

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



San Joaquin
Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
 Alternate **Don Nottoli**, Sacramento County

Alternate **David Hudson**, City of San Ramon
 Alternate **Daron McDaniel**, Merced County
 Alternate **Bob Elliott**, San Joaquin County
 Alternate **Francisco Ramirez**, City of Hanford
 Alternate **Andrew Medellin**, City of Madera

Alternate **Bob Link**, City of Visalia

AGENDA

July 26th, 2019 – 9:00 AM

Stanislaus County Board of Supervisors Chambers
 1010 10th Street (Basement), Modesto CA, 95354

1311 Midvale Ave Lodi, CA 95240	Oakland Administrative Building 1221 Oak Street, Oakland, CA, 94612	Tulare County Board of Supervisors Board Room 2800 West Burrel Avenue, Visalia, CA, 93291
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This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

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

Website: <http://www.sjpa.com/Home>

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|-----|---|--------------|--------------------|
| 1 | Call to Order, Pledge of Allegiance, Roll Call | Chair Chiesa | |
| 2 | Consent Calendar | Chair Chiesa | |
| 2.1 | Approve Minutes from May 31, 2019 Board Meeting | | ACTION |
| 2.2 | Next Board Meeting Location | | INFORMATION |
| 2.3 | SJJPA Operating Expense Report | | INFORMATION |
| 2.4 | San Joaquin Operations Update | | INFORMATION |
| 2.5 | Administrative Items | | INFORMATION |

MEMBER AGENCIES

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

3	Public Comments	Chair Chiesa	
	Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. Please limit presentations to three minutes. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code.		
4	Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Increasing the Budget Authority for the 2018/19 San Joaquin Amtrak Contract by \$5,245,000	Stacey Mortensen	ACTION
5	Presentation by Tri-Valley – San Joaquin Valley Regional Rail Authority on the Valley Link Project and the Altamont Corridor Vision Phase 1 Improvement Program and Approve a Resolution of the Governing Board of San Joaquin Joint Powers Authority Authorizing the Chair to Submit a Letter of Support for the Altamont Corridor Vision Phase 1 Improvement Program	Marianne Payne/ Diane Cowin	ACTION
6	San Joaquins May 20, 2019 Schedule Performance Update	Paul Herman	INFORMATION
7	Madera Station Relocation Update	Dan Leavitt	INFORMATION
8	Thruway Bus Update: Route 3 Modifications, Route 34 Re-Establishment, Madera – San Jose Thruway Bus Pilot	Paul Herman	INFORMATION
9	SB 742 Update	Dan Leavitt	INFORMATION
10	Executive Director’s Report	Stacey Mortensen	
11	Board Member Comments	Chair Chiesa	
12	Adjournment		

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 2.1

ACTION

Minutes of May 31, 2019

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 1:00 PM, May 31, 2019 at the Sacramento City Hall Council Chambers Board room, 915 I Street Sacramento, CA 95814.

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

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

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

2. Consent Calendar

- | | |
|---|--------------------|
| 2.1 Approve Minutes from March 22, 2019 Board Meeting | ACTION |
| 2.2 Next Board Meeting Location | INFORMATION |
| 2.3 SJJPA Operating Expense Report | INFORMATION |
| 2.4 San Joaquin Operations Update | INFORMATION |
| 2.5 Update on Valley Rail Program | INFORMATION |
| 2.6 Wi-Fi Update | INFORMATION |
| 2.7 Administrative Items | INFORMATION |
| 2.8 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Ratifying All Actions Taken by the SJJPA Board at its March 22, 2019, Meeting as Reflected in the Meeting Minutes | ACTION |
| 2.9 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and Any Other Documents Necessary to Obtain FY 17/18 and FY 18/19 State Rail Assistance (SRA) Funding in the | ACTION |

Amount of \$7,100,000 for the Stockton Diamond Grade Separation Project

Mike Barnbaum of Sacramento addressed the Board of Directors. Chair Chiesa thanked Mr. Barnbaum for his comments.

Chair Chiesa requested to pull Agenda Item 2.9 from the Consent Calendar. Executive Director Stacey Mortensen explained no action is required from the SJJPA Board at this time regarding Stockton Diamond Grade Separation Project due to previous Board approval for the Amount of \$7,100,000.

M/S/C (Hume/Haggerty) to approve Items 2.1-2.8. Passed and Adopted by the San Joaquin Joint Powers Authority on May 31, 2019, by the following vote to wit:

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

3. Public Comments

Peter Warner of Hanford, CA suggested San Joaquins trains improve connectivity to future ACE service improvements.

Mr. Barnbaum thanked the SJJPA Board and Marketing department for supporting an Oakland A's "We are Rooted Rally" event through social media.

4. Presentation by Caltrans on Siemens Equipment and Platforms Update

This presentation was given out of order to allow time for the guest speaker to arrive.

Chair Chiesa announced guest speaker is present for presentation.

Momoko Tamaoki did a presentation on this item. The content of Ms. Tamaoki's presentation is summarized in the PowerPoint slides for this agenda item (available on the SJJPA website).

Chair Chiesa inquired how the forty-nine coach cars will be dispersed among the three JPAs. Ms. Tamaoki explained the new train cars will only be allocated for the San Joaquins and CalTrans is working with SJJPA to investigate deployment strategies and plans.

Chair Chiesa asked if all the San Joaquins bi-level equipment would go to the other services. Ms. Tamaoki said that Caltrans is working with SJJPA staff on the

deployment plan and there would need to be a combination of existing bi-levels and new Siemens equipment for the San Joaquins.

Chair Chiesa asked why the San Joaquins is not retaining the bi-level coach cars versus single level coach cars. Executive Director Stacey Mortensen explained the State's desire to keep all the new trainsets together for maintenance purposes which made it difficult to send them to the Pacific Surfliner. Ms. Mortensen said that the new single-level equipment posed problems for the commuter focused Capitol Corridor since they have limited bike capacity and since passengers will likely need more time to board. Ms. Mortensen highlighted that the new equipment is state-of-the-art and provides superior access between cars once passengers are onboard. Ms. Mortensen acknowledged challenges with the new equipment including the additional stairs needed to get onboard for most passengers, the need for new infrastructure on platforms to accommodate boarding for passengers, and less seats per car/trainset that result in less capacity. Ms. Mortensen said it is likely that bi-level trainsets would be needed to continue to at least serve the most heavily used San Joaquins trains and during holidays and other peak days.

Chair Chiesa inquired if State or County STIP Funds are being allocated for new coach cars. Ms. Tamaoki stated funding is being provided by the State of California.

Vice Chair Haggerty asked about compatibility challenges with new coach cars and current coach cars. Ms. Tamaoki clarified the new coach cars will have stay connected as they are not compatible with current coach cars.

Vice Chair Haggerty asked how accessibility to vending cars being incorporated would create challenges. Ms. Mortensen explained the Marketing department is exploring cart service to be used when service is initiated.

Chair Chiesa thanked Ms. Tamaoki for her presentation.

Mr. Warner pointed out station curves such as Hanford and Bakersfield create blind spots for current train equipment. Ms. Mortensen replied that staff will research for information. Chair Chiesa thanked Mr. Warner for his comments.

Member Verboon asked where the new equipment is being built and its speed capability. Ms. Tamaoki stated new equipment is being built in the Siemens facility in Sacramento and new equipment is certified to go up to 125mph.

5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2019 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2019/2020

ACTION

Executive Director Stacey Mortensen did a presentation on this item. The content of Ms. Mortensen presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website). Ms. Mortensen explained that a two-thirds majority vote is needed to adopt the 2019 SJJPA Business Plan.

There was no Board discussion on this item.

M/S/C (Verboon/Frazier) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2019 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2019/2020. Passed and Adopted by the San Joaquin Joint Powers Authority on May 31, 2019 by the following vote to wit:

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

6. Approve Two Resolutions of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Negotiate and Enter into an Agreement for Project Development Services to AECOM for an Amount Not-To-Exceed \$366,000 for the Madera Station Relocation Project and Establish a Pre-Qualified On-Call Consultant List for a Period of Five (5) Years for the Capital Projects Program

ACTION

Action 1. Approve an Agreement for Project Development Services to AECOM for an Amount Not-To-Exceed \$366,000 for the Madera Station Relocation Project

Action 2. Adopt and Establish a Pre-Qualified On-Call Consultant List for a Period of Five (5) Years, May 31, 2019 Through May 31, 2024 provided in Table 3 in the Staff Report

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

Member Verboon asked what the construction timeline is for the Madera Station and if property acquisition is required. Mr. Sheridan explained a timeline of approximately three years for the construction for the Madera Station relocation and estimated an eighteenth month process for right-of-way acquisition.

Ron Jones, President of Train Riders Association of CA, suggested SJJPA to continually seek opportunities to stop at Sacramento Valley Station to serve Northern California and integrate Sacramento.

M/S/C (Verboon/Romick) to Approve Two Resolutions of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Negotiate and Enter into an Agreement for Project Development Services to AECOM for an Amount Not-To-Exceed \$366,000 for the Madera Station Relocation Project and Establish a Pre-Qualified On-Call Consultant List for a Period of Five (5) Years for the Capital Projects Program

Action 1. Approve an Agreement for Project Development Services to AECOM for an Amount Not-To-Exceed \$366,000 for the Madera Station Relocation Project

Action 2. Adopt and Establish a Pre-Qualified On-Call Consultant List for a Period of Five (5) Years, May 31, 2019 Through May 31, 2024 provided in Table 3 in the Staff Report. Passed and Adopted by the San Joaquin Joint Powers Authority on May 31, 2019 by the following vote to wit:

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

7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for the Advertising and Marketing Campaign for the Slotted Schedule to Jeffery Scott Agency for an Amount Not-To-Exceed \$500,000 from June 1, 2019- through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement

ACTION

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

Chair Chiesa asked who acted on the selection committee. Mr. Sheridan explained that the SJJPA Marketing Manager, SJJPA Marketing Coordinator and the SJJPA Executive Legislative Coordinator acted on the selection committee.

M/S/C (Hume/Verboon) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Agreement for the Advertising and Marketing Campaign for the Slotted Schedule to Jeffery Scott Agency for an Amount Not-To-Exceed \$500,000 from June 1, 2019- through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement. Passed and

Adopted by the San Joaquin Joint Powers Authority on May 31, 2019 by the following vote to wit:

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

8. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Amendment to the On-Call Planning Consulting Services Agreement with DB Engineering & Consulting USA, Inc. for an Amount Not-to-Exceed \$200,000 from June 1, 2019 through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement

ACTION

Chair Chiesa clarified the correction to the amendment to the On-Call Planning Consulting Services Agreement with DB Engineering & Consulting USA, Inc. for an amount increase of \$200,000 Not-To-Exceed \$650,000 from June 1, 2019 through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement.

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

Chair Chiesa asked for confirmation of one-time Operations Augmentation Fund is to cover increase of \$200,000. Mr. Herman confirmed.

M/S/C (Romick/Hume) Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing an Amendment to the On-Call Planning Consulting Services Agreement with DB Engineering & Consulting USA, Inc. for an Amount Increase of \$200,000 Not-to-Exceed \$650,000 from June 1, 2019 through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreement. Passed and Adopted by the San Joaquin Joint Powers Authority on May 31, 2019 by the following vote to wit:

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

9. Altamont Corridor Vision Update

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

Mr. Jones suggested to the SJJPA Board Members and staff to continue seeking opportunities for Private sector funding for rail projects.

Vice Chair Haggerty thanked staff for the continued support of the Valley Link Project and recommended hearing a Valley Link Project presentation at the next SJJPA Board meeting to offer a letter of support and a resolution.

Chair Chiesa and Board members agreed to a Valley Link Project presentation.

10. SB 742 Update

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

Member Frazier thanked staff for support of SB 742 efforts.

Mr. Barnbaum thanked the SJJPA Board Members, Mr. Leavitt and staff for their support of SB 742. Mr. Barnbaum further explained benefits of SB 742. Chair Chiesa thanked Mr. Barnbaum for his comments.

11. High Speed Rail Project Update Report

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

Member Verboon asked about future feasibility of High-Speed Rail Project. Ms. Mortensen explained the feasibility, economic benefits and a lighter infrastructure build for terminus stations for the High-Speed Rail Project to improve construction timelines.

12. Trip Report on Ag Day

Carmen Setness did a presentation on this item. Ms. Setness presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

13. Marketing and Outreach Update

Mr. Lipari and Tom van der List did a presentation on this item. Mr. Lipari and Mr. van der List's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item (available on the website).

Member Verboon suggested staff to contact new brewery in Corcoran, CA to create a discount toolkit. Mr. van der List agreed to contact the new business.

Member Romick explained the benefits of promoting in Contra Costa County. Mr. van der List agreed to promote in other areas of Contra Costa County.

14. Executive Director's Report

Ms. Mortensen explained ridership for the San Joaquins is moving positively with the May 20, 2019 schedule change and staff is continually working on improving on-time-performance.

Ms. Mortensen explained likelihood of a special SJJPA Board meeting in June 2019.

15. Board Member Comments

Vice Chair Haggerty introduced Contra Costa County Alternate Member David Hudson.

16. Adjournment

Chair Chiesa called the meeting to adjournment at 2:48 PM.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

SJJPA is planning on holding the next Board Meeting on September 27th, in Merced, CA with the exact location to be determined based on availability. The meeting time will be coordinated with the San Joaquins schedule.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.

San Joaquin Joint Powers Authority
Operating Expense Report
May 2019
92% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 18-19 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	1,514,968	1,421,102	94%
Office Expense	13,489	8,095	60%
Subscriptions/Periodicals/Memberships	7,000	5,113	73%
Computer Systems	5,000	305	6%
Communications	28,905	20,282	70%
Motor Pool	21,314	14,613	69%
Transportation/Travel	30,000	8,252	28%
Audits Regulatory Reporting	20,000	15,450	77%
Professional Services Legislative	50,000	21,684	43%
Professional Services Legal	80,000	73,817	92%
Professional Services General	369,500	330,817	90%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	5,000	1,622	32%
Professional Services Operations	20,000	-	0%
Communications, Operations	10,250	6,856	67%
Maintenance of Headquarters Structures/Grounds	48,500	36,869	76%
Insurance	38,000	30,198	79%
Insurance Management Fees	2,500	490	20%
Administrative Expenses Subtotal	2,331,426	1,995,565	86%
Marketing & Outreach	1,500,000	1,078,046	72%
San Joaquin Intercity Rail Operations (All Contracts)	49,422,457	43,754,964	89%
TOTAL OPERATING EXPENSES	53,253,883	46,828,574	88%

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 2.3

INFORMATION

SJJPA Operating Expense Report

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

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

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 2.4

INFORMATION

San Joaquins Operations Update

Ridership for San Joaquins

Year-to-Date, the San Joaquins have carried 802,700 passengers. YTD Ridership is holding steady over last fiscal year with an upward trend in the last 3 months. YTD Revenue is down 3.37%. The implementation of the fare normalization program and peak pricing plan is reflected in positive revenue performance over the past three months. With the last quarter remaining, ridership and revenue expectations and trends will see the service carrying over 1 million passengers and nearing neutral year-over-year revenue performance.

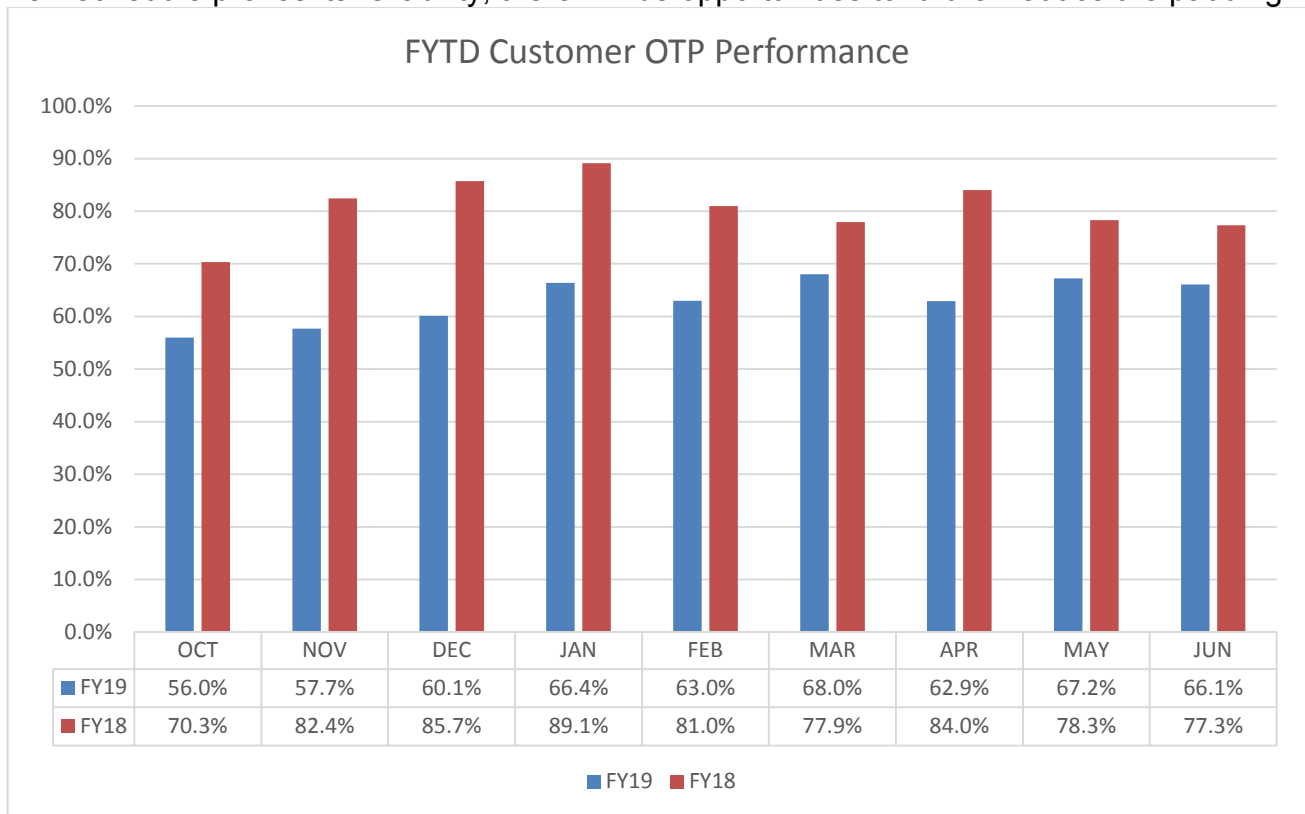
Month	Ridership			Ticket Revenue		
	FY19	FY18	% change	FY19	FY18	% change
Oct-18	84,802	87,391	-2.96%	\$2,480,787	\$2,751,127	-9.83%
Nov-18	101,070	99,022	2.07%	\$3,253,885	\$3,535,278	-7.96%
Dec-18	93,180	98,862	-5.75%	\$2,949,028	\$3,224,751	-8.55%
Jan-19	76,154	78,979	-3.58%	\$2,312,775	\$2,501,689	-7.55%
Feb-19	70,735	74,579	-5.15%	\$2,072,049	\$2,168,482	-4.45%
Mar-19	91,820	93,163	-1.44%	\$2,658,760	\$2,786,939	-4.60%
Apr-19	95,631	89,612	6.72%	\$2,712,873	\$2,562,566	5.87%
May-19	95,569	91,440	4.52%	\$2,788,542	\$2,589,689	7.68%
Jun-19	93,739	91,905	2.00%	\$2,737,033	\$2,680,052	2.13%
Total YTD	802,700	804,953	-0.28%	\$23,965,733	\$24,800,572	-3.37%

On-Time Performance (OTP):

The new San Joaquins Schedule was approved by Union Pacific and BNSF railroads and launched May 20, 2019. Unfortunately, an increase in unrelated third-party delays (fires, trespasser strikes and police activity) has recently been affecting the OTP, along with additional mechanical issues related to Amtrak. A special working group of all of the affected agencies and companies is meeting on a regular basis to evaluate the root causes of any schedule problems and identify areas that need improvement. While it won't result in instantaneous improvement, this working group will achieve a more reliable schedule and more quickly address issues that affect train performance on the route.

The National Transition from Railroad Contractual OTP to Customer Based OTP:

Historically, Amtrak has reported the train performance based upon contractual requirements with the host Railroads, which included padding in the end to end schedule. The host railroads and Amtrak each added some number of minutes of padding in the schedule to allow for trains to “catch up” and still make the run “on time”. Recent changes at the federal level are requiring Amtrak and the host railroads to report OTP as the passenger would experience it at any station on the route. While this is a more accurate representation of performance for the rider, it will result in a drop in OTP compared to the contractual style of reporting last year. Routes such as the San Joaquins that hand the trains off between more than one Railroad will see an even bigger difference due to at least three parties adding padding to the schedule. In the new schedule revision, staff and the State negotiated with Amtrak and the host Railroads to reduce the padding slightly. As the new schedule proves its reliability, there will be opportunities to further reduce the padding.



San Joaquins Customer On-Time Performance (OTP) is a measure that tracks what percentage of all San Joaquins train passengers arrive at their destination stations on-time. San Joaquins YTD Customer OTP is 63.0% for FY19. The chart below provides an overview of the San Joaquin’s OTP compared to the two other State supported services for FY19 & FY18. The Capitol Corridor runs entirely on the Union Pacific Railroad. Pacific Surfliner runs primarily on the BNSF with a small segment on the Union Pacific. The San Joaquins are handed off between the BNSF and Union Pacific at Stockton for the Sacramento bound trains and at Port Chicago for the Oakland bound trains.

Service	FYTD19	FY18
San Joaquins	63.0%	77%
Capitol Corridor	87.1%	90%
Pacific Surfliner	70.3%	77%

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 2.5

INFORMATION

Administrative Items

Media Stories:

Attached is an article with a link provided below.

“Amtrak San Joaquins makes schedule changes to improve SoCal connectivity & on-time performance” - ABC 10

<https://www.abc10.com/article/news/amtrak-san-joaquins-makes-schedule-changes-to-improve-socal-connectivity-on-time-performance/103-1321a421-d432-417c-a10c-99343049cdb8>

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Amtrak San Joaquins makes schedule changes to improve SoCal connectivity & on-time performance



Amtrak San Joaquins schedule changes will improve connectivity across the Bay Area, Sacramento, the San Joaquin Valley and Southern California.

Author: Carlos Herrera

SACRAMENTO, Calif. — Amtrak San Joaquins is making some schedule changes to make it easier and faster for passengers to get to their destinations.

The overall goal is to improve on-time performance, enhance statewide connectivity, and make rail travel convenient for the greatest number of travelers.

Amtrak San Joaquins is Amtrak’s sixth busiest route in the country with 1.1 million annual riders, so the impact of the schedule changes will be massive. David Lipari, marketing manager for the San Joaquin Joint Powers Authority (SJJPA), said the new schedule will improve on-time performance, “making the train departure and arrival times more predictable.”

The schedule update will return the San Joaquins to seven full-corridor round-trips, five between Bakersfield and Oakland, and two between Bakersfield and Sacramento. All departures from Bakersfield, Oakland, and Sacramento are now scheduled for every two-hours. The schedule changes begin May 20.

Under the previous schedule, there were challenges when trains had to pass each other, which created delays.

“The new schedule will allow for trains to pass at double track sections, which limits time wasted waiting for trains to pass,” Lipari said.

The schedule will also improve connections for passengers who want to travel the full-corridor to Southern California, which is a very important market for Amtrak San Joaquins.

Lipari said more than 200,000 passengers ride the Amtrak San Joaquins trains to Southern California, but the previous schedule created challenges for travelers who wanted to make connections into Southern California or access the Thruway Bus network. He said the new schedule will make this more convenient.

“[It’s] designed to improve on-time performance and connectivity across the Bay Area, Sacramento, the San Joaquin Valley and Southern California. We are proud to offer a more convenient and timely solution that meets the growing needs of riders,” Lipari said.

Lipari said the schedule changes are part of a bigger plan. The SJJPA, the San Joaquin Regional Rail Commission (SJRRC) and the Altamont Corridor Express (ACE) Service are working on increasing service to Sacramento as part of their Valley Rail Project.

The increased service will bring additional San Joaquins and new ACE service to Sacramento. The Valley Rail Project, which received \$500.5 million in state grant funding last year, is moving forward with planning, design and implementation. Currently, environmental analysis is underway and additional trains are expected start running within three years.

[Schedule Changes](#)

Train 701 / 1701

Monday - Sunday

Depart Bakersfield at 6:12 a.m.

Arrive in Sacramento at 11:49 a.m.

Change Benefits

Restores seven-day service to Sacramento via direct train to Bakersfield, Wasco, Corcoran, and Hanford while decreasing the Thruway Bus trip length from Los Angeles.

Train 718

Monday - Sunday

Depart Oakland at 5:36 p.m.

Arrive in Bakersfield at 11:57 p.m.

Change Benefits

Restores full-corridor service seven days a week while decreasing the Thruway Bus trip length to Los Angeles.

Train 702

Monday - Sunday

Depart Bakersfield at 6:26 a.m.

Arrive in Sacramento at 11:57 a.m.

Change Benefits

Provides an early morning train south out of Sacramento with well-timed connections throughout the Valley and Southern California.

Train 703

Monday - Sunday

Depart Bakersfield at 6:12 p.m.

Arrive in Sacramento at 11:31 p.m.

Change Benefits

Provides an evening Sacramento-bound train that serves afternoon departures from Southern California and evening trips in the San Joaquin Valley.

Source: <https://www.abc10.com/article/news/amtrak-san-joaquins-makes-schedule-changes-to-improve-socal-connectivity-on-time-performance/103-1321a421-d432-417c-a10c-99343049cdb8>

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 4

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Increasing the Budget Authority for the 2018/19 San Joaquin Amtrak Contract by \$5,245,000

Background:

The Budget Authorization for the San Joaquin Service is established through various line items in the Annual Business Plan and resulting contracts. Funding for the Budget Authorization is accomplished through a Master Fund Transfer Agreement between SJJPA and the State of California. For FY 2018/19, \$44,793,780 was authorized for the Amtrak Contract, based primarily upon Amtrak forecasts. Staff had concern with a \$2M annual increase in the Thruway Bus category that Amtrak could not provide justification for, so this amount was not included in the authorization or funding request.

At the May SJJPA meeting as part of the discussion for the next year's Business Plan approval, staff identified the trend of higher Amtrak expenses and lower revenues during 2018/19. Throughout the course of the year, the Thruway bus line item has come in at the higher amount, although staff are protesting some of the expenses. Additionally, Amtrak has significantly exceeded its' projections for Maintenance of Equipment and the associated Amtrak Additive charge. Staff has been seeking justification for the higher maintenance costs, but adequate documentation from Amtrak is still pending. Finally, ticket revenues have fallen approximately \$1.6M short of the Amtrak projections.

In May 2019, the State of California identified approximately \$15,000,000 in Operations Augmentation Funds between the three California JPA's for the FY 18/19 and requested eligible projects, or identification and justification of potential shortfalls that would be funded using the augmentation funds. Two of the JPA's have experienced Amtrak costs higher than the forecasts and have asked the state to allocate funding to augment the operating budgets. All three JPA's are in active discussions with Amtrak to reduce the cost increases and provide more transparency in the cost justifications.

In June 2019, a request was made and approved by California State Transportation Agency (CalSTA) for up to \$5,245,000 to augment the FY 18/19 operating funding. Since the Amtrak Contract operates on the Federal Fiscal Year, the final amounts owed to Amtrak will be determined after September 30, 2019.

Fiscal Impact:

The increase in the Amtrak Contract Line of \$5,245,000 will be funded by the state Operating Augmentation Funds.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Increasing the Budget Authority for the 2018/19 San Joaquin Amtrak Contract by \$5,245,000.

SJJPA RESOLUTION 19/20-

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS
AUTHORITY INCREASING THE BUDGET AUTHORITY FOR THE 2018/19 SAN
JOAQUIN AMTRAK CONTRACT BY \$5,245,000**

WHEREAS, the authorized Fiscal Year 2018/19 Budget Authority for the Amtrak Contract is \$44,793,780; and

WHEREAS, the Amtrak actual expenses are coming in higher and revenues are coming in lower than the FY2018/19 Amtrak forecasts, resulting in the need for \$5,245,000 in supplemental revenues; and

WHEREAS, SJJPA is working collaboratively with the other Intercity Rail JPA's and the State to reduce Amtrak cost overruns and to better refine the Amtrak Intercity Rail Operating Cost forecasts; and

WHEREAS, the State of California has identified additional funding for operations and has approved up to \$5,245,000 for the SJJPA Amtrak Contract; and

WHEREAS, San Joaquin Joint Powers Authority authorized and directed the Executive Director to execute any and all documents associated with the Master Fund Transfer Agreement Supplements for Operations, Administration and Marketing Budgets for Fiscal Year 2018/2019;

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority increasing the Budget Authority for the 2018/19 San Joaquin Amtrak Contract by \$5,245,000.

PASSED AND ADOPTED by SJJPA on this 26th day of July 2019, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 5

ACTION

Presentation by Tri-Valley – San Joaquin Valley Regional Rail Authority on the Valley Link Project and the Altamont Corridor Vision Phase 1 Improvement Program and Approve a Resolution of the Governing Board of San Joaquin Joint Powers Authority Authorizing the Chair to Submit a Letter of Support for the Altamont Corridor Vision Phase 1 Improvement Program

Marianne Payne and Diane Cowin representing Tri-Valley – San Joaquin Valley Regional Rail Authority, will be presenting the proposed Valley Link Rail Project and the Altamont Corridor Vision Phase 1 Improvement Program.

SJJPA staff, in partnership with SJRRC and Tri-Valley – San Joaquin Valley Regional Rail Authority are requesting a letter of support from SJJPA for the Altamont Corridor Vision Phase 1 Improvement Program (see draft letter of support attached).

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a resolution of the Governing Board of San Joaquin Joint Powers Authority Authorizing the Chair to submit a letter of support for the Altamont Corridor Vision Phase 1 Improvement Program.

July 26, 2019

Carl Guardino, President and CEO
Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA 95110

Alicia John-Baptiste, President and CEO
SPUR
654 Mission Street
San Francisco, CA 94105-4015

Jim Wunderman, President and CEO
Bay Area Council
353 Sacramento Street, 10th Floor
San Francisco CA 94111

Jo Ann Prompongsatorn Farrant &
Ann Cheng, Co-Executive Directors
TransForm
436 14th Street, Suite 600
Oakland, CA 94612

RE: Altamont Corridor Vision Phase 1 Improvement Program Inclusion in FASTER Bay Area

Dear Carl, Jim, Alicia, Jo Ann, and Ann,

San Joaquin Joint Powers Authority (SJJPA) is pleased to provide this letter to strongly support the inclusion of \$1.9 billion for the Altamont Corridor Vision Phase 1 Improvements Program as part of FASTER Bay Area. It is our understanding Silicon Valley Leadership Group, Bay Area Council, SPUR, and TransForm are working in partnership to have FASTER Bay Area on the November 2020 ballot for Bay Area voters.

The Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the most heavily traveled, most congested, and fastest growing corridors in the Northern California megaregion. Bay Area Council estimates that congestion will increase an additional 75% between 2016 and 2040. To achieve state and regional environmental and economic development goals, a robust passenger rail alternative is needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, provide greater connectivity, and a better quality of life and access to jobs, educational opportunities and health care facilities. SJJPA anticipates running San Joaquin's trains over the Altamont Corridor once improvements have been made to allow for significantly greater passenger rail frequencies. The Altamont Corridor is viewed as the primary regional rail passenger rail connection between the Northern San Joaquin Valley and the Bay Area.

The Altamont Corridor Vision Phase 1 Improvement Program is the result of a partnership between San Joaquin Regional Rail Commission (Altamont Corridor Express [ACE]), Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link), and SJJPA. The Bay Area improvements of this Phase 1 Program include \$1.1 billion for the implementation of 8.6-miles of new alignment through the Altamont Pass (between Greenville Road and the San Joaquin County Line) to be used by both ACE and Valley Link services. This new alignment through the Altamont Pass would include a 3.5 mile tunnel and enable speeds up to 125 mph that would decrease train travel times through the Altamont Pass by 11 – 15 minutes. Bay Area Phase 1 improvements also includes \$600 million to fund equipment and the additional infrastructure needed to complete the Valley Link service between Dublin/Pleasanton BART and Livermore. In the near-term, the Tri-Valley – San Joaquin Valley Regional Rail Authority

anticipates running 25 Valley Link daily round-trips between Dublin/Pleasanton BART and North Lathrop Transfer Station in San Joaquin County. In addition, Phase 1 also includes \$200 million for new ACE equipment and Bay Area station/alignment improvements for two additional ACE round-trips between the San Joaquin Valley and San Jose.

The Altamont Corridor Vision Phase 1 Improvement Program will provide safe, frequent, and reliable regional rail service by modernizing passenger rail in the Altamont Corridor. The vastly improved infrastructure through the Altamont Pass would be separated from freight, double tracked, grade separated, and enable fast (up to 125 mph maximum speeds), and frequent service. The Altamont Corridor Vision Phase 1 Improvement Program is the first step towards the completion of the Altamont Corridor Vision which is consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, MTC Resolution 3829 from 2007, and the CHSRA's Altamont Corridor Rail Project.

The Altamont Corridor Phase 1 Improvement Program would:

- Substantially increase regional rail ridership in the Altamont (I-580/I-680) Corridor.
- Reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile.
- Reduce congestion on some of the Bay Area's most congested freeways (I-580/I-680 Corridor)

The transformative Altamont Corridor Vision Phase 1 Improvement Program would have a very positive effect on the Northern California Megaregion's underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile. Connecting these San Joaquin Valley communities to the Bay Area's large economic centers would increase safe and affordable transportation options between these communities. The Phase 1 Improvement Program would also foster more compact and sustainable growth, providing access to affordable housing and a chance to rebalance the job centers equitably.

We are pleased to provide this letter of strong support of the Altamont Corridor Vision Phase 1 Improvement Program to be included as part of FASTER Bay Area to help move the Bay Area and the Northern California Megaregion forward.

Sincerely,

Vito Chiesa

Chair

CC: Gwen Litvak, Jason Baker, Laura Tolkoff

ADD

SJJPA RESOLUTION 19/20-

**RESOLUTION OF THE GOVERNING BOARD OF SAN JOAQUIN JOINT POWERS
AUTHORITY AUTHORIZING THE CHAIR TO SUBMIT A LETTER OF SUPPORT FOR
THE ALTAMONT CORRIDOR VISION PHASE 1 IMPROVEMENT PROGRAM**

WHEREAS, Silicon Valley Leadership Group, Bay Area Council, SPUR, and TransForm are working in partnership to have FASTER Bay Area on the November 2020 ballot for Bay Area voters; and

WHEREAS, the \$1.9 billion Altamont Corridor Vision Phase 1 Improvement Program is the result a partnership between SJJPA, San Joaquin Regional Rail Commission, and Tri-Valley – San Joaquin Valley Regional Rail Authority; and

WHEREAS, the Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the most heavily traveled, most congested, and fastest growing corridors in the Northern California megaregion; and

WHEREAS, the Altamont Corridor Vision Phase 1 Improvement Program would substantially increase regional rail ridership in the Altamont (I-580/I-680) Corridor, reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile, and reduce congestion on some of the Bay Area's most congested freeways; and

WHEREAS, the Altamont Corridor Vision Phase 1 Improvement Program would have a very positive effect on the Northern California's underserved priority and rural communities; and

WHEREAS, SJJPA views the Altamont Corridor as the primary regional rail passenger rail connection between the Northern San Joaquin Valley and the Bay Area and anticipates running San Joaquins trains over the Altamont Corridor once improvements have been made to allow for significantly greater passenger rail frequencies; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of San Joaquin Joint Powers Authority hereby authorizing the Chair to submit a letter of support for the Altamont Corridor Phase 1 Improvement Program.

PASSED AND ADOPTED, by SJJPA this 26th day of July 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 6

INFORMATION

San Joaquins May 20, 2019 Schedule Performance Update

Background

On May 20, 2019 the San Joaquins introduced a new schedule that brought back the 7 full-corridor round-trips on a new bi-hourly pulse pattern with the primary objective of increasing the San Joaquins on-time performance and reliability, as well as, strengthening the core market of the service which is statewide intercity connectivity between the Bay Area, Central Valley, and Southern California. Staff, working with our rail operating partners Amtrak, BNSF, and DB Engineering & Consulting, have been monitoring the initial performance of the recent schedule change.

Initial trends are encouraging, as all-stations on-time performance for the San Joaquins has improved since the start of the May 20, 2019 Schedule Change. All-stations on-time performance with a 15-minute tolerance (the current tolerance benchmark being used by Amtrak and the Host Railroads) has increased from 67% to 77% since the new schedule was implemented. This improvement has occurred despite an uptick of track maintenance work by the host railroad BNSF. There should be a further increase in on-time performance once the track maintenance crews begin to wind down their work in August. Staff has directed our schedule performance monitoring team to analyze the root causes of delays on the San Joaquins corridor and to develop recommendations to improve the service for the Fall 2019 Schedule Change, which is targeted for late October. Along with on-time performance, ridership and revenue on the San Joaquins have also improved over the last three months compared to the previous year. See Agenda Item 2.4 for more information.

In August, SJJPA, Amtrak, BNSF, and DB E&C will convene a meeting to discuss the initial performance of the May 20, 2019 Schedule Change and go over recommendations developed by the schedule performance monitoring team. In September, staff will present recommendations to the Board for the Fall Schedule Change.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. No action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 7

INFORMATION

Madera Station Relocation Update

Background

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

During 2018, and early 2019, SJJPA continued to work on plans for the Relocated Madera Station at Avenue 12 (see Figure 1). Design efforts were coordinated with CHSRA and CalSTA to ensure that the design could accommodate future HSR service and could be implemented in a manner which minimized future construction impacts and enabled the HSR station and trackwork to be implemented in a phased approach.

The next step towards the implementation of the Relocated Madera Station is the formal environmental review process. The contract for this work was approved at the May 31, 2019 SJJPA Board Meeting. The funding for this effort will be secured in August 2019 from the California Transportation Commission (CTC) and the environmental process will be initiated. During the environmental phase, the most viable alternatives will be studied. On June 7, 2019, SJJPA staff met with Madera CTC, Madera County, City of Madera, and CSHRA representatives. It was agreed that in advance of initiating the environmental work, additional outreach by SJJPA staff would be done with the City of Madera and Madera CTC.

Attached is a document summarizing the events which led to receiving over \$26 million in TIRCP funding for the Madera Station Relocation and the rationale for this project.

Fiscal Impact:

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

Recommendation:

This is an informational item. No action requested.

FIGURE 1: Site Map for Relocated Madera Station at Ave. 12





MADERA STATION RELOCATION

San Joaquin Joint Powers Authority
July 2019

Madera Station Relocation

Background/Defining the Problem

San Joaquin Joint Powers Authority (SJJPA) took on the responsibility of administering and managing the Amtrak San Joaquins on July 1, 2015. SJJPA Governing Board includes representatives of ten Member Agencies (including Madera County Transportation Commission).

SJJPA recognizes that connectivity with other modes of transit is vital to maintaining an effective and efficient transportation system. At the November 2016 SJJPA Board Meeting, SJJPA staff presented an assessment of the existing connectivity between the Amtrak San Joaquins and local transit services (excluding Amtrak Thruway buses). This assessment found that the Madera Station had the worst connectivity of any San Joaquins station (along with Turlock/Denair). The Madera station is located northeast of Madera, where no local or intercity bus service is provided. After the November 2016 SJJPA Board Meeting, SJJPA staff began working with Member Agencies and stakeholders to compile a list of suggestions to increase connectivity.

In addition to the lack of connectivity with public transportation, other major problems were found to exist with the existing Madera Station location at Madera Acres. In particular, the Madera Station has had consistently low San Joaquins ridership. Of the stations served by all 7 San Joaquins daily round trips, the Madera Station has the lowest ridership. In FY 2016, Madera Station had 27,136 passenger on/offers, whereas Hanford had 173,328 passenger on/offers and Merced had 110,317 on/offers (Fresno was the highest with 359,044 passenger on/offers).

The existing Madera station location is a major contributing factor to its low connectivity and ridership. In addition to being located northeast of the City of Madera; the existing Madera Station lacks direct access to or from State Route 99 (see Figure 1); and is surrounded by very low-density development, including a nearby golf course. SJJPA gave the Madera Station a “low” rating for new transit oriented development potential. Although the Madera Station has only 19 parking spaces (lowest of all San Joaquins stations), SJJPA was unable to gain State support for investment in additional parking at this site (see Figure 2).

As part of the California High-Speed Rail Authority (CHSRA) Final 2016 Business Plan, the CHSRA identified Madera as a new multimodal station. This was the first CHSRA Business Plan that proposed a stop at Madera. CHSRA highlighted Madera Station as an important connection to the San Joaquins service. Due to new funding opportunities provided by the Transit and Intercity Rail Capital Program (TIRCP), SJJPA identified an opportunity to obtain State resources to move the Madera Station to a new location which could better serve Madera, Madera County, and provide better ridership and revenue for the San Joaquins and future HSR service. In late 2016, SJJPA staff began working with Madera CTC, Madera County, the City of Madera, CalSTA, and the CHSRA to review the negative issues associated with the existing Madera Acres Station location and to discuss the possibility of pursuing moving the Madera Station to a better location.

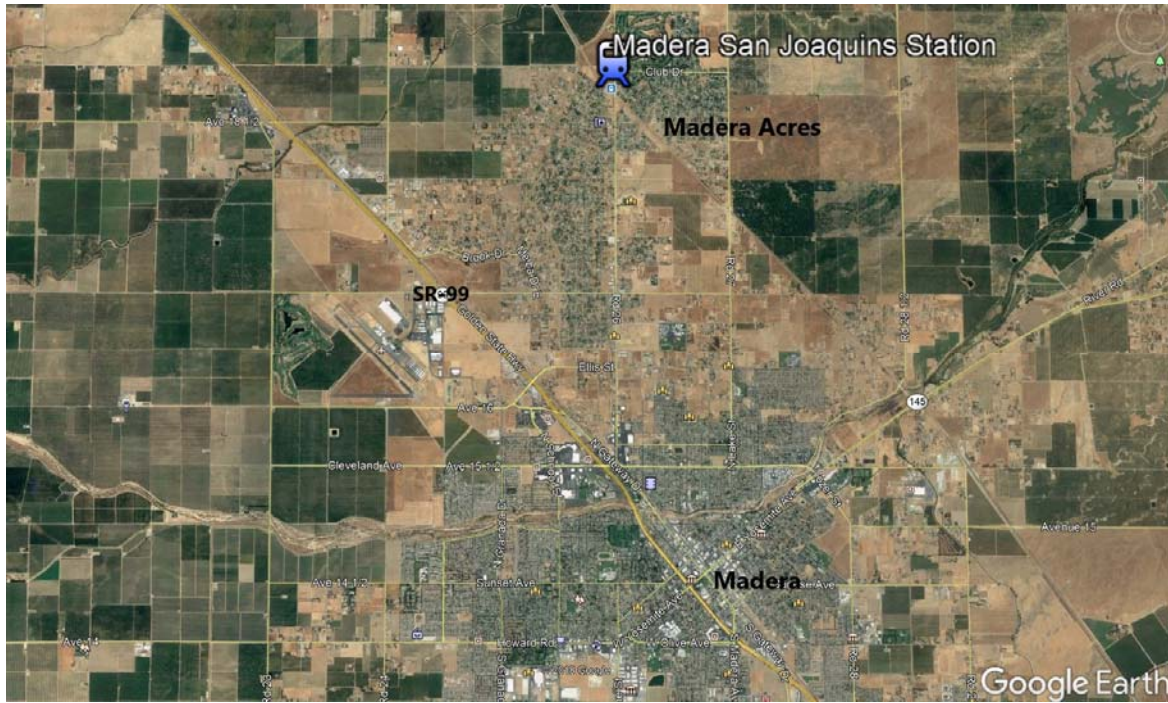


Figure 1. Existing San Joaquins Madera Station at Madera Acres

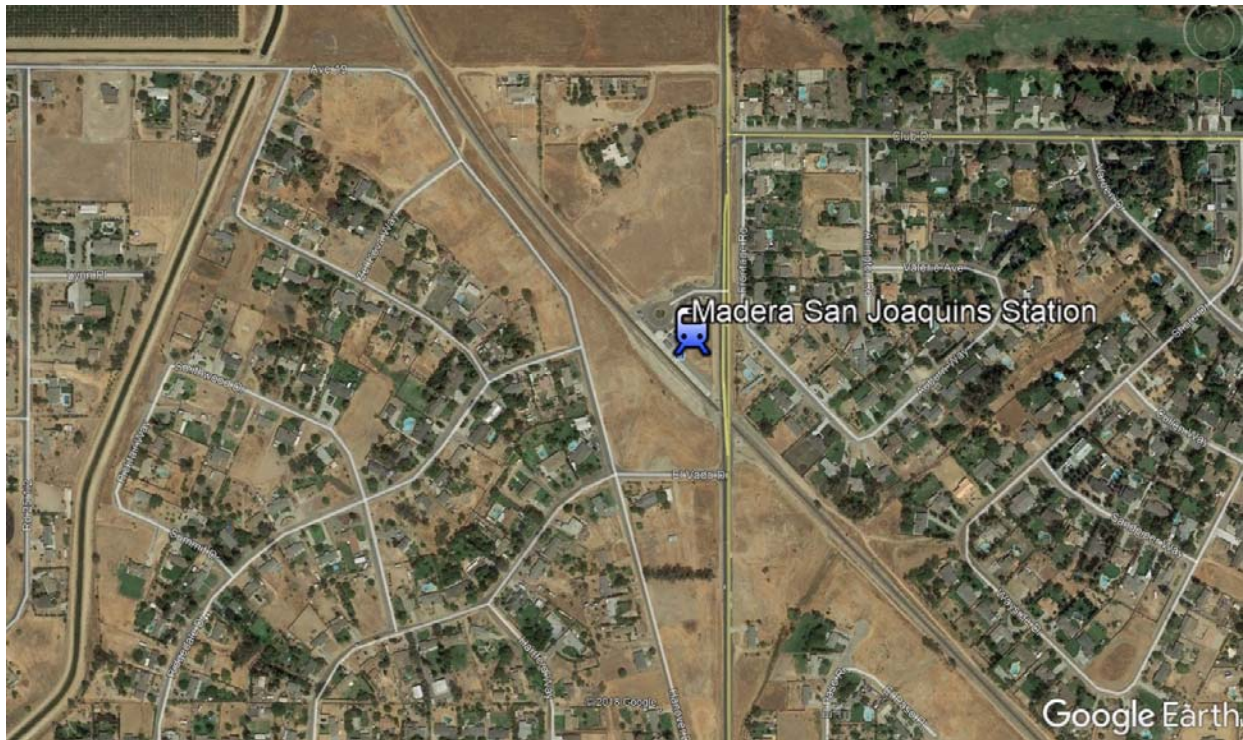


Figure 2. Existing Madera Station

Identification and Benefits of Avenue 12 Station Location

SJJPA staff worked with Madera CTC, Madera County, City of Madera and CHSRA over a series of meetings between November 2016 and October 2017 (11/10/16, 12/8/16, 2/17/17, 2/22/17, 4/17/17, and 10/12/17). These meetings included agency staff and elected officials from Madera County and the City of Madera. The result of these meetings was SJJPA staff became focused on the relocation of the Madera Station to Avenue 12 as the near-term and long-term solution for the problems facing the existing station.

There are not many viable alternatives for San Joaquins station locations to serve the City of Madera and Madera County. The station must be located along the BNSF alignment (that the San Joaquins operate on), which is to the east of Madera. A new location needs to have high ridership potential, strong transit connectivity, potential for transit oriented development, good access to State Route 99 and the City of Madera. It should also well serve both the existing and expected future growth of Madera County. The location also needs to be able to accommodate a future HSR station as part of a multi-modal facility and to enable a phased implementation (to minimize any wasted investment/need to close the station during HSR construction). In the discussions with Madera CTC, Madera County, and the City of Madera, two locations were considered as possible sites for meeting the criteria needed for relocating Madera Station: **Avenue 12** and **Avenue 15**. While Avenue 15 is considerably closer in proximity to Central Madera, it lacks direct access to Central

Madera and State Route 99 and is a much less desirable location than Avenue 12.

Avenue 12 is the best location for meeting all the criteria needed for a relocated Madera Station. The Avenue 12 Relocated Madera Station site is south-east of Madera and would be located within the Madera State Center Community College (SCCC) Specific Plan (July 1995) boundary about 1 mile east of the new Madera State Center Community College (see Figure 3). This adopted Specific Plan includes a passenger rail station on the BNSF line off Avenue 12. Avenue 12 is one of the primary existing transit corridors in Madera County. The location has excellent connectivity to State Route 99 with a new interchange at State Route 99/Avenue 12 recently completed and further improvements to Avenue 12 are being implemented. Although the potential station location is currently agricultural land, the 1,867-acre SCCC Specific Plan Area has slated this area for future development, which would provide considerable opportunity for transit-oriented development around this station location. In addition, the future growth of Madera County is largely focused to the south and east of Madera and largely along the Avenue 12 corridor (see Figure 3). Although the proposed new location is located south of Central Madera, it is more accessible than the Avenue 15 and existing Madera Acres station locations. In addition to best serving Madera County, the southern location of Avenue 12 has an added benefit for higher ridership potential since it would also be an attractive location for potential riders from Northern Fresno and Clovis. This is important, because the amount of service provided to any Madera Station in the future will depend largely on the amount of ridership the station can generate.



Figure 3. Site Map for Relocated Madera Station at Avenue 12

Higher-volume stations will not only have more frequent service, but will also be able to attract more transit-oriented development around the station and will generate more sales tax revenue. Since the Avenue 12 location is largely undeveloped and is near the HSR alignment, it enables a phased implementation of a multi-modal station with HSR with minimal impacts.

Through its formal 2017 Business Plan process, SJJPA identified the desire to relocate the Madera Station away from Madera Acres as a key goal. The intention to relocate the Madera Station was first presented at the January 27, 2017 SJJPA Board Meeting as part of the discussion of key new items proposed to be included in the Draft 2017 Business Plan. The Draft 2017 Business Plan was released to the public on March 1, 2017 and then approved by the SJJPA Board at the March 24, 2017 Board

Meeting. At the May 26, 2017 SJJPA Board Meeting, Item 10 focused on the Avenue 12 location as the preferred site for the Relocated Madera Station. At that same meeting, SJJPA approved their Final 2017 Business Plan which included the goal of relocating the Madera Station to improve ridership and connectivity.

Plans for Implementing the Relocated Madera Station

The Transit and Intercity Rail Capital Program (TIRCP) which includes Cap and Trade, as well as, Senate Bill (SB) 1 funding provided an opportunity to fund major improvements for the San Joaquins service. At the July 27, 2017 SJJPA Board Meeting, SJJPA unanimously approved Item 7 which gave the Executive Director the authority to submit a large TIRCP application to CalSTA. This application focused on improvements

and equipment needed to increase San Joaquins and Altamont Corridor Express (ACE) service to Sacramento, but also would include the funding needed to relocate the Madera Station to the Avenue 12 location. Under the title "Madera Station Project", the staff report for Item 7 from the July 27, 2017 SJJPA Board Meeting states, "The application would include a relocated Madera station in the vicinity of Avenue 12, which will provide increased connectivity to transit, better access to SR-99, have more transit oriented development potential, higher ridership potential, and fit better with the near-term and long-term plans for the region. This relocated station would also better serve the Clovis, and northern Fresno population." The SJJPA application (which was a joint application with the San Joaquin Regional Rail Commission) received over 130 letters of support throughout the San Joaquin Valley and the Sacramento Region. These Letters of support included letters from Madera CTC, Madera County Board of Supervisors, Madera City Council Member Oliver highlighting their support for the TIRCP application and in particular supporting the funding to relocate Madera Station to the Avenue 12 location. These letters highlight the local partnership with SJJPA in this effort and the key benefits of the Avenue 12 location (see attached letters).

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

However, with the threat of the recall of SB 1 (with Measure 6), funding was withheld until after the November 2018 election (where Measure 6 was defeated).

During 2018, and early 2019, SJJPA continued to work on plans for the Relocated Madera Station at Avenue 12. Design efforts were coordinated with CHSRA, and CalSTA to ensure that the design could accommodate future HSR service and could be implemented in a manner which minimized future construction impacts and enabled the HSR station and trackwork to be implemented in a phased approach. Figure 4 is the latest design for the Relocated Madera Station and shows both the San Joaquins station and the future HSR station.

The next step towards the implementation of the Relocated Madera Station is the formal environmental review process. The contract for this work was approved at the May 31, 2019 SJJPA Board Meeting. The funding for this effort will be secured in August 2019 from the California Transportation Commission, and the environmental process will be initiated. During the environmental phase, the most viable alternatives will be studied. On June 7, 2019 SJJPA staff met with Madera CTC, Madera County, City of Madera, and CSHRA representatives. It was agreed that in advance of initiating the environmental work, additional outreach by SJJPA staff would be done with the City of Madera and Madera CTC. An update of the Madera Station Relocation will be presented at the July 26, 2019 SJJPA Board Meeting in Modesto.



Figure 4. Proposed Design for Relocated Madera Station

Letters of Support

Madera CTC Letter of Support

Madera County Letter of Support

City Council Member Oliver

Brian P. Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814
tircpcomments@dot.ca.gov

RE: SJJPA/SJRRC TIRCP 2018 Grant Application – Support for Improved Passenger Rail Service to Sacramento

Dear Secretary Kelly,

The Madera County Transportation Commission (MCTC) would like to express our strong support for the grant application submitted by the San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Regional Rail Commission (SJRRRC) that seeks funding under the Transit and Intercity Rail Capital Program (TIRCP). The proposed project will use existing rail infrastructure to better connect travelers to and from the Sacramento region with the San Joaquin Valley. Because the tracks are already in place, the planned improvements to passenger rail service are cost effective and achievable in a fast timeframe. This is an incredibly unique and important opportunity to dramatically improve the regional transportation network and transform how Californians move through the Central Valley.

The requested grant funding will enable in the near term two more daily round trips for the Amtrak San Joaquins service from Fresno to Sacramento using the BNSF Stockton Subdivision and the UPRR Sacramento Subdivision – with new stations located in Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas. These new station locations will serve the region well, and a shuttle connection between the Natomas station and the Sacramento International Airport offers a travel solution for residents throughout the Valley. In addition to improved connectivity for the San Joaquin Valley, we are hopeful the San Joaquin Regional Rail Commission also pursues expanded Altamont Corridor Express (ACE) service between Natomas and San Jose and between Merced and Natomas – offering a new direct connection between Sacramento and the Bay Area and more service between the Northern San Joaquin Valley and Sacramento.

The SJJPA/SJRRC proposed rail project would bring major benefits for the entire Central Valley region:

- Better frequency. In order for the service to become a more useful and reliable piece of the Sacramento regional transportation network, it is essential to increase frequency of service.
- Better access in Sacramento. By building new platforms along the Sacramento Subdivision tracks, riders would now have access to multiple stations that serve the region in convenient locations and connect to the Sacramento Regional Transit network.
- Better mobility options. Improving frequency of service to the Sacramento market would provide an attractive way to connect travelers to the state capital– an important opportunity to serve business travelers and respond to economic development patterns.

The project would also bring significant environmental benefits by reducing car travel and congestion and therefore reducing greenhouse gas emissions (GHG). The GHG benefits of rail would continue to grow over time as frequency increases and rider population grows.

Improved passenger rail is an essential component of the Sacramento region's future transportation network. Increased frequency will make the service a viable and attractive option for business travelers, leisure travelers, and those living in transit-dependent households. It will facilitate economic growth, encourage transit-oriented development, and increase bicycle and pedestrian activity for connections to the stations.

In the Madera Region, a key area of interest related to this TIRCP 2018 Grant Application is the relocation of the Madera Amtrak Station. In the California High Speed Rail Authority 2016 Business Plan, a High Speed Rail (HSR) station was added in Madera with the intent to have the future state system be the initial connection to the national Amtrak system. The track alignments for both future HSR service and San Joaquins meet in Madera County, creating the potential for a cross-platform connection between the two services. Currently, there are no other stations in the San Joaquin Valley envisioned to provide such a high-quality connection.

MCTC has collaborated with several of our regional and local partners to analyze an ideal location for station relocation as well as considering the positive effects and impacts a well-planned new Amtrak Station location could yield locally, regionally and state-wide.

The new location has greater potential to capture more riders for Amtrak, as well as HSR, by being situated between Madera County's two largest and fastest growing communities. The proposed new station would also be an attractive choice for potential riders from the northern Fresno/Clovis metro area, rural communities in northern eastern Fresno County and the Yosemite National Park gateway communities in Eastern Madera County. The location is bound by two State Highway Routes with modern interchange access from each either in place or currently programmed in the near future and is along a route in Madera County that currently serves as the main east-west corridor for those travelling between Madera and Fresno Counties. The new location is in close proximity to the Madera Center College and is currently served by hourly public transit connections from the Cities of Madera and Fresno.

Relocating the Amtrak Station is needed to ensure higher degree of safety and health. The potential to capture more riders on commuter rail being realized via way of a better located Amtrak Station will be a benefit for safety on our increasingly congested roadways and to emissions levels that are output from our automobiles caught in that congestion. Riders who choose to access the new station for their trip have potential to assist conditions and provide congestion and emissions relief not just in Madera, but in all areas of the state where their modal choice for a trip on rail displaces their vehicle.

These numerous benefits correlate with the visions outlined in MCTC's adopted Regional Transportation Plan. Relocating the current Amtrak Station would provide the Madera Region an important opportunity to see the visions and goals identified in our RTP become a reality.

MCTC strongly supports this plan for improved passenger rail. Overall, we see this project as an important strategy to reduce congestion, improve quality of life, and pursue a comprehensive and more sustainable transportation network for our future.

Thank you for considering the SJJPA/SJRRRC grant application.

Sincerely,



Andrew Medellin, Board Chair
Madera County Transportation Commission



BOARD OF SUPERVISORS COUNTY OF MADERA

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RHONDA CARGILL, Chief Clerk of the Board

December 12, 2017

Brian P. Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: SJJPA/SJRRC TIRCP 2018 Grant Application – Support for Improved Passenger Rail Service to Sacramento

Dear Secretary Kelly;

Madera County would like to express our strong support for the grant application submitted by the San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Regional Rail Commission (SJRRRC) that seeks funding under the Transit and Intercity Rail Capital Program (TIRCP). The proposed project will use rail infrastructure to better connect travelers to and from the Sacramento region with the San Joaquin Valley and the Bay Area. The planned improvements to passenger rail service are cost effective and can be implemented quickly and efficiently. This is an incredibly unique and important opportunity to dramatically improve the regional transportation network and transform how Californians move through the Central Valley and beyond.

The requested grant funding will enable in the near term two more daily round trips for the Amtrak San Joaquins service from Fresno to the Sacramento region using the BNSF Stockton Subdivision and the UPRR Sacramento Subdivision, as well as the extension of Altamont Corridor Express (ACE) service to/from Sacramento. The funding will also enable buildout of new stations located in Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas. These new station locations will serve the region well, and a shuttle connection between the Natomas station and the Sacramento International Airport offers a travel solution for residents throughout the Valley.

Extending the ACE service between Natomas and San Jose and between Merced and Natomas will offer a new direct connection between Sacramento and the Bay Area. increasing frequency of Amtrak San Joaquins service will improve connectivity between the San Joaquin Valley and Sacramento.

The SJJPA/SJRRC proposed rail project would bring major benefits for the entire Central Valley region:

- Better frequency. In order for the service to become a more useful and reliable piece of the Sacramento regional transportation network, it is essential to increase frequency of service.



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Brian P. Kelly
December 12, 2017
Page Two

- Better access in Sacramento. By building new platforms along the Sacramento Subdivision tracks, riders would now have access to multiple stations that serve the region in convenient locations and connect to the Sacramento Regional Transit network.
- Better mobility options. Improving frequency of service to the Sacramento market would provide an attractive way to connect travelers to the state capital – an important opportunity to serve business travelers and respond to economic development patterns.
- Direct connection to Bay Area markets. Sacramento is part of a growing mega-region with key economic opportunities that depend on easy access to the Bay Area. The proposed ACE extension would complement the existing Capitol Corridor service, connecting Sacramento to different parts of the Bay Area and facilitating future growth.

Overall, this project would also bring significant environmental benefits by reducing car travel and congestion and therefore reducing greenhouse gas emissions (GHG). The GHG benefits of rail would continue to grow over time as frequency increases and rider population grows.

Improved passenger rail is an essential component of the future transportation network for the Northern California mega-region and the greater Central Valley. Increased frequency will make the service a viable and attractive option for business travelers, leisure travelers, and those living in transit-dependent households. It will drive economic growth, encourage transit-oriented development, and increase bicycle and pedestrian activity for connections to the stations.

In the Madera Region, a key area of interest related to this TIRCP 2018 Grant Application is the relocation of the Madera Amtrak Station. In the California High Speed Rail Authority 2016 Business Plan, a High Speed Rail (HSR) station was added in Madera with the intent to have the future state system be the initial connection to the national Amtrak system. The track alignments for both future HSR service and San Joaquins meet in Madera County, creating the potential for a cross-platform connection between the two services. Currently, there are no other stations in the San Joaquin Valley envisioned to provide such a high-quality connection.

Madera County has collaborated with several of our regional and local partners to analyze an ideal location for the station relocation as well as considering the positive effects and impacts a well-planned new Amtrak Station location could yield locally, regionally and state-wide.

The new location has greater potential to capture more riders for Amtrak, as well as HSR, by being situated between Madera County's two largest and fastest growing communities. The proposed new station would also be an attractive choice for potential riders from the northern Fresno/Clovis metro area, rural communities in north/eastern Fresno County and the Yosemite



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Brian P. Kelly
December 12, 2017
Page Three

National Park gateway communities in Eastern Madera County. The location is bound by two State Highway Routes with modern interchange access from each either in place or currently programmed in the near future and is along a route in Madera County that currently serves as the main east-west corridor for those traveling between Madera and Fresno Counties. The new location is in close proximity to the Madera Center College and is currently served by hourly public transit connections from the Cities of Madera and Fresno.

Relocating the Amtrak Station is needed to ensure a higher degree of safety and health. The potential to capture more riders on commuter rail being realized via a better located Amtrak Station will be a benefit for safety on our increasingly congested roadways. Riders who choose to access the new station have potential to assist conditions and provide congestion and emissions relief not just in Madera, but in all areas of the state where they choose to use the rail instead of their private vehicles.

These numerous benefits correlate with the visions outlined in Madera County Transportation Commission (MCTC) adopted Regional Transportation Plan (RTP). Relocating the current Amtrak Station would provide an important opportunity to see the visions and goals identified in the RTP become a reality.

Madera County strongly supports this plan for improved passenger rail. Overall, we see this project as an important strategy to reduce congestion, improve quality of life, and pursue a comprehensive and more sustainable transportation network for our future.

Thank you for considering the SJJPA/SJRRC grant application.

Sincerely,

Max Rodriguez
Chairman

MR/md

Madera City Council

Mayor Andrew J. Medellín
Mayor Pro Tem Jose Rodriguez, District 2
Council Member Cece Foley Gallegos, District 1
Council Member William Oliver, District 3
Council Member Derek O. Robinson Sr., District 4
Council Member Charles F. Rigby, District 5
Council Member Donald E. Holley, District 6



January 10, 2018

Brian P. Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: SJJPA/SJRRC TIRCP 2018 Grant Application – Support for Improved Passenger Rail Service to Sacramento

Dear Secretary Kelly:

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The new location has greater potential to capture more riders for Amtrak, as well as HSR, by being uniquely situated between Madera County's two largest and fastest growing communities. The proposed new station would also be an attractive choice for potential riders from the northern Fresno/Clovis metro area, rural communities in northern eastern Fresno County and the Yosemite National Park gateway communities in Eastern Madera County. The location is bound by two State Highway Routes with modern interchange access, and is in close proximity to the Madera Center College that has hourly public transit connections from the City of Madera.

I strongly support this plan for improved passenger rail. Overall, I see this project as an important strategy to reduce congestion, improve quality of life, and pursue a comprehensive and more sustainable transportation network for our future.

Thank you for considering the SJJPA/SJRRRC grant application.

Sincerely,



Will Oliver
Councilmember



San Joaquin
Joint Powers Authority

WWW.SJJPA.COM

949 EAST CHANNEL STREET STOCKTON, CALIFORNIA 95202

SAN JOAQUIN JOINT POWERS AUTHORITY
July 26, 2019

STAFF REPORT

Item 8

INFORMATION

Thruway Bus Update: Route 3 Modifications, Route 34 Re-Establishment, Madera – San Jose Thruway Bus Pilot

Route 3 Service Level Modification (Stockton – Sacramento – Chico – Redding)

Beginning in 2018, SJJPA staff began a ridership and revenue review of the San Joaquins Thruway Bus routes. During this process, staff evaluated the financial performance of multiple thruway bus routes in a segmented process which evaluated the revenue generation of segments within a particular thruway bus route. Route 3, the thruway bus route between Stockton, Sacramento, Chico, and Redding, was evaluated in this segmented process. This evaluation showed a steep drop-off in revenue generation between Chico and Redding on the most northern segment of Route 3.

Currently, Route 3 provides 4 daily round-trips (8 one-way bus trips) between Redding and Sacramento/Stockton. Average daily ridership on the two stops north of Chico was quite low for the number of miles necessary to serve these communities (Redding 9.67 riders per day in FY17 and Red Bluff 3.87 riders per day in FY17). With an average per mile cost of \$3.00/mile, the cost for the 74-mile segment north of Chico to Redding is \$1,778 per day. The revenue generated from Redding ridership is on average \$281 per day, and from Red Bluff \$95 per day. The State of California evaluates the “break-even” performance of the thruway bus routes by taking the bus revenue generated over segments of a bus route and adds the average train ticket price to the bus ticket. If the bus + train ticket revenue does not at least cover the operating segment’s costs, that segment of the route is considered to have failed to reach the break-even threshold. For the two stops north of Chico, the total combined train + bus revenue is \$675 per day, which is far below the cost to run the service over this segment (see Figure 1 below).

Figure 1

Origin & Destination	Miles (from Stockton)	Estimated Costs by Segment (\$3.00/mile)	Total FY17 Revenue	Total FY17 Ridership	FY17 Riders/Day	FY 17 Revenue Per Rider	FY17 Revenue Per Day	Daily Bus Revenue Per Segment	Daily Train Revenue (\$22.04) Per Segment	Daily Train + Bus Revenue Per Segment
LODI	16	Stockton-Sacramento: 52 miles (X) \$3.00/mile (X) 10 one-way trips = \$1,560 daily costs	\$20,953.56	3131	8.58	\$6.69	\$57.41	\$2,738.36	\$5,687.04	\$8,425.40
ELK GROVE	37		\$36,846.66	4403	12.06	\$8.37	\$100.95			
SACRAMENTO (Capitol)	52		\$12,809.72	1194	3.27	\$10.73	\$35.10			
SACRAMENTO	52		\$928,891.99	85454	234.12	\$10.87	\$2,544.91			
DAVIS	69	Sacramento-Davis: 17 miles (X) \$3.00/mile (X) 8 one-way trips = \$408 daily costs	\$123,924.07	10895	29.85	\$11.37	\$339.52	\$339.52	\$657.88	\$997.40
MARYSVILLE	93	Sacramento-Chico: 91 miles (X) \$3.00/mile (X) 8 one-way trips = \$2,184 daily costs	\$45,982.84	3420	9.37	\$13.45	\$125.98	\$1,067.42	\$1,291.12	\$2,358.54
OROVILLE	121		\$43,327.12	2652	7.27	\$16.34	\$118.70			
CHICO	143		\$300,299.34	15310	41.95	\$19.61	\$822.74			
RED BLUFF	186	Chico-Redding: 74 miles (X) \$3.00/mile (X) 8 one-way trips = \$1,776 daily costs	\$34,741.83	1414	3.87	\$24.57	\$95.18	\$376.62	\$298.42	\$675.04
REDDING	217		\$102,724.54	3528	9.67	\$29.12	\$281.44			
Grand Totals:		Total Route 3: \$5,928 daily costs	\$1,650,501.67	131401	360.00	\$12.56	\$4,521.92	\$4,521.92	\$7,934.46	\$12,456.38

Based on the revenue and cost analysis performed, staff requested the current Route 3 bus operator to provide a schedule and the associated cost savings of reducing the amount of daily round-trips from 4 to 2 North of Chico. This modification of service would reduce the cost of this route by approximately \$400,000 annually based on the bus operator's per mile costs. Staff believes that the average ridership of 13 riders per day in this segment would not be affected by this change in service levels North of Chico as there would still be 216 available seats daily (4 one-way trips X 54 seats per bus). Below is the current and modified Route 3 schedules for thruway bus service North of Chico.

Current Route 3 Schedule

Route 3 - Southbound					Route 3 - Northbound				
Train #	712	714	704	718	Train #	711	713	715	717
Bus #	3712	3714	3704	3718	Bus #	3711	3713	3715	3717
Redding	6:00 AM	8:05 AM	12:15 PM	2:00 PM	Stockton	8:45 AM	12:45 PM	4:45 PM	6:45 PM
Red Bluff	6:35 AM	8:40 AM	12:50 PM		Lodi	9:10 AM	1:20 PM	5:20 PM	7:10 PM
Chico	7:35 AM	9:45 AM	1:55 PM	3:35 PM	Elk Grove		1:35 PM	5:35 PM	7:35 PM
Oroville	8:00 AM	10:10 AM	2:20 PM	4:00 PM	Sacramento	10:00 AM	2:20 PM	6:15 PM	8:15 PM
Marysville	8:35 AM	10:45 AM	2:55 PM	4:35 PM	Davis	10:20 AM	2:30 PM	6:35 PM	8:25 PM
Davis	9:05 AM	11:10 AM		5:50 PM	Marysville	10:50 AM	3:10 PM	7:05 PM	9:05 PM
Sacramento	9:50 AM	11:55 AM	4:00 PM	6:05 PM	Oroville	11:25 AM	3:45 PM	7:40 PM	9:40 PM
Elk Grove	10:15 AM	12:20 PM		6:20 PM	Chico	11:55 AM	4:15 PM	8:10 PM	10:10 PM
Lodi	10:30 AM	12:35 PM	5:04 PM		Red Bluff		5:10 PM	9:05 PM	11:05 PM
Stockton	11:05 AM	1:10 PM	5:22 PM	7:10 PM	Redding	1:15 PM	5:40 PM	9:35 PM	11:35 PM

Modified Route 3 Schedule

Route 3 - Southbound					Route 3 - Northbound				
Train #	712	716	704	718	Train #	711	701	713	715
Bus #	3712	3716	3704	3718	Bus #	3711	3701	3713	3715
Redding	6:00 AM	10:05 AM			Stockton	8:45 AM	10:38 AM	12:45 PM	4:45 PM
Red Bluff	6:35 AM	10:40 AM			Lodi	9:10 AM	10:53 AM	1:20 PM	5:20 PM
Chico	7:35 AM	11:45 AM	1:55 PM	3:35 PM	Elk Grove			1:35 PM	5:35 PM
Oroville	8:00 AM	12:10 PM	2:20 PM	4:00 PM	Sacramento	10:00 AM	12:30 PM	2:20 PM	6:15 PM
Marysville	8:35 AM	12:45 PM	2:55 PM	4:35 PM	Davis	10:20 AM		2:30 PM	6:35 PM
Davis	9:05 AM	1:50 PM		5:50 PM	Marysville	10:50 AM	1:20 PM	3:10 PM	7:05 PM
Sacramento	9:50 AM	2:05 PM	4:00 PM	6:05 PM	Oroville	11:25 AM	1:55 PM	3:45 PM	7:40 PM
Elk Grove	10:15 AM	2:20 PM		6:20 PM	Chico	11:55 AM	2:25 PM	4:15 PM	8:10 PM
Lodi	10:30 AM	2:35 PM	5:04 PM		Red Bluff			5:10 PM	9:05 PM
Stockton	11:05 AM	3:10 PM	5:22 PM	7:10 PM	Redding			5:40 PM	9:35 PM

The modified Route 3 schedule would become effective with the implementation of the Fall 2019 San Joaquins Schedule Change. Current service levels will be maintained until this next upcoming schedule change.

California State Government Code 14035.2 (a) (1) states: "It is the intent of the Legislature that the department adopt and implement the following policies applicable to the operation of feeder bus service provided by the department to and from rail

terminals: Comprehensive marketing strategies to promote, in a cost-effective manner, ridership on intercity rail and feeder bus routes, including notification to the public of new routes and services and modifications to scheduling affecting existing routes and services.” This staff report and subsequent postings to San Joaquins social media accounts will serve as the notification to the public for modification of the Route 3 thruway bus service.

There will be further modifications to the Route 3 thruway bus corridor as SJJPA’s regional partner, Shasta Regional Transportation Agency (SRTA), starts operations of Salmon Runner intercity bus service between Redding and Sacramento along the I-5 corridor. As the Salmon Runner begins service, all Route 3 buses will be truncated to Chico. With the truncation of service in Chico, the cost savings incurred by this change will allow SJJPA to be a funding partner with SRTA on the operations of the Salmon Runner. SJJPA will work closely with SRTA, CalSTA, and Caltrans in the start-up and operation of the Salmon Runner service to ensure schedules between the services are coordinated and efficient.

Route 34 Re-Establishment (San Francisco – Oakland – Dublin/Pleasanton – Stockton)

In the prior San Joaquins 7 Daily Round-Trip Schedule that ended in May 2018, the San Joaquins had a thruway bus connection for the 2 daily Sacramento round-trips from the Bay Area with a connection in Stockton. With the San Joaquins having now returned to a 7 full-corridor daily round-trip schedule, staff is recommending the re-establishment of this thruway bus route.

After evaluation of multiple route alternatives that could serve this thruway bus route, staff is recommending the I-80/I-580 corridor which served as the previous routing. Stops would include: San Francisco Transbay Terminal, Emeryville, Oakland Jack London, Dublin-Pleasanton BART, Livermore, Tracy, and Stockton’s Robert J. Cabral Station where passengers would be able to transfer to and from the two Sacramento-tied San Joaquins daily round-trips.

Previously, Route 34 had an annual ridership of 18,004 in FY16. To reduce costs on this route, staff is exploring the use of different thruway bus vehicles with a seating capacity below the typical 54 seat “over-the-road” coaches that are utilized for the longer-distance San Joaquins thruway bus routes. A 30-passenger shuttle bus would have a lower annual operating cost and would serve the seating capacity needs of this route for the foreseeable future. Staff has directed Amtrak to release a Request for Proposals for the re-established Route 34, with the expected start of service to begin with the implementation of the Fall 2019 San Joaquins Schedule Change. Below is the conceptual schedule based on the San Joaquins May 20, 2019 Schedule.

Conceptual Re-Established Route 34 Schedule

Route 34 - Eastbound/Southbound		
Train #	702	704
Bus #	3402	3404
San Francisco	4:25 AM	1:45 PM
Emeryville	4:50 AM	2:05 PM
Oakland	5:05 AM	2:20 PM
Dublin/Pleasanton	5:35 AM	3:05 PM
Livermore	5:45 AM	
Tracy	6:10 AM	
Stockton Bus Arr.	6:50 AM	5:00 PM
Stockton Train Dep.	7:22 AM	5:22 PM

Route 34 - Westbound/Northbound		
Train #	701	703
Bus #	3401	3403
Stockton Train Arr.	10:36 AM	10:23 PM
Stockton Bus Dep.	10:45 AM	10:30 PM
Tracy		11:00 PM
Livermore		11:25 PM
Dublin/Pleasanton	11:50 AM	11:35 PM
Oakland	12:35 PM	12:00 AM
Emeryville	12:45 PM	12:15 AM
San Francisco	1:00 PM	12:25 AM

Madera – San Jose Thruway Bus Pilot

Since staff announced our intentions earlier this year to begin a new thruway bus service between the Madera Station and San Jose Diridon Station, a lot of positive feedback has been received on the concept. Staff has been evaluating what the appropriate service levels should be in this pilot project, and what the impacts on revenue generation would likely be. Today, passengers that travel between the San Joaquins corridor and San Jose are routed via Route 6 between Stockton and San Jose.

This new thruway bus service between Madera and San Jose would significantly reduce the amount of travel time for San Joaquins passengers (by over 1 hour compared to today's schedule), but also could potentially reduce the amount of revenue generated by San Jose passengers because of the reduction of train revenue that a current San Jose passenger would contribute on the current routing. This potential loss of revenue could be made up with additional ridership with a faster trip time, but staff recognizes the pilot nature of this route and wants to take a cautious approach before making changes that could have a negative impact on overall San Joaquins revenue. Also, with the potential changes coming to the thruway bus network with the pending legislation of SB 742, which would allow for bus-only trips on the thruway bus network, understanding the potential revenue impacts is crucial to the success of this route and the San Joaquins service.

Staff will continue to evaluate the revenue implications of this pilot bus service. The Madera–San Jose thruway bus route is slated for implementation with the Spring 2020 San Joaquins Schedule Change. Below is the conceptual Madera–San Jose thruway pilot schedule based on the San Joaquins May 20, 2019 Schedule.

Conceptual Madera–San Jose Thruway Bus Pilot Schedule

Madera-San Jose - Southbound			
Train #	702	712	716
San Jose Bus Dep.	6:30 AM	10:30 AM	2:30 PM
Madera Bus Arr.	9:05 AM	1:05 PM	5:05 PM
Madera Train Dep.	9:19 AM	1:19 PM	5:19 PM
Fresno	9:49 AM	1:49 PM	5:49 PM
Hanford	10:24 AM	2:24 PM	6:24 PM
Corcoran	10:41 AM	2:40 PM	6:40 PM
Wasco	11:20 AM	3:17 PM	7:17 PM
Bakersfield	11:57 AM	3:57 PM	7:57 PM
Los Angeles	2:35 PM	6:35 PM	10:35 PM

Madera-San Jose - Northbound			
Train #	701	715	719
Los Angeles	3:00 AM	9:25 AM	1:05 PM
Bakersfield	6:12 AM	12:12 PM	4:12 PM
Wasco	6:39 AM	12:39 PM	4:39 PM
Corcoran	7:14 AM	1:19 PM	5:19 PM
Hanford	7:34 AM	1:39 PM	5:39 PM
Fresno	8:16 AM	2:16 PM	6:16 PM
Madera Train Arr.	8:42 AM	2:42 PM	6:42 PM
Madera Bus Dep.	8:50 AM	2:50 PM	6:50 PM
San Jose Bus Arr.	11:20 AM	5:20 PM	9:20 PM

Fiscal Impact:

The modification of Route 3 (Stockton – Sacramento – Chico – Redding) is projected to result in a \$400,000 annual savings in operational expenses. Route 34's expenses were included in the 2019 SJJPA Business Plan in the Amtrak Contract line item. The Madera-San Jose Thruway Bus Route expenses were also included in the 2019 SJJPA Business Plan under the Other Operations line item. Further financial analysis will be completed for the Madera–San Jose route to avoid potential revenue decreases from trips diverted that were previously taken via Route 6 (Stockton – San Jose).

Recommendation:

This is an informational item. No action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 9

INFORMATION

SB 742 Update

Senate Bill 742 (SB 742) was introduced by Senator Allen on February 22, 2019. The purpose of SB 742 is to remove portions of Section 14035.55 of the CA Government Code which require state supported Amtrak Thruway Bus passengers to have a rail trip as part of their ticket. Senator Galgiani and Assemblymembers Gray, Flora, and Fong have agreed to co-author this bill.

Amending Section 14035.55 provisions would enable the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip. Amending Section 14035.55 provisions would increase revenues for the state at virtually no additional cost, would provide improved access to priority and underserved communities, and would reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile. This change will also provide better utilization of current infrastructure and reduce congestion on some of the nation's most congested freeways.

California's Amtrak Thruway Bus Network is one of the largest intercity bus networks in the United States connecting over 250 communities throughout California and major cities in Nevada. This network is underutilized because of the restriction on who can use this network, being limited to only those who ride a train on a segment of their travel. Amending Section 14035.55 could have a very positive effect on California's underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile and airline travel. Connecting these communities to each other and to California's large economic centers would increase safe and affordable transportation options between these communities.

Staff worked with Assembly Transportation Committee staff, Senator Allen's office, Greyhound, California Bus Association, and California Transit Association on amendments to SB 742 that were accepted by Senator Allen and amended into SB 742 before it was voted on by the Assembly Transportation Committee. As a result of this cooperative effort, Greyhound and the California Bus Association rescinded their opposition to SB 742 and now have a "neutral" position to the bill. Please see the latest version of SB 742 attached (amended July 1 in the Assembly). The amendments improve some of the previous language, require the JPAs to do additional consultation

with public and private bus operators before entering into contracts, and requires a JPA to submit a report to the Legislature on or before January 1, 2023 documenting the impacts of SB 742. The intent of SB 742 was not changed.

As noted in the May 31 staff report, SB 742 passed on the Senate Floor with a **37-0** vote on May 20, 2019. On July 8, 2019, SB 742 passed through the Assembly Transportation Committee with a **15-0** vote. SB 742 will go to Assembly Appropriations next before going to the Assembly Floor.

Staff continues to work with Senator Allen's office and RailPac on SB 742. Staff were a witness in favor of SB 742 at the Assembly Transportation Committee Hearing (along with Doug Kerr with RailPac) and a number of other supporters of SB 742 also spoke in favor of the bill. No one spoke in opposition of SB 742 at the Assembly Transportation Committee Hearing. Please see the latest SB 742 Fact Sheet attached which includes an updated long list of supporters and shows no formal opposition to SB 742.

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

Fiscal Impact:

Amending Section 14035.55 would result in increased Thruway bus ridership and additional revenue for the San Joaquins service.

Recommendation:

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

AMENDED IN ASSEMBLY JULY 1, 2019

AMENDED IN SENATE MARCH 27, 2019

SENATE BILL

No. 742

Introduced by Senator Allen

February 22, 2019

An act to amend Section 14035.55 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 742, as amended, Allen. Intercity passenger rail services: motor carrier transportation of passengers.

Existing law authorizes the Department of Transportation to ~~contract with~~ *provide funding to Amtrak to* ~~provide commuter and intercity rail passenger services.~~ *enter into contracts with motor carriers of passengers for the intercity transportation of passengers by motor carrier over regular routes if certain conditions are met.* Existing law also authorizes the department to provide funding to Amtrak to contract for rail feeder bus services operated in conjunction with the intercity trains, but subject to the restriction, among others, that the bus services be used only by passengers who are connecting to or from a train, subject to specified exceptions, including exceptions for passengers on certain routes where no private intercity bus company provides scheduled bus services.

This bill would instead authorize the department to provide funding to ~~Amtrak, a certain joint powers authority, or any other public or private transit operator~~ *authorities responsible for the administration of intercity passenger rail services* for the purpose of entering into a contract with *Amtrak or a public or private* motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular ~~routes.~~ *routes*

connecting to intercity rail service, as specified. The bill would authorize a state or local government to enter into an agreement with Amtrak to provide for the intercity transportation of passengers by motor carrier over regular routes that are open to all riders, including passengers who are not connecting to a passenger rail service. The bill would also authorize a public or private transit operator to enter into a ticket-selling agreement with Amtrak, a joint powers authority, or any other public or private transit operator that provides intercity transportation of passengers by motor carrier over regular routes. authorize motor carrier connections funded pursuant to these provisions to transport passengers who are not connecting to a passenger rail service. The bill would require a joint powers authority that contracts for service pursuant to this authorization, in consultation with the department, to submit a report to the Legislature on or before January 1, 2023, relating to that service. The bill would authorize state agencies and departments, public and private transit operators, intercity motor carriers of passengers, Amtrak, and those joint powers authorities to enter into revenue sharing and ticket selling agreements with each other to provide for intercity transportation of passengers and connections at rail stations to and from local transit systems and intermodal and intercity motor carrier terminals.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares both of the
2 following:
3 (a) The coordination of public and private intercity transportation
4 to and from ~~transit stations and other~~ passenger rail ~~services~~
5 ~~stations~~ is essential to providing ~~connecting points for passenger~~
6 ~~rail service.~~ *a statewide intercity passenger transportation network.*
7 (b) The availability of intercity bus transportation ~~to all riders~~
8 ~~on regular routes designated for passenger rail service~~ is necessary
9 ~~to ensure that connects to passenger rail services and that serves~~
10 ~~communities during time periods not currently operated by private~~
11 ~~intercity transportation companies could provide a significant~~
12 ~~additional travel choice for statewide intercity passenger network~~
13 ~~users and, if available to all riders, could help ensure the optimal~~

1 use of intercity ~~and commuter rail passenger transportation.~~
2 *transportation funding.*

3 *(c) The support of existing intercity bus services is critical to*
4 *maintaining rural services and connections to the state's surface*
5 *transportation system, and funding pursuant to this measure*
6 *should, to the greatest extent possible, enhance those services and*
7 *not damage them.*

8 SEC. 2. Section 14035.55 of the Government Code is amended
9 to read:

10 14035.55. (a) To the extent permitted by federal law, the
11 department shall encourage ~~Amtrak~~ *intercity passenger rail*
12 *providers* and motor carriers of passengers to do both of the
13 following:

14 (1) Combine or package their respective services and facilities
15 to the public as a means of improving intercity ~~passenger rail~~
16 *transportation* services to the public.

17 (2) Coordinate schedules, routes, rates, reservations, and
18 ticketing to provide for enhanced intermodal surface transportation
19 to and from connecting points of passenger rail service.

20 (b) (1) The department may provide funding to ~~Amtrak~~, a joint
21 powers authority ~~formed pursuant to Chapter 5 (commencing with~~
22 ~~Section 6500) of Division 7 of Title 1, or any other public or private~~
23 ~~transit operator~~ *responsible for the administration of an intercity*
24 *passenger rail service* for the purpose of entering into a contract
25 with ~~Amtrak~~ *or a public or private* motor carrier of passengers for
26 the intercity transportation of passengers by motor carrier over
27 ~~regular routes.~~ *routes connecting to intercity rail service.*

28 (2) *The joint powers authority shall, before entering into a*
29 *contract with a private motor carrier of passengers, consult with*
30 *and consider relevant local and regional public transit operators*
31 *to determine if a local or regional public transit operator can*
32 *provide the planned service and to attempt to avoid conflicts with*
33 *existing public transit services.*

34 (3) *Before contracting for motor carrier connections to or from*
35 *an intercity rail service pursuant to this subdivision, a joint powers*
36 *authority shall make a good faith effort to coordinate with private*
37 *motor carrier services to provide timely connections with intercity*
38 *rail services, including through agreements to fund modifications*
39 *or expansions of existing motor carrier services to better*
40 *coordinate with existing rail service.*

1 (4) *The joint powers authority shall document the differences,*
2 *including time of day, between the proposed motor carrier services*
3 *and the existing services in communities served if proposing a*
4 *publicly funded motor carrier service pursuant to this subdivision.*

5 (5) *The requirements of paragraphs (2) to (4), inclusive, shall*
6 *be documented, presented, and available for public comment in a*
7 *public meeting of the applicable joint powers authority.*

8 ~~(c) A state or local government may enter into an agreement~~
9 ~~with Amtrak to provide for the intercity transportation of~~
10 ~~passengers by motor carrier over regular routes that are open to~~
11 ~~all riders, including Motor carrier connections funded pursuant~~
12 ~~to this section may transport passengers who are not connecting~~
13 ~~to a passenger rail service.~~

14 ~~(d) A public or private transit operator may enter into a~~
15 ~~ticket-selling agreement with Amtrak, a joint powers authority~~
16 ~~formed pursuant to Chapter 5 (commencing with Section 6500)~~
17 ~~of Division 7 of Title 1, or any other public or private transit~~
18 ~~operator that provides intercity transportation of passengers by~~
19 ~~motor carrier over regular routes.~~

20 (d) *State agencies and departments, public and private transit*
21 *operators, intercity motor carriers of passengers, Amtrak, and*
22 *joints powers authorities may enter into revenue sharing and ticket*
23 *selling agreements with each other to provide for intercity*
24 *transportation of passengers and connections at rail stations to*
25 *and from local transit systems and intermodal and intercity motor*
26 *carrier terminals.*

27 (e) (1) *A joint powers authority that contracts for service*
28 *pursuant to this division, in consultation with the department, shall*
29 *submit a report to the Legislature on or before January 1, 2023,*
30 *that shall include, but not be limited to, the number of its*
31 *passengers who are transferring to intercity passenger rail service,*
32 *the number of its passengers who are traveling solely on the motor*
33 *carrier, the extent to which the contracted service is similar to*
34 *services offered by privately operated intercity motor carriers, the*
35 *impact of the publicly funded motor carrier service on privately*
36 *operated motor carrier services, and any revenue sharing and*
37 *ticket selling agreement entered into pursuant to subdivision (d).*
38 *The report may also include any recommendations for changes to*
39 *state polices to encourage increased connectivity and service*
40 *quality.*

1 (2) (A) *The requirement for submitting a report imposed under*
2 *this subdivision is inoperative on January 1, 2027, pursuant to*
3 *Section 10231.5.*

4 (B) *A report to be submitted pursuant to this subdivision shall*
5 *be submitted in compliance with Section 9795.*

6 ~~(e)~~

7 (f) For purposes of this section, the following terms have the
8 following meanings:

9 (1) “Amtrak” means the National Railroad Passenger
10 Corporation.

11 (2) “Department” means the Department of Transportation or
12 the department’s successor with respect to providing funds to
13 subsidize Amtrak service.

14 (3) “Joint powers authority” means a joint exercise of powers
15 agency established pursuant to this chapter.

16 ~~(3)~~

17 (4) “Motor carrier of passengers” means a person or entity
18 providing motor vehicle transportation of passengers for
19 compensation.

O

SB 742 ALLEN

(COAUTHORS SENATOR GALGIANI & ASSEMBLYMEMBERS GRAY, FLORA, & FONG)

INTERCITY PASSENGER RAIL SERVICES: MOTOR CARRIER TRANSPORTATION OF PASSENGERS

BACKGROUND

SB 804 (Perata) was passed in 1999 with the objective of protecting private intercity bus lines from competition from the state sponsored Thruway bus network. SB 804 added Section 14035.55 to the Government Code requiring that passengers using state supported Amtrak Thruway buses (associated with the San Joaquins, Capitol Corridor, and Pacific Surfliner intercity passenger rail services) must have a rail component to their journey.

California's Amtrak Thruway Bus Network is one of the largest bus networks in the United States connecting over 250 communities throughout California and major cities in Nevada. This network is underutilized because of the Section 14035.55 restriction on who can use this network, being limited to only those who ride a train on a segment of their travel. By eliminating this restriction, the State could provide transportation services to more people while reducing energy consumption and emissions.

This year, rail passenger advocates and the San Joaquin Joint Powers Authority began working together to support legislation in order to amend Section 14035.55 that would enable the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip.

PURPOSE

Senate Bill 742 would amend Section 14035.55 provisions to enable the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip. Amending Section 14035.55 provisions would increase revenues for the state at virtually no additional cost, would provide improved access to priority and underserved communities, and would reduce the amount of greenhouse gases and air pollution emissions by

diverting trips that would have previously been taken by an automobile. This change will also provide better utilization of current infrastructure and reduce congestion on some of the state's most congested freeways.

Amending Section 14035.55 could have a very positive effect on California's underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile and airline travel. Connecting these communities to each other and to California's large economic centers would increase safe and affordable transportation options between these communities.

Intercity passenger rail and its associated Thruway bus network is environmentally friendly, and the state has a continuing interest in the provision of cost-effective and efficiently administered intercity passenger rail/Thruway bus services.

VOTES & BILL STATUS

- Senate Transportation Committee (12 – 0)
- Senate Appropriations Committee (passed without vote)
- Senate Floor (37 – 0)
- Assembly Transportation Committee (15 – 0)
- Assembly Appropriations Committee
- Assembly Floor
- Senate Concurrence

SPONSORS/SUPPORTERS

- Rail Passengers Association of California and Nevada (Sponsor)
- S J Valley Regional Planning Agencies' Directors' Committee¹ (Sponsor)

¹ San Joaquin Valley Regional Planning Agencies' Directors' Committee Member Agencies are: Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments.

- Central Valley Rail Working Group² (Sponsor)
- San Joaquin Joint Powers Authority
- Capitol Corridor Joint Powers Authority
- Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency
- California Intercity Passenger Rail Leadership Group
- San Joaquin Valley Rail Committee
- Sacramento Regional Rail Working Group
- Downtown Stockton Alliance
- Valley Vision
- Mendocino Transit Authority
- Los Rios Community College District
- Downtown Sacramento Partnership
- King City
- San Joaquin Bike Coalition
- San Joaquin Council of Governments
- The Rising Sun Center for Opportunity
- Butte County Association of Governments
- Transportation Agency for Monterey County
- Active San Gabriel Valley
- Coast Rail Coordinating Council (CRCC)
- Breathe California Sacramento Region
- Madera County Transportation Commission
- City of Manteca
- California Hispanic Chamber of Commerce
- Stockton Mayor, Michael Tubbs
- Sonoma-Marín Area Rail Transit District (SMART)
- Madera County Board of Supervisors
- Madera County Supervisor Frazier
- City of Arcata
- Humboldt County Association of Governments
- Humboldt County Board of Supervisors
- Huddle CoWork
- City of Bakersfield
- City of Sacramento
- Southwest Passenger Rail Association
- Santa Barbara County Association of Governments
- City of Monterey
- Monterey County Board of Supervisors
- Bay Area Council
- San Joaquin County Hispanic Chamber of Commerce
- CA Partnership for the San Joaquin Valley
- California Walks
- Natural Resources Defense Council
- Transform
- Seamless Bay Area
- California Bicycle Coalition
- Planning and Conservation League
- Safe Routes Partnership
- Sierra Club California
- Catholic Charities Diocese of Stockton
- Leadership Council for Justice & Accountability
- Coalition for Sustainable Transportation
- CA Council of the Blind
- Walk Sacramento
- Kern County North of the River Chamber of Commerce
- San Luis Obispo Council of Governments
- Shasta Regional Transportation Agency (SRTA)
- Kern County Hispanic Chamber of Commerce
- Sacramento Area Council of Governments
- City of Martinez
- San Joaquin County Board of Supervisors
- City of Salinas
- StanCOG Executive Director, Rosa Park
- Richmond Main Street Initiative
- Jack London Improvement District
- Stanislaus County
- Visit Berkeley
- California Transit Association
- Humboldt Transit Authority

OPPOSITION

- No opposition on file

FOR MORE INFORMATION

Dan Leavitt, Manager of Regional Initiatives
 San Joaquin Joint Powers Authority
dan@acerail.com (209) 944-6266

² Central Valley Rail Working Group Member Agencies are: Sacramento Regional Transit District, Sacramento Area Council of Governments, City of Sacramento, City of Elk Grove, City of Galt, County of Sacramento, San Joaquin Regional Rail Commission, San Joaquin Council of Governments, San Joaquin Regional Transit District, City of Stockton, City of Manteca, City of Lodi, County of San Joaquin, Stanislaus Council of Governments, City of Turlock, City of Modesto, County of Stanislaus, Merced County Association of Governments, City of Merced, and County of Merced.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 26, 2019

STAFF REPORT

Item 10

INFORMATION

Executive Director's Report

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

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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