequencies across our network in January," Gardner told a congressional panel Thursday.

Gardner said any service reductions would last until Amtrak is able to fully staff up, which he said could last until March.

The official's warning about service cuts comes as Amtrak tries to recover from a steep drop in passenger traffic that started last year. Gardner said Amtrak has restored most service and about 70% of passenger traffic has returned.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 3.7.2

INFORMATION

Administrative Items

Media Stories:

Amtrak sticks to employee vaccine mandate, prepares to announce reductions

Amtrak sticks to employee vaccine mandate, prepares to announce reductions

By Bob Johnston | December 9, 2021



In a webcast screenshot, Amtrak President Stephen Gardner testifies remotely at Thursday's House hearing.



WASHINGTON — Amtrak President Stephen Gardner's presentation Thursday at a House committee hearing included justification for potential service cuts, related to the passenger railroad's COVID-19 vaccine requirement, that may be announced next week.

Gardner was taking part in the House Transportation and Infrastructure Committee Rail Subcommittee hearing, "Leveraging Infrastructure and Jobs Act: Plans for Expanding Intercity Passenger Rail." Also testifying were heads of agencies or regional commissions representing the Northeast Corridor, California, and the Southeast, who discussed operating realities and prospects for expansion in their respective regions.

In the document accompanying his opening remarks, Gardiner says, "Amtrak must comply with the federal mandate effective Jan. 4, 2022 that employees of government contractors be fully vaccinated." The mandate, however, was overturned by a federal judge on Tuesday and has been challenged in court by Amtrak's operating unions, and the impact frequency-reduction plans remains to be seen. No lawmaker asked for clarification during the hearing.

"This will likely necessitate temporary frequency reductions, primarily for our long-distance services," Gardner said in the statement, "...because of the relatively small crew bases at intermediate points along multi-day long-distance routes where conductors and engineers report to work. At some of these crew bases across our network, we have a relatively high percentage of unvaccinated employees. If those employees chose to not get vaccinated by the deadline we will not have sufficient trained staff to support current service frequency on affected routes." That deadline

was Wednesday, Dec. 8 [see “Amtrak limits Track Friday sale, service reductions possible in January as unions file suit,” *Trains News Wire*, Nov. 29, 2021].

The statement adds, “We are currently determining what service reductions will be necessary and intend to communicate them publicly by next week in order to ensure that we can rebook customers to the remaining frequencies we feel confident we can fully staff. Our goal, of course, will be to have as few impacts to service as possible ... and we will be prepared to reinstate frequencies as soon as the number of available employees permits.” In remarks at the hearing, Gardner said Amtrak would “proactively reduce” service in January but would “plan to restore daily service by March.”

Other significant testimony

In other aspects of Thursday’s hearing:



North Carolina’s Julie White testifies during Thursday’s hearing, as seen in a screenshot.

— Julie White, North Carolina’s deputy secretary of multimodal transportation and chairwoman of the Southeast Corridor Commission, stressed how important Jobs Act funding would be to restore a direct route between Richmond, Va., and Raleigh, N.C., on CSX’s abandoned S-Line right-of-way. Piecemeal funding has paid for almost 25 years of studies, and more recently, land acquisition, but not construction. “Building this passenger route is a win-win for both passenger and freight because it takes trains off of the CSX line they are running on now,” she said.

— Donna DiMartino, manager of California’s LOSSAN corridor, reiterated her agency’s concern about Amtrak’s lack of cost transparency.

“When I asked Amtrak about the cost of an additional train to support our high ridership in the holiday season, Amtrak was not able to provide that information in a timely manner,” she said in response to a question from a California congresswoman. “We chose to run the train not understanding exactly what it would cost, and — this phrase was used earlier — that certainly is no way to run a railroad. We are hopeful that the cost formula update will help solve these issues in the future.”

— Knox Ross, chairman of the Southern Rail Commission, was asked by Georgia Rep. Hank Johnson (D) how he traveled to Washington. Ross said he had taken the *Crescent* from Meridian, Miss., and the train “was an hour and a half late at its first stop after leaving New Orleans on time.” In response to the concern of Rep. Steve Cohen (D-Tenn.) that there was no Amtrak service between Memphis and Nashville, Ross touted the benefits a multi-state commission can offer, and invited his state to join Louisiana, Mississippi, and Alabama in the SRC. The governors and state legislatures of all states would have to agree on such a partnership.

— A number of Republican lawmakers repeatedly asked whether Amtrak new route expansion would be profitable. Amtrak’s Gardner responded, “We don’t measure success by farebox recovery alone; our mission is to work with our state partners to create mobility.”

Other witnesses included California State Transportation Secretary David Kim and Kevin Corbett, NJ Transit CEO and chairman of the Northeast Corridor Commission. Recorded video of the almost 2½-hour hearing and links to witness testimony is [available on the Transportation Committee’s website](#).

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 3.8

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPAA) Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period January 29, 2022 to February 27, 2022

Background:

On March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19. On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place.

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which among other things, rescinded his prior Executive Order N-29-20, effective October 1, 2021. At that point, agencies would have transitioned back to public meetings held in full compliance with the preexisting Brown Act teleconference rules. Since the Governor issued Executive Order N-08-21, the Delta variant has emerged, causing a spike in cases throughout the state. As a result, the Governor's proclaimed State of Emergency remains in effect, and state and local officials, including San Joaquin Public Health Services, the California Department of Public Health and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing.

On September 16, 2021, Governor signed Assembly Bill (AB) 361 into law, effective October 1, 2021, to allow agencies to use teleconferencing for public meetings during proclaimed state of emergencies without requiring the teleconference locations to be accessible to the public or a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction. AB 361 will sunset on January 31, 2024.

Under AB 361, a local agency will be allowed to meet remotely without complying with prior Brown Act teleconference requirements when:

- a. The local agency holds a meeting during a state of emergency declared by the Governor, and either
- b. State or local health officials have imposed or recommended measures to promote social distancing, or

- c. The legislative body finds that meeting in person would present imminent risks to the health or safety of attendees.

As discussed above, the state of emergency is currently in effect and state and local officials continue to recommend social distancing. Therefore, the SJJPA may continue to conduct meetings via teleconference, as long as it adheres to the following emergency requirements under Government Code Section 54953(e)(2), added by AB 361:

1. The legislative body gives notice and posts agendas as otherwise required by the Brown Act, including directions for how the public can access the meeting.
2. The legislative body does not take formal action on any item whenever there is a disruption in the meeting broadcast.
3. The public is allowed to provide comment in real time.
4. The legislative body allows time during a public comment period for members of the public to register with any internet website required to submit public comment.

On January 6, 2022, the SJJPA held its special meeting via teleconference under AB 361. In accordance with Government Code Section 54953(e)(1), the Authority made the AB 361 finding allowing teleconference meetings for 30 days thereafter. The resolution accompanying this staff report makes those findings to continue to hold teleconference meetings for the next 30 days. As a result, any SJJPA meetings occurring January 29, 2022, through February 27, 2022, use the teleconferencing option under AB 361.

For upcoming teleconference meetings, the SJJPA can continue to follow the AB 361 requirements by declaring every 30 days that it has reconsidered the circumstances of the state of emergency and either (1) the state of emergency continues to directly impact the ability of the members to meet safely in person, or (2) state or local officials continue to impose or recommend measures to promote social distancing. Resolutions making those findings will be presented at future meetings for consideration.

These findings can be made through the consent calendar.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPA") Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period January 29, 2022 to February 27, 2022.

SJJPA RESOLUTION 21/22-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY (SJJPAA”) DETERMINING TO CONDUCT MEETINGS USING TELECONFERENCING PURSUANT TO GOVERNMENT CODE 54953 AS AMENDED BY AB 361 FOR THE PERIOD JANUARY 29, 2022 TO FEBRUARY 27, 2022

WHEREAS, SJJPA is committed to preserving and nurturing public access and participation in its meetings; and

WHEREAS, all meetings of the SJJPA legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the SJJPA legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), as amended by AB 361 (2021), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, on March 4, 2020, the Governor proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19; and

WHEREAS, Cal-OSHA adopted emergency regulations (Section 3205) imposing requirements on California employers, including measures to promote social distancing; and

WHEREAS, one or more of the counties within the SJJPA’s boundaries remain under a Local Health Emergency due to the COVID-19 pandemic, acknowledging that close contact to other persons increases the risk of transmission; and

WHEREAS, currently the dominant strain of COVID-19 in the country is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and

alarming rates of COVID-19 cases and hospitalizations, therefore, meeting in person would present imminent risks to the health or safety of attendees.

WHEREAS, on January 28, 2022, the SJJPA held a special meeting remotely by teleconference/video conference in accordance with Government Code Section 54953(e) and hereby desires to adopt this resolution in order to continue to use remote teleconference/videoconference for the 30 days thereafter.

NOW, THEREFORE, THE SAN JOAQUIN JOINT POWERS AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Finding of Imminent Risk to Health or Safety of Attendees. The SJJPA Board does hereby find that the current dominant strain of COVID-19 in the country is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations has caused, and will continue to cause, conditions of peril to the safety of persons, thereby presenting an imminent risk to health and/or safety to SJJPA's employees and other representatives, and attendees of SJJPA's public meetings; and

Section 3. Teleconference Meetings. The Members of the SJJPA Board of Directors do hereby determine as a result of the State of Emergency proclaimed by the Governor, and the recommended measures to promote social distancing made by State and Local officials that the SJJPA may conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e)(1)(A) and (B) of section 54953, and shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

Section 4. Direction to Staff. The Executive Director and SJJPA staff are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 5. Effective Date of Resolution. This Resolution shall take effect January 29 and cover the period through February 27, 2022.

PASSED AND ADOPTED, by the SJJPA this 28th day of January 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 3.9

INFORMATION

Agreements and Purchases Over \$50,000 Executed in 2021

Background:

In November 2018, staff reported that the Rail Commission approved a Second Amendment to the SJRRC Procurement Manual. The Amendment clarified procurement processes, specified delegation authority for procedures, and brought the manual up to date regarding funding source guidelines.

Section 1.3.1 was updated to state: "The Executive Director may award and execute agreements and leases for equipment, supplies, materials, services or construction when the amount to be paid by SJRRC does not exceed the amount stated in the most recent SJRRC bylaws, and the expenditure is included in SJRRC's capital or operating budget. A report summarizing contracts awarded within the Executive Director's authority shall be presented to the Board on a periodic basis or as required in the SJRRC bylaws."

To comply with this procedure, an annual report of agreements and purchases over \$50,000 and under the Executive Director's threshold of \$75,000 is periodically shared with the board. The last report was presented at the February 2020 Rail Commission for the prior Calendar Year.

For the 2021 calendar year, there were no contracts or purchases executed by the Executive Director within the above-mentioned reportable amounts.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 4

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with Greyhound Lines Inc. to Facilitate and Expedite the Study of Coordinated/Integrated Intercity Bus Services in the North Coast Corridor and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Background

In late 2021, as part of coordination discussions on SB 742 implementation of Thruway bus Route 7 (Martinez-Napa-Santa Rosa-Arcata), San Joaquin Joint Powers Authority (SJJPA) staff and Greyhound Lines Incorporated (GLI) staff began discussing the potential advantages of working together to study enhanced local/regional bus service in the corridor that provides improved connectivity to the North Coast. Both GLI and the San Joaquins (Route 7) have served this corridor for many years. In order to begin the planning process to accomplish these objectives, SJJPA and GLI staff desire to enter into the attached MOU for the purposes of memorializing the understanding of SJJPA and GLI and establish their roles and responsibilities for the successful implementation of the objects contained in this MOU. SJJPA staff's agreement to work with GLI on this study and this MOU were important in getting GLI to not oppose the bus-only ticketing action taken by the SJJPA for Route 7 on November 19, 2021.

As stated in the MOU, SJJPA and GLI are agreeing to work with Caltrans, public agencies throughout the corridor, and other interested parties in carrying out a coordinated/integrated study for intercity bus services throughout the North Coast. This study will be led and funded by Caltrans. SJJPA has been coordinating with Caltrans and they have agreed to undertake this study effort starting in 2022. The goal of SJJPA staff and GLI is to have the coordinated/integrated bus study completed within 1 year of the signing of the MOU. The residents within and those visiting the North Coast would benefit considerably from additional bus connectivity by providing a coordinated and integrated transit system providing riders with transit options within and outside the North Coast. A coordinated/integrated program for the North Coast could become a pilot program which if successfully implemented could be used as a model for other corridors in the state.

Provisions of the MOU include:

- SJJPA and GLI will explore and consider implementing technology solutions that allow the public to make seamless intermodal connections using a "single ticket" between GLI buses, passenger rail, contracted thruway buses, and local public transit.
- SJJPA will consider independently selecting and awarding contracts to bus providers for state subsidized service rather than defer or rely upon Amtrak to issue RFPs to coincide with the completion of the North Coast coordinated/integrated bus study.

Fiscal Impact:

There is no fiscal impact from approving the MOU. Any commitment to coordinate with partnerships will be brought before the board if over the Executive Director's threshold.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with Greyhound Lines Inc. to Facilitate and Expedite the Study of Coordinated/Integrated Intercity Bus Services in the North Coast Corridor and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

**MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
GREYHOUND LINES INC.
AND
SAN JOAQUIN JOINT POWERS AUTHORITY**

**TO FACILITATE AND EXPEDITE THE STUDY OF COORDINATED/INTEGRATED
INTERCITY BUS SERVICES IN THE NORTH COAST CORRIDOR**

This Memorandum of Understanding (MOU) is entered into by and between Greyhound Lines Inc., and San Joaquin Joint Powers Authority (referred to herein collectively as the “Participants”) to facilitate and expedite the study of coordinated/integrated intercity bus services in the North Coast Corridor.

PERTINENT ENTITIES

Greyhound Lines, Inc. (Referred to in this MOU as GLI): a Delaware corporation with a principal place of business at 350 N. St. Paul Street, Dallas, Texas, 75201, is an intercity bus corporation which provides intercity bus transportation services and ancillary services in North America.

San Joaquin Joint Powers Authority (Referred to in this MOU as “SJJPA”): the agency responsible for the governance, operation and maintenance of the San Joaquins intercity passenger rail service.

GENERAL BACKGROUND

The *San Joaquins* Amtrak passenger rail service runs north and south through the San Joaquin Valley between Bakersfield, Sacramento, and Oakland (“*San Joaquins System*”) with multiple stations located therein, together with a Thruway bus system throughout the *San Joaquins System*. A Thruway bus service between Arcata and Martinez (Route 7) which connects that North Coast to the San Joaquins and Capitol Corridor service has been a key part of the statewide intercity transportation network for many years. SJJPA desires to improve service options and connectivity to the North Coast including enabling North Coast passengers to be able to purchase tickets for all bus stop pairs along Route 7.

The Participants have discussed the potential advantages working together to study enhanced local/regional bus service in the corridor that provides improved connectivity to the North Coast. In order to begin the planning process to accomplish these objectives, the Participants desire to enter into this MOU for the purposes of memorializing the understanding of the

Participants and establish their roles and responsibilities for the successful implementation of the objects contained in this MOU.

RECITALS

- A. Whereas, SB 742 (Allen) was approved by the Governor on October 8, 2019, and filed with the Secretary of State on October 8, 2019. SB 742 enables joint powers authorities to sell tickets to passenger on their Thruway bus routes who are not connecting to a passenger rail service.
- B. Whereas, Section 1(c) of SB 742 states, “The support of existing intercity bus services is critical to maintaining rural services and connections to the state’s surface transportation system, and funding pursuant to this measure should, to the greatest extent possible, enhance those services and damage to those services should be avoided if possible, and if not, limited to the extent practicable.”
- C. Whereas, Section 2 (b) (3) of SB 742 states, “Before contracting for motor carrier services to or from an intercity rail service pursuant to this subdivision, a joint powers authority shall make a good faith effort to coordinate with private motor carriers to provide timely connections with intercity rail services, including through agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing rail service.”
- D. Whereas, the North Coast is an area in California which is comprised of Del Norte, Humboldt, Mendocino, Sonoma, and Marin Counties.
- E. Whereas, the San Joaquins has provided connecting Thruway bus service along US 101 in the North Coast corridor between Martinez and Arcata (Route 7) for many years to provide connectivity to the San Joaquins and Capitol Corridor intercity passenger rail services and Thruway bus networks.
- F. Whereas, GLI has provided private intercity bus service throughout the North Coast/US 101 corridor for many years; and
- G. Whereas, the residents within and visiting the North Coast will benefit from additional bus connectivity by providing a coordinated and integrated transit system providing riders with transit options within and outside the North Coast; and
- H. Whereas, Caltrans provides funding for the San Joaquins and its Thruway bus network, provides funding to rural intercity bus services through the 5311 Program, is responsible for statewide intercity rail and intercity bus planning, and is developing a “California Integrated Bus Study”; and
- I. Whereas, the Participants desire to work together, and with Caltrans, public agencies throughout the North Coast and other interested parties to develop and implement coordinated/integrated bus services throughout the North Coast corridor;

- J. Whereas, the Participants are interested and desire to pursue a coordinated implementation study to provide improved transit service in the corridor that connects the North Coast with other regions throughout California; and
- K. Whereas, the Participants desire to memorialize in this non-binding MOU their shared understanding for the development of coordinated/integrated bus service in the North Coast corridor; and
- L. Whereas, the Participants intend to utilize this MOU as the next step in implementing coordinated/integrated bus service in the North Coast Corridor and expect that this process will be collaborative and iterative; and

NOW, THEREFORE, THE PARTICIPANTS SHARE THE FOLLOWING UNDERSTANDING:

- Further developing coordinated/integrated bus service along the North Coast corridor that provides improved connectivity within the North Coast and connecting the North Coast to other regions in California is in the best interests of the Participants, the North Coast, and the state.
- The Participants agree to work with Caltrans, public agencies throughout the corridor and other interested parties in carrying out a coordinated/integrated study for intercity bus services throughout the North Coast. This study should be led and funded by Caltrans.
- The goal of the Participants is to have the North Coast coordinated/integrated bus study completed within 1 year of the signing of this MOU and the Participants will work with Caltrans, public agencies throughout the North Coast, and other interested parties to accomplish this goal.
- SJJPA will consider improvements to the Thruway bus contracts process by adding flexibility to existing contracting requirements and looking to reduce or eliminate various requirements that may prevent unsubsidized operators already in the impacted corridor from competing with schedule-modified, mixed-mode service that meets the needs of both thruway and bus-only passengers, including those connecting to the National Bus Network to coincide with the completion of the North Coast coordinated/integrated bus study.
- SJJPA and GLI will explore and consider implementing technology solutions that allow the public to make seamless intermodal connections using a “single ticket” between GLI buses, passenger rail, contracted thruway buses, and local public transit.
- SJJPA will consider independently selecting and awarding contracts to bus providers for state subsidized service rather than defer or rely upon Amtrak to issue RFPs to coincide with the completion of the North Coast coordinated/integrated bus study.

- A coordinated/integrated program for the North Coast could become a pilot program which if successfully implemented could be used as a model for other corridors in the state.
- Additional more detailed agreements may be needed. Parties agree to work together towards achieving common agreed upon goals.

OFFICIAL COMMUNICATIONS

The respective contact points for communication and information exchange, as well as any notice required to be submitted under this MOU are:

- Dan Leavitt, Manager of Regional Initiatives, SJJPA
- Gregory Cohen, Government Affairs Representative, GLI

NON-BINDING MOU

- This MOU is a non-binding, voluntary initiative and does not create any legally binding rights, limitations or obligations upon the Participants. This MOU does not purport to include all provisions relative to the structure or terms of the proposed transaction or definitive documents. Rather, the Participants agree that any binding commitments in future will be memorialized in agreements as they are negotiated. Each party shall bear its own costs related to this effort unless otherwise agreed to in writing.
- Should the Participants reach an impasse in the collaborative effort anticipated by this MOU, the contact points (identified above) will make an expeditious and good faith effort at working together to resolve the impasse. Should that effort be unsuccessful, the Participants agree to elevate the outstanding issues to their respective governing body who will then make an expeditious and good faith effort at working together to resolve the impasse.
- This MOU is not intended to amend or impact in any way other existing written agreements or MOUs that Participants may have entered pertaining to SJJPA, ACE or the Valley Link project, in general.
- This MOU is effective from the date of its last signature and shall remain in effect until another MOU or agreement is executed between the Participants, or one Participant withdraws from the MOU, whichever is earlier.
- The Participants may, at any time, withdraw from this MOU by providing a written notice to the other Participant.
- This MOU may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. Facsimile, pdf., or electronic/computer-image signatures will be treated as originals.

(Signature Lines to be inserted)

SJJPA RESOLUTION 21/22-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING A MEMORANDUM OF UNDERSTANDING (MOU) WITH GREYHOUND LINES INC. TO FACILITATE AND EXPEDITE THE STUDY OF COORDINATED/INTEGRATED INTERCITY BUS SERVICES IN THE NORTH COAST CORRIDOR AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT

WHEREAS, San Joaquin Joint Powers Authority (SJJPA) staff is coordinating the implementation of SB 742 with Greyhound Lines Inc, (GLI); and

WHEREAS, GLI is an intercity bus corporation which provides intercity bus transportation services and ancillary services in North America; and

WHEREAS, both the San Joaquins and GLI have served the North Coast Corridor for many years; and

WHEREAS, SJJPA and GLI believe there are advantages to work together to study enhanced local/regional bus service to provide improved connectivity for the North Coast Corridor; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves a Memorandum of Understanding (MOU) with Greyhound Lines Inc. to Facilitate and Expedite the Study of Coordinated/Integrated Intercity Bus Services in the North Coast Corridor and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

PASSED AND ADOPTED, by the SJJPA this 28th day of January 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of January 28, 2022

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP)

Background:

The California State Transportation Agency (CalSTA) released a Call for Projects for 2022 Transit and Intercity Rail Capital Program (TIRCP) last fall. TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California.

The goal of the TIRCP program is to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry, and rail transit systems to achieve the following objectives:

- Reduction in greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
- Improve safety

2022 TIRCP grant applications are due on March 3, 2022 and awards are expected to be announced by June 2022. The 2022 TIRCP Cycle will be for a 5-year program and is expected to have approximately \$500 million in funding.

Based on the approved SJJPA 2021 Business Plan and the work developed during the environmental and design phases of the Valley Rail Program, as well as extensive stakeholder coordination in the region, staff is requesting authorization to submit a grant application for service expansion between Stockton and Fresno on the San Joaquin corridor.

Through technical analysis, preliminary engineering, and stakeholder coordination in the region, the following project description was developed. The proposed project expansion of the Altamont Corridor Express (ACE) will be presented to the San Joaquin Regional Rail Commission (Rail Commission) who is the owner and operator of ACE. The Rail Commission is expected to be a joint project sponsor, and this grant application is expected to be a joint application between the San Joaquin Joint Powers Authority (Authority) and the Rail Commission. The Rail Commission Board will be presented their own Board approval item for the Rail Commission portion of this joint application in February.

Project Description for the Authority's portion of application:

- *San Joaquins 9th Daily Round Trip Stockton to Fresno*: This project includes capital improvements for the extension of the 9th daily round trip on the BNSF corridor from Stockton to Fresno and a reconfiguration of the temporary short run service from Natomas to Stockton.
- *Network Integration Planning*: Request for additional planning resources for further network integration planning efforts.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP).

SJJPA RESOLUTION 21/22 -

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT
POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE
AND SUBMIT ANY AND ALL GRANT APPLICATIONS, AGREEMENTS,
CERTIFICATIONS, AND ASSURANCES AND ANY OTHER DOCUMENTS
NECESSARY TO OBTAIN FINANCIAL ASSISTANCE PROVIDED BY THE
CALIFORNIA STATE TRANSPORTATION AGENCY UNDER THE TRANSIT AND
INTERCITY RAIL CAPITAL PROGRAM (TIRCP)**

WHEREAS, the California State Transportation Agency (CalSTA) released a Call for Projects for 2022 Transit and Intercity Rail Capital Program (TIRCP) last fall; and

WHEREAS, the goal of the TIRCP is to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry and rail transit systems; and

WHEREAS, staff is requesting authorization to submit a grant application for service expansion between Stockton and Fresno on the San Joaquins corridor; and

WHEREAS, staff is requesting additional Network Integration planning support as part of the grant application submittal; and

WHEREAS, the grant application will be jointly submitted to CalSTA with the approval of both the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission; and

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby Authorizes the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP).

PASSED AND ADOPTED by the SJJPA on this 28th day of January, 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 6

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Burlington Northern Santa Fe Railroad (BNSF) for Trespasser Prevention on the Railroad Right-of-Way Projects for an Amount Not-to-Exceed \$1,000,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Projects

Background:

In an effort to enhance public safety and to prevent, reduce, and/or eliminate service delays and disruptions resulting from unauthorized trespassers along the Burlington Northern Santa Fe (BNSF) right of way (ROW), with respect to the San Joaquin's service, staff has been working in coordination with BNSF to identify areas needing trespasser deterrents.

The scope of work for the project includes, but is not limited to:

- Installation and maintenance of expanded metal security fencing at identified locations on all BNSF right of way (ROW) along the San Joaquin route

There is the possibility that additional deterrents could be agreed to in the future. The agreement between BNSF and San Joaquin Joint Powers Authority (Authority) will allow for changes to the types of deterrents if both parties agree on the need and scope.

BNSF being the track owner is responsible for performing the work. The project covers the entire BNSF ROW traversed by the San Joaquins, which includes 277 miles of track, from Sacramento to Bakersfield and Oakland to Bakersfield. Similar projects have been completed by Union Pacific on the ACE Corridor and Capitol Corridor.

Procurement Approach:

Section 7.1 of the Rail Commission's Procurement Manual, which the Authority adopted in 2015, sets forth the criteria allowing for sole source purchases. Pursuant to Sections 7.1.1.3 "The sole source must be the only known source of supply with the capability of meeting the bona fide specification requirements." And 7.1.1.5 "[Where] [t]here are other sources of supply but because of financial, schedule, performance and other factors a single source of supply is immune from effective competition. Such an immunity is created when the award to a different contractor would create a waste of SJRRC funds resulting from a substantial increase in support costs, a substantial schedule delay not owing to poor planning by SJRRC, an unacceptable technical risk towards completion of a project (or continuation of a warranty), or substantial increases in lifecycle costs."

Furthermore, pursuant to Section 7.1.2.3.1 of Procurement Manual, "...No purchase order shall be issued to the vendor until the Contracts and Compliance Department and a Director have confirmed that the procurement qualifies as a sole source purchase, and an encumbered requisition confirms that budgeted funds are available and SJRRC Legal Counsel has been consulted."

At this time, it is in the best interest of the Authority to approve a sole source agreement with BNSF for these services based on the following:

- BNSF is the owner of the right of way where the work is to take place. Due to this, they require their workforce to do the work.
- A waste of funds would result in a substantial increase in support/staff costs if the Authority were to solicit. BNSF has the work force to perform the scope of work at a fair and reasonable price to the Authority.
- If the Authority were to perform a new solicitation for the same services, it would be a waste of public funds because the Authority could be responsible for an increase in costs. Having BNSF directly perform the work will minimize support costs to oversee a formal solicitation, management costs for project oversight, and materials costs for the scope.
- The Procurement and Contracts Department and a Director have confirmed that the procurement qualifies as a sole source purchase, budgeted funds are available, and Legal Counsel has been consulted.

Staff, in accordance with the procedures set forth in Section 7.1.2 of the Procurement Manual, have determined that the agreement with BNSF qualifies as a non-competitive procurement.

Fiscal Impact:

This project is funded by State of California Prop 1B CalOES funds. Funding for the project is identified in the Capital Budget within the SJJPA – Safety and Security Projects line item. This is a new project, and the Authority has encumbered \$0 to date.

Funding Type	Source	Project Budget	Prior Encumbered	Total for this Contract	Available for Future Phases
CalOES	State	\$1,000,000	\$0	\$1,000,000	\$0
	Total	\$1,000,000	\$0	\$1,000,000	\$0

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Burlington Northern Santa Fe Railroad (BNSF) for Trespasser Prevention on the Railroad Right-of-Way Projects for an Amount Not-to-Exceed \$1,000,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Projects.

SJJPA RESOLUTION 21/22 -

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT
POWERS AUTHORITY APPROVING AN AGREEMENT WITH BURLINGTON
NORTHERN SANTA FE RAILROAD (BNSF) FOR TRESPASSER PREVENTION ON
THE RAILROAD RIGHT-OF-WAY PROJECTS FOR AN AMOUNT NOT-TO-EXCEED
\$1,000,000 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY
AND ALL DOCUMENTS RELATED TO THE PROJECTS**

WHEREAS, in an effort to enhance public safety and to prevent, reduce, and/or eliminate service delays and disruptions resulting from unauthorized trespassers along the Burlington Northern Santa Fe (BNSF) right of way (ROW), with respect to the San Joaquin's service, staff has been working in coordination with BNSF to identify areas needing trespasser deterrents; and

WHEREAS, BNSF has agreed to install and maintain expanded metal security fencing at identified locations on all BNSF right of way (ROW) along the San Joaquins route; and

WHEREAS, there is a possibility that additional deterrents could be agreed to in the future; and

WHEREAS, the agreement between BNSF and San Joaquin Joint Powers Authority (Authority) will allow for changes to the types of deterrents if both parties agree on the need and scope; and

WHEREAS, BNSF being the track owner is responsible for performing the work that covers the entire ROW traversed by the San Joaquins, which includes 277 miles of track; and

WHEREAS, at this time, it is in the Authority's best interest to approve a sole source agreement with BNSF for these services based on the following, Section 7.1 of the Rail Commission's Procurement Manual, which the Authority adopted in 2015, sets forth the criteria allowing for sole source purchases of which this agreement complies; and

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves an Agreement with Burlington Northern Santa Fe Railroad (BNSF) for Trespasser Prevention on the Railroad Right-of-Way Projects for an Amount Not-to-Exceed \$1,000,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Projects.

PASSED AND ADOPTED by the SJJPA on this 28th day of January, 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 7

INFORMATION

Update on 2022 SJJPA Business Plan

Background:

The primary purpose of the Annual Business Plan is to identify San Joaquin Joint Power Authority's (SJJPA's) intentions for the next two State Fiscal Years. As part of its administrative responsibilities of the San Joaquins Intercity Passenger Rail Service, SJJPA must submit an Annual Business Plan by April 1st of each year in draft form to the Secretary of the California State Transportation Agency (CalSTA) and in final form by June 30th. The Annual Business Plan is reviewed and approved by the State and used to develop annual appropriation requests to the State Legislature.

As specified in Assembly Bill (AB) 1779, the Annual Business Plan shall include a report on the recent, as well as historical, performance of the corridor service; an overall operating plan, including proposed service enhancements to increase ridership and provide for increased traveler demands in the corridor for the upcoming year; short-term and long-term capital improvement programs; funding requirements for the upcoming fiscal year; and an action plan with specific performance goals and objectives. In addition, the Annual Business Plan shall document service improvements (rail and Thruway Bus) to provide the planned level of service, operating plans, and consideration of other service expansions and enhancements.

A public review draft of the 2022 SJJPA Business Plan (Business Plan) will be released in February 2022, allowing for Board, agency, and public input. After the review period and revisions are completed, the official draft of the Business Plan (for submittal to CalSTA) will be presented for approval at the March 25, 2022 SJJPA Board Meeting.

Key Changes/Additions Anticipated for the 2022 Business Plan:

The 2022 Business Plan is an update of the 2021 Business Plan. To provide the most up-to-date and comprehensive Business Plan possible, updates to ridership and financial figures will be provided, along with discussion of the status of current and planned capital projects, and any new planning initiatives. Additionally, certain sections will be updated to reflect recent changes in service.

Key changes will include the following:

- The COVID-19 pandemic has had considerable impacts on intercity rail services throughout the State, including the San Joaquins service. The Business Plan will

outline those impacts from a ridership and revenue perspective, as well as the budgetary actions taken over the last fiscal year in response to the pandemic. The Business Plan will also discuss next steps for the full return of San Joaquins service, which includes the reintroduction of the 7th roundtrip for the Sacramento region and additional thruway bus services.

- Emphasis on SJJPA's coordination and integration with California High-Speed Rail Authority's (CHSRA) plans for the Merced – Bakersfield High Speed Rail (HSR) Interim Operating Segment and SJJPA's intention to connect to this initial operating segment to the San Joaquins at a multi-modal station at downtown Merced. Future San Joaquins service improvements would focus on increasing service from Merced to the north. At the November 2020 SJJPA Board Meeting, the Board approved a Memorandum of Understanding (MOU) with the CHSRA that outlines the framework for coordination between the two agencies for the starting of Merced-Bakersfield HSR Interim Operation Service. In support of this Interim Operation Service, SJJPA will pursue plans to expand the Madera Station Relocation Project with high-speed rail facilities at the project site, as well as plans for a cross-platform connection in Merced with the Merced Intermodal Track Connection (MITC) Project. SJJPA will seek funding for both of these projects to begin the environmental and design processes.
- With the reintroduction of the 7th roundtrip for the San Joaquins, SJJPA will pursue the implementation of a new thruway bus route between Merced and San Jose with stops in Los Banos and Gilroy. This new route will be known as Route 40 and will reduce travel times between the South Bay Area and the Central Valley by approximately one hour compared to existing travel times on the San Joaquins.
- In partnership with the Kings County Area Public Transit Agency and Tulare County Regional Transit Agency, this Business Plan will outline joint efforts to support the planning and operation of Hanford – Visalia transit services which lay the foundation of the future Cross Valley Corridor bus and rail network in Kings and Tulare counties.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of January 28, 2022

STAFF REPORT

Item 8

INFORMATION

Update on Caltrans Venture Cars

Background:

Staff will provide an update on the Caltrans Venture Cars at the January 28, 2022, SJJPA board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 9

INFORMATION

Update on New Turlock Transit Amtrak Shuttle Service

Background:

The San Joaquin Joint Powers Authority (SJJPA) recently completed major improvements at the Turlock-Denair Station (including a new bus loop) to enable the opportunity for improved transit options for Turlock and Denair commuters and residents. Improved transit connectivity is important for increasing ridership to and from the station and for reducing vehicle miles traveled (VMT) by providing a viable alternative to driving.

SJJPA staff, in coordination with Stanislaus County and Turlock Transit staff, designed a dedicated bus loop to allow for a passenger drop-off and pick-up adjacent to the Turlock-Denair station shelter, eliminating the potential for cross traffic between pedestrians and vehicles. Collaborative efforts for a bus loop design took place from April 2019 through December 2019. The proposed bus loop was constructed in January 2021 and open for public use in February 2021 in the vacant, undeveloped area immediately north of the existing Turlock-Denair Station parking lot.

SJJPA staff continued working with Turlock Transit to try and get better transit connectivity to the Turlock-Denair Amtrak San Joaquins station. Previously, Turlock Transit offered dial-a-ride service which required reservations be booked 24-hours in advance, which does not work well for the San Joaquins passengers since a majority of the San Joaquins ticket purchases are under the 24-hour threshold. Other dial-a-ride service challenges include a three-minute policy wait time for delayed arrival trains and extended pick-up or drop-off times when San Joaquins passengers shared rides with other passengers depending on the day, time of day, and pick-up or drop-off location. In coordination with SJJPA staff, Turlock Transit staff continued to explore transit operational options and concluded that a new demand-response service tailored to the San Joaquins passengers would be the best alternative to deploy at this time. Under the new service, a dedicated Turlock Transit dispatcher will coordinate buses to be present at the Turlock-Denair Station for passengers when they arrive – no reservation needed, a same-day, one-hour advance reservation requirement for return trips and bus rides for San Joaquins passengers are prioritized for minimal ride durations to improve the passenger journey experience.

Starting Monday, January 3, 2022, Turlock Transit began providing Amtrak Shuttle service for same-day transportation to and from locations in Denair or Turlock to the Turlock-Denair Amtrak Station. See attachment A for the Turlock Transit Amtrak Shuttle Press Release. The shuttle service will be funded with local transit funds

and transit grant funds managed by the City of Turlock. Additionally, on January 11, 2020, Turlock Transit submitted a Measure L grant application to Stanislaus Council of Governments for operating funding support and for marketing the new service for potentially three fiscal years. SJJPA submitted a letter of support for this Turlock Transit application and assisted Turlock Transit in getting additional letters of support including one from Stanislaus State University.

SJJPA staff will continue to collaborate with Turlock Transit staff in monitoring ridership demand and notate lessons learned from the new service and coordinate with other local transit operators to provide or enhance first and last mile transit service to serve other San Joaquins stations along the corridor.

Fiscal Impact:

There is no fiscal impact to SJJPA for Turlock Transit Amtrak Shuttle operating costs.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of January 28, 2022

STAFF REPORT

Item 10

INFORMATION

Recap of Winter Wonderland Event

Background:

Hanford's Winter Wonderland is one of the events during the holiday season that SJJPA sponsors. The Winter Wonderland event is held at the Civic Center located in downtown Hanford each year where visitors can enjoy ice skating, food, drinks, and of course photos with Santa.

Staff promoted this event by offering a free ride for kids with the purchase of an adult ticket. San Joaquins passengers experienced riding Freddy the Fire Truck (a vintage fire truck) to the event from the Hanford Amtrak Station by simply showing their train ticket.



MAKE MORE MEMORIES THIS HOLIDAY SEASON WITH AMTRAK SAN JOAQUINS!
KIDS RIDE FREE TO WINTER WONDERLAND*

"All aboard" a family trip to the Winter Wonderland ice rink in Downtown Hanford — where kids ride FREE with purchase of an adult ticket! PLUS, when you take Amtrak San Joaquins to Hanford and show your train ticket at the station, you'll get a FREE ride to the ice rink on Freddy the Fire Truck!

PLUS: Enjoy ice skating, Santa photos, live music, food and drinks at Hanford Civic Center!

USE CODE: V608
at amtraksanjoaquins.com/book-my-trip/ today!
Valid for Travel to Hanford Through January 9, 2022

*With purchase of adult ticket

Winter Wonderland
ICE RINK IN DOWNTOWN HANFORD
AMTRAK SAN JOAQUINS
connecting you to the world



As a sponsor of the event, the SJJPA received ice skating tickets and decided to do a social media giveaway contest. Winners received ice skating tickets and roundtrip tickets to any San Joaquins destination. Winners were chosen at random and just need to like Amtrak San Joaquins on Instagram, tag a friend in the comments, and save the post to be entered.

Staff will provide a recap of the Winter Wonderland event at the January 28, 2022 board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 11

INFORMATION

Station LOVE Program Update – Bakersfield Station

Background:

“Station Love” is an internal program of the San Joaquin Joint Powers Authority (Authority). The Station Love Program divides the San Joaquin stations amongst agency staff to provide oversight, better communication, accountability, and a conduit of station related projects. The overall goal of this engagement is to improve passenger experience and community engagement. Staff are performing station visits on a quarterly schedule keeping “station matrix sheets” updated with near-term and long-term station needs. The Station matrix sheets include station contact information, transit connectivity information, entity responsible for the platform contact information, station and parking facilities information, station amenities information, and contact information for the County, City, and transit partners.

Conducting station visits provides a communication conduit between Amtrak station staff and the Authority staff. As Station LOVE visits are performed, the Station LOVE administrator will gather station findings and coordinate a quarterly meeting to discuss findings. Authority staff will work in collaboration with Amtrak Engineering to program improvement projects as funding is available.

The Implementation of the Station LOVE program has enabled staff to communicate and build relationships with station city and county stakeholders on a consistent basis providing service and station updates. Authority staff will continue to explore innovative programs and best practices to improve passenger experience and community engagement throughout the San Joaquin Corridor. Staff will provide program updates at each Board meeting and will spotlight a different station.

At the January 28, 2022, SJJPA Board meeting, staff will be highlighting the Bakersfield Station.



The Bakersfield Amtrak San Joaquins Station (BFD) is located at 601 Truxtun Ave, Bakersfield, CA 93301. BFD is the most utilized station in the San Joaquins network, as it is a key transfer point for passengers to/from Thruway Buses. The station features ample parking, a passenger lobby, two platforms, and an incredibly dedicated staff led by Station Agent, Isela Alanis.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of January 28, 2022

STAFF REPORT

Item 12

INFORMATION

Executive Director's Report

Executive Director, Ms. Stacey Mortensen will provide the Executive Director's Report.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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