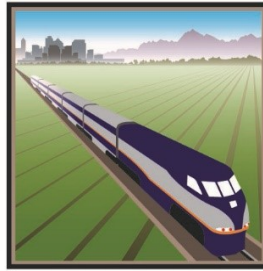


Supervisor **Vito Chiesa**, Stanislaus County
Councilmember **Patrick Hume**, Chair, City of Elk Grove
Supervisor **David Haubert**, Alameda County
Councilmember **David Hudson**, City of San Ramon
Supervisor **Rodrigo Espinoza**, Vice-Chair, Merced County
Supervisor **Kathy Miller**, San Joaquin County
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Vice-Chair, Madera County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin

Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Don Nottoli**, Sacramento County
Alternate **Melissa Hernandez**, City of Dublin
Alternate **Diane Burgis**, Contra Costa County
Alternate **Josh Pedrozo**, Merced County
Alternate **Mikey Hothi**, City of Lodi

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

TELECONFERENCE BOARD MEETING

November 19, 2021 – 9:00 AM

Call-In Information: [+1 \(646\) 749-3335](tel:+16467493335) **Conference Access Code:** 887-245-613
GoToMeeting Link: <https://global.gotomeeting.com/join/887245613>

SPECIAL NOTICE **Coronavirus COVID-19**

In accordance with Assembly Bill 361 (AB361), San Joaquin Joint Powers Authority Board Members will be attending this meeting via teleconference or videoconference. Members of the public may observe the meeting by dialing [+1 \(646\) 749-3335](tel:+16467493335) with access code: 887-245-613 or log-in using a computer, tablet or smartphone at [GoToMeeting.com](https://global.gotomeeting.com/join/887245613) using link: <https://global.gotomeeting.com/join/887245613>

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

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

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

MEMBER AGENCIES

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

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

Chair Hume

2. Consent Calendar

2.1 Approve Minutes of September 24, 2021 Board Meeting

ACTION

2.2 Next Board Meeting Location

INFORMATION

2.3 SJJPA Operating Expense Report

INFORMATION

2.4 Washington Update

INFORMATION

2.5 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with County of Kern for the Implementation of the South of Merced Integration Study Recommendations and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

ACTION

2.6 Approve 2022 SJJPA Board Meeting Calendar

ACTION

2.7 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPA") Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period November 19, 2021 to December 19, 2021

ACTION

2.8 Update on MegaRegion Dozen

INFORMATION

3. Public Comments

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a person wishes to make a public comment during the meeting, to do so they must either 1) use GoToMeeting using link: <https://global.gotomeeting.com/join/887245613> and will have the option to notify SJJPA staff by alerting them via the "Chat" function or they can 2) contact SJJPA staff via email at: publiccommentssjjpa@sjjpa.com, in which staff will read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment and no more than 240 words.

4. Presentation on Draft 2022 State Rail Plan

INFORMATION

(Kyle Grading, Caltrans)

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

ACTION

(Dan Leavitt)

- | | |
|--|---------------------------|
| <p>6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with Amtrak for Procurement, Construction and/or Construction Management Services in Support of Fiscal Year 2021/2022 Minor Capital Projects within Existing Board Approved Funding Limits as Provided in the Table Attached Hereto and Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits and to Execute Any and All Documents Related to the Projects
(Rene Gutierrez)</p> | <p>ACTION</p> |
| <p>7. 2022 Interregional Transportation Improvement Program (ITIP)
(Dylan Casper)</p> | <p>INFORMATION</p> |
| <p>8. San Joaquins Service Update
(David Lipari)</p> | <p>INFORMATION</p> |
| <p>9. Colleges and Universities Outreach Program Update
(Carmen Setness)</p> | <p>INFORMATION</p> |
| <p>10. Allensworth Rededication Event Recap
(Carmen Setness)</p> | <p>INFORMATION</p> |
| <p>11. Station LOVE Program Update – Martinez Station
(Stacey Mortensen)</p> | <p>INFORMATION</p> |
| <p>12. Executive Director’s Report</p> | <p>INFORMATION</p> |
| <p>13. Board Member Comments</p> | |
| <p>14. Adjournment
The next regular meeting is scheduled for:
January 28, 2022 – 9:00 am</p> | |

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 19, 2021

Item 2.1

ACTION

Minutes of SJJPA September 24, 2021 Board Meeting

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 am on September 24, 2021 in accordance with the Governor's Executive Orders N-25-20, N-29-20 and N-35-20. The San Joaquin Joint Powers Authority Board Members attended this meeting via teleconference or videoconference.

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

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

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

Board Members Absent: Chiesa, Haubert, Hudson

2. Consent Calendar

- | | |
|---|--------------------|
| 2.1 Approve Minutes of July 23, 2021 Board Meeting | ACTION |
| 2.2 Approve Minutes of August 20, 2021 Special Board Meeting | ACTION |
| 2.3 Next Board Meeting Location | INFORMATION |
| 2.4 SJJPA Operating Expense Report | INFORMATION |
| 2.5 Washington Update | INFORMATION |
| 2.6 Administrative Items | INFORMATION |
| 2.7 Statewide Rail Coalition Federal Advocacy Efforts with Tai Ginsberg | INFORMATION |
| 2.8 San Joaquins Service Update | INFORMATION |

M/S/C (Frazier/Espinoza) to approve Items 2.1-2.8 of the Consent Calendar. Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021, by the following vote to wit:

AYES:	5	Miller, Verboon, Vice Chair Espinoza, Vice Chair Frazier, Chair Hume
NOES:	0	
ABSTAIN:	0	
ABSENT:	5	Chiesa, Haubert, Hudson, Quintero, Shuklian

3. Recognition of Senator Allen, the Author of SB 742

INFORMATION

Dan Leavitt gave a presentation on this item.

Chair Hume commented on the importance of this legislation that allows greater mobility.

4. Public Comments

There were no public comments.

5. Federal Legislative Update

INFORMATION

Sean Winker with Tai Ginsberg and Associates gave a presentation on this item.

Mike Barnbaum commented on the importance of Federal Transportation funding and various funding opportunities.

Chair Hume thanked Mr. Winkler and Mr. Ginsberg for the presentation and work.

6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute the FY 2022 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak Based upon Final Negotiations and Approval by Counsel and Authorizing the Chair to Execute Any Necessary Amendments to the Agreement

ACTION

Stacey Mortensen gave a presentation on this item.

There were no comments.

M/S/C (Miller/Frazier) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute the FY 2022 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak Based upon Final Negotiations and Approval by Counsel and Authorizing the Chair to Execute Any Necessary Amendments to the Agreement

Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Final South of Merced Integration Study Report for Central Valley Network Integration Improvements and

ACTION

Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Mr. Leavitt gave a presentation on this item.

There were no comments on this item.

M/S/C (Frazier/Espinoza) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Final South of Merced Integration Study Report for Central Valley Network Integration Improvements and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

8. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with Tulare County Association of Governments (TCAG) and Kings County Association of Governments (KCAG) for the Implementation of the South of Merced Integration Study Recommendations and Authorizing the Executive Director to Execute Any and All Documents Related to the Project**

ACTION

Mr. Leavitt gave a presentation on this item.

There were no comments on this item.

M/S/C (Verboon/Frazier) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with Tulare County Association of Governments (TCAG), Kings County Association of Governments (KCAG), Tulare County Regional Transit Agency, Kings County Area Public Transit Agency, and Visalia Transit, for the Implementation of the South of Merced Integration Study Recommendations and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

Passed and Adopted as Amended by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

9. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Adopting a Memorandum of Understanding (MOU) with the San Joaquin Valley Regional Policy Council (SJVRPC) to Develop Joint or Consistent Policy Positions, and Advocate for San Joaquin Valley Transportation and Air Quality Improvements and Authorizing the Executive Director Execute Any and All Documents Related to the Project**

ACTION

Mr. Leavitt have a presentation on this item.

Vice Chair Frazier commented on connectivity through Amtrak and High-Speed Rail as it comes through and that it makes sense to have SJJPA as part of the Policy Council.

M/S/C (Frazier/Espinoza) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Adopting a Memorandum of Understanding (MOU) with the San Joaquin Valley Regional Policy Council (SJVRPC) to Develop Joint or Consistent Policy Positions, and Advocate for San Joaquin Valley Transportation and Air Quality Improvements and Authorizing the Executive Director Execute Any and All Documents Related to the Project

Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

10. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Modify the San Joaquin Thruway Bus Network Operations and Authorizing the Executive Director Execute Any and All Documents Related to the Project**

ACTION

Paul Herman gave a presentation on this item.

Steve Roberts with RailPac recommended that the Board adopt the Resolution.

Mr. Barnbaum inquired about Route 9 and 10 being combined as one route.

Mr. Herman explained that those routes were at risk of being suspended due to the pandemic. SJJPA entered into a service agreement with Amtrak and the private bus operator to shift the operational costs to the vendor in exchange for ticket revenue, which reduces state taxpayer contribution for the routes while maintaining service.

Mr. Barnbaum inquired about the service to the airport in Las Vegas.

Mr. Herman explained that there are no plans for service to Las Vegas at this time.

M/S/C (Frazier/Verboon) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Modify the San Joaquins Thruway Bus Network Operations and Authorizing the Executive Director Execute Any and All Documents Related to the Project

Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

- 11. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets for Bus Stop Pairs to/from Santa Monica, Excluding the Westwood – Santa Monica Bus Stop Pair Which is Well Served by Local/Regional Transit and Authorizing the Executive Director Execute Any and All Documents Related to the Project**

ACTION

Mr. Leavitt gave a presentation on this item.

Steve Roberts recommended that the board approve this item and commended staff for their outreach work.

M/S/C (Frazier/Espinoza) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets for Bus Stop Pairs to/from Santa Monica, Excluding the Westwood – Santa Monica Bus Stop Pair Which is Well Served by Local/Regional Transit and Authorizing the Executive Director Execute Any and All Documents Related to the Project

Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

- 12. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with AECOM Technical Services, Inc. for Project Development Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$1,433,924 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project**

ACTION

Mr. Ripperda gave a presentation on this item.

There were no comments on this item.

M/S/C (Frazier/Espinoza) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with AECOM Technical Services, Inc. for Project Development Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$1,433,924 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

- 13. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Negotiate and Execute Any and All Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements for State Funded Transportation Projects and Any and All Documents Related to the Mini-High Platform Project**

ACTION

Mr. Ripperda gave a presentation on this item.

There were no comments on this item.

M/S/C (Miller/Shuklian) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Negotiate and Execute Any and All Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements for State Funded Transportation Projects and Any and All Documents Related to the Mini-High Platform Project

Passed and Adopted by the San Joaquin Joint Powers Authority on September 24, 2021 by the following vote to wit:

AYES: 7 Miller, Quintero, Shuklian, Verboon, Vice Chair Espinoza,
Vice Chair Frazier, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 3 Chiesa, Haubert, Hudson

- 14. SB 742 Implementation Update**

INFORMATION

Dan Leavitt gave a presentation on this item.

Humboldt County Supervisor Wilson thanked SJJPA board and staff for the extensive work they do for the State of California. Supervisor Wilson commented on connectivity and benefits of opening Route 7 for bus-only ticketing. Collin Fiske expressed excitement for implementation of SB742 on Route 7 and encouraged pursuing bus-only ticketing in the area. Mr. Fiske further commented on the schedule alignment with long distance train service.

John Webb, member of the SJJPA Rail Committee from Humboldt County, thanked SJJPA staff for working to implement SB742 on Route 7, commented on the service hours of the Arcata station, and suggested that the station is open for all departures to include early morning departures, and suggested that the ticket seller there be authorized to sell Thruway Bus tickets.

Jacob Kings, Executive Director of the Mendocino Transit Authority, thanked the SJJPA for all of the work they do and commented on the inconsistency of Greyhound service.

Ms. Mortensen commented on the disconnect of Humboldt from other areas and that SJJPA will work to improve connectivity.

15. San Joaquins Service Restoration of the 6th Roundtrip (Trains 702 and 703 – Sacramento- Bakersfield) INFORMATION

Paul Herman gave a presentation on this item.

Mr. Barnbaum expressed his excitement for the restoration of service, Amtrak trip planning software, bus connections, and schedule changes.

Mr. Herman explained that the Amtrak system is showing missing bus routes because staff is awaiting approval from LOSSAN for the Pacific Surfliner schedule change. The missing bus routes should show up in the system next week.

16. Battle of the Bay Recap INFORMATION

Freddy Rodriguez gave a presentation on this item.

17. Executive Director/Counsel's Report INFORMATION

Ms. Mortensen reported on a funding opportunity for a package of projects and Rail Safety Month.

Dan Schroeder, General Counsel, reported on AB361.

18. Board Member Comments

There were no board member comments.

19. Adjournment

Chair Hume adjourned the meeting at 10:35 am.

The next regular meeting is scheduled on:
November 19, 2021 – 9:00 am

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

The next San Joaquin Joint Powers Authority (SJJPA) board meeting will be held on Friday, January 28, 2022, with the exact location to be determined based on availability. The meeting time will be coordinated with the San Joaquin's schedule and in accordance with Federal, State, and local ordinances related to COVID-19.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next board meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 2.3

INFORMATION

SJJPA Operating Expense Report

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

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

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

San Joaquin Joint Powers Authority
Operating Expense Report
August 2021
17% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 21-22 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	2,204,486	298,948	14%
Office Expense	18,149	575	3%
Subscriptions/Periodicals/Memberships	5,000	-	0%
Office Equipment Lease	21,140	-	0%
Computer Systems	5,000	-	0%
Communications	29,962	1,781	6%
Motor Pool	30,791	1,583	5%
Transportation/Travel	10,000	1,409	14%
Training	4,850	-	0%
Audits Regulatory Reporting	21,000	-	0%
Professional Services Legislative	195,000	32,500	17%
Professional Services Legal	80,000	44,406	56%
Professional Services General	333,815	33,024	10%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	10,000	-	0%
Professional Services Operations	20,680	11,155	54%
Communications, Operations	11,391	1,850	16%
Maintenance of Headquarters Structures/Grounds	111,424	8,306	7%
Insurance	122,693	2,365	2%
Insurance Management Fees	2,500	2,500	100%
Security Services/Safety Program	53,126	6,404	12%
Administrative Expenses Subtotal	3,358,007	446,806	13%
Marketing Expense			
Marketing & Outreach	2,493,100	160,904	6%
Marketing Expenses Subtotal	2,493,100	160,904	6%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	61,305,207	7,521,010	12%
Contract Expense Subtotal	61,305,207	7,521,010	12%
TOTAL OPERATING EXPENSES	67,156,314	8,128,720	12%

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 2.4

INFORMATION

Washington Update

Please see attached Washington Update Report provided for the month of November 2021.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

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

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

TO: San Joaquin Joint Powers Authority (SJPA)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for NOVEMBER 2021
DATE: November 11, 2021

THE BIDEN ADMINISTRATION/EXECUTIVE BRANCH

November 9, 2021. President Biden [announced](#) a number of steps to accelerate investment in the nation's ports, waterways and freight networks. The steps include, among others, supporting creative solutions to current supply chain disruptions by allowing flexibility in port grants, by launching programs to modernize ports (\$230 million) and marine highways (\$13 million) with grant funding, and by identifying US Army Corps of Engineers coastal port/inland waterway projects within the next 60 days.

November 4-5, 2021. President Biden [announced](#) the details of two policies to fight COVID-19. 1.) The [Occupational Safety and Health Administration](#) (OSHA) is requiring, per an Emergency Temporary Standard, employers with 100 or more employees to ensure each of their workers is fully vaccinated or tests for COVID-19 on at least a weekly basis. See OSHA Interim Final Rule [here](#). The OSHA rule requires that employers provide paid-time for employees to get vaccinated, and ensure all unvaccinated workers wear a face mask in the workplace (by December 5). 2.) The Centers for Medicare & Medicaid Services (CMS) is requiring that health care workers at facilities participating in Medicare and Medicaid are fully vaccinated. See fact sheet [here](#) and summary [here](#). The administration estimates the rule will cover 84 million workers. **The deadline for workers to receive their shots, (those employees falling under the ETS, CMS, or federal contractor rules) either their final vaccination dose – or their second dose of Pfizer or Moderna, or single dose of Johnson & Johnson – by January 4, 2022.** [The WSJ reports that, "Kansas [is] one of three Democratic-led states, along with Kentucky and Louisiana, to join 23 Republican-led states in the lawsuits, i.e....to stop the Biden Administration from implementing the new rules."] A federal appeals court (Fifth US Circuit Court of Appeals) temporarily blocked the Administration's new rules on November 6, 2021 due to "grave statutory and constitutional issues".

November 2, 2021. The Environmental Protection Agency (EPA) [has proposed a rule](#) to reduce methane and other harmful air pollution from both new and existing sources in the oil and natural gas industry. An overview of the proposed rule can be found [here](#) and a presentation [here](#). **Once the proposal is published in the Federal Register, the public will have 60 days to submit written comments to EPA in writing.**

October 28-29, 2021. President Biden [announced](#) (on October 28) his scaled back five-year \$1.75 - \$1.85 trillion social services and climate change programs (aka the Build Back Better Framework - [HR 5376](#)) and provided rough details [here](#) (and below) of the overall spending package. However, the frameworks was again updated on November 3, 2021 ([Latest - Revised Build Back Better Act](#)) to include a paid-leave program and a measure to raise the \$10,000 cap (to \$80,000) on the state and local tax deduction. The original legislation had a spending outline of \$3.5 trillion. See a more detailed analysis under "Looming Deadlines" heading below.

BIDEN 2021 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the October 2021 report, there are no relevant changes in status to transportation-related nominees. A full 2021 listing of "Nominations" is available from TG&A upon request.

APPROPRIATIONS/BUDGET

Transportation-Related Appropriations Narrative/Status Table for FY 2022

The US House passed a package of seven consolidated FY 2022 appropriations bills on July 29 by a vote of 219 to 208 ([HR 4502](#)) consisting of: [1.) Labor, Health and Human Services, Education, 2.) Agriculture, Rural Development, 3.) [Energy and Water Development](#) (Bill URL before floor action), 4.) Services and General Government, 5.) Interior, Environment, 6.) Military Construction, Veterans Affairs, 7.) [Transportation, and Housing and Urban Development Appropriations Act, 2022](#) (Bill URL before floor action.) See House Appropriations Press Release [here](#). On October 18, 2021 the Senate [released](#) their remaining nine FY 2022 Appropriation Bills, consisting of: 1.) Commerce, Justice, and Related Agencies, 2.) Defense, 3.) Financial Services and General Government, 4.) Homeland Security, 5.) Interior, Environment, 6.) Labor, Health and Human Services, 7.) Legislative Branch, 8.) State, Foreign Operations and 9.) [Transportation Housing and Urban Development](#) (THUD Bill Text, [THUD Explanatory Statement](#) and [THUD Bill Summary](#)). See appropriations paragraph on the following page for more status detail. Note: to date, the Senate has reported Agriculture, Energy and Water and Military Construction/Veterans appropriation bills.

OVERALL FY 2022 APPROPRIATION BILL SUMMARY			
		Bills Passed:	House (9 of 12)
			Senate (0 of 12)
		Bills Vetoed:	(0 of 12)
		Both Chambers Passed:	(0 of 12)
		Bills Enacted:	(0 of 12)
Appropriations Status Table Link			

US Department of Transportation Appropriation Status Table FY 2022

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

FY 2022 Continuing Resolution(s)

FY 2022 Continuing Resolution(s)										
	Subcommittee Approval		Full Committee Approval		Initial Passage		Resolution of House-Senate Differences			Presidential
Continuing Resolution	House	Senate	House	Senate	House	Senate	Conference Rpt	House	Senate	Approval
HR 5305					HR 5305 (220-211) 9/21/2021			(254-175) 9/30/2021	(65-35) 9/30/2021	P.L. 117-43
FY 2022 Extending Funding and Emergency Assistance Act (through 12/3/2021)								HR 5305	HR 5305	
Notes:								See Note Below	See Note Below	
House Committee on Appropriations Press Release on Passage of CR										
On September 21, 2022 the House Rules Committee reported, a special rule for the floor consideration of H.R. 5305, a measure that would also provide continuing appropriations through December 3, 2021, as well as supplemental appropriations for disaster relief and Afghan evacuees. The House passed the latter measure on the same day, on a roll call vote of 220-211.										
On September 30, 2021 the Senate passed an amended version of HR 5305 that did not include provisions in the bill as passed by the House on September 21, 2021 addressing a suspension in the federal debt limit. The House concurred in the Senate amendment and the President signed the measure on September 30, 2021.										

STATUS OF SELECTED LOOMING 2021 CONGRESSIONAL DEADLINES

Surface Transportation Reauthorization – President Joe Biden is yet to sign the “**Infrastructure Investment and Jobs Act**” (IIJA) [[HR 3684](#)] into law; however, he has indicated that he will sign the bill into law. The House passed the IIJA late in the evening on November 5, 2021 by [a vote of 228-206](#) (Yea Votes = 215 Democrats and 13 Republicans) – the same bill effectively passed by the Senate on August 10, 2021 by a bipartisan vote of 69-30. The total funding of the IIJA is pegged at \$1.2 trillion and is funded over a five-year period with roughly \$550 billion above baseline spending for the nation’s infrastructure including surface transportation (highways/bridges, traffic safety, public transportation, passenger/freight rail,) airports. Non-traditional infrastructure funding includes wastewater, broadband electric vehicles/infrastructure and climate change. The US DOT is to receive \$567.5 billion with \$274.1 billion above the FAST Act baseline spending of \$293.4 billion – nearly half of the \$550 billion in new spending is directed to US DOT. The Congressional Budget Office (CBO) has estimated that the infrastructure bill will add \$256 billion to projected deficits over the 2021-2031 period and will aid the economy in the short run while setting the stage for stronger growth in the coming decades. [Footnote: Late last month President Joe Biden [signed](#) the **Further Surface Transportation Extension Act of 2021** [[HR 5763](#)] into law on October 31, 2021 (P.L. 117-52). The extension was necessary to continue surface transportation authorizations without a lapse in authority through December 3, 2021, so that Congress had the opportunity to finalize negotiations and pass the IIJA.]

Infrastructure Investment and Jobs Act Funding Summary				
(\$550 Billion In New Spending Over 5 Years - FYs 2022 thru 2026)				
ABOVE BASELINE - TRANSPORTATION FUNDING			ABOVE BASELINE - OTHER INFRASTRUCTURE FUNDING	
Transportation Mode		\$s Billion	Other Infrastructure Mode	\$s Billion
Roads and Bridges		110.0	Water	55.0
Transit		39.0	Broadband	65.0
Rail		66.0	Energy and Power	73.0
Safety		11.0	Environmental Remediation	21.0
Airports		25.0	Western Water Infrastructure	8.3
Ports and Waterways		17.0	Resiliency	46.0
Electric Vehicle Chargers		7.5		
Electric Buses		7.5		
Reconnecting Communities		1.0		
Total:		284.0	Total:	268.3

Useful Links to IIJA Summaries:

[AASHTO IIJA Summary 9 15 2021](#)

[ARTBA IIJA Summary 8 2 2021](#)

[IIJA Summary](#)

[National Association of Regional Councils](#)

[National Association of Counties NACo](#)

[APTA IIJA Public Transportation Investment](#)

[APTA IIJA Passenger Rail Investment](#)

[CBO Score of IIJA](#)

[Dept. of Energy IIJA Fact Sheet](#)

FY 2022 Appropriations and Continuing Resolution (CR) – President Biden enacted a Continuing Resolution (CR) [[HR 5305 – P.L. 117-43](#)] on September 30, 2021. The CR will continue to fund the government through December 3, 2021, (65 days/9.3 weeks) until Congress can assemble an agreed-to bipartisan package (Omnibus or several Minibuses) to fully fund FY 2022. A CR was necessary because none of the 12 annual appropriations bills have been enacted.

While the House has passed 9 of 12 appropriation bills, the Senate has not passed any FY 2022 appropriations bills. For an analysis of the CR P.L. 117-43 see the Congressional Research Service Report of November 3, 2021 entitled, "[Overview of Continuing Appropriations for FY2022 \(P.L. 117-43\)](#)."

IMPORTANT – key increases in federal transportation funding to be enacted in the Infrastructure Investment and Jobs Act (pending the POTUS signature) are at risk unless a FY 2022 US DOT appropriations bill is enacted. That is, a full-year FY 2022 CR would happen to be enacted it would restrict US DOT funding to FY 2021 spending (a CR typically limits funding to the previous year's level) thereby preventing much of the highway and public transportation increases provided by the IIJA – a possible loss of over \$14 billion for highway, highway safety and public transportation programs. At issue is Senate Democrats/Republicans disagreement on topline budget numbers for defense and non-defense spending. There will almost certainly be another CR extending in to late December or early January 2022.

\$1.75 Trillion Build Back Better (Healthcare/Education/Climate) Package – President Biden [announced](#) and [here](#) (on October 28) his scaled back five-year \$1.75 - \$1.85 trillion social services and climate change programs (aka the Build Back Better Framework - [HR 5376](#)) and provided rough details [here](#) (and below) of the overall spending package. However, the framework was again updated on November 3, 2021 ([Latest - Revised Build Back Better Act](#)) and [amended](#) on November 4, 2021 to include a paid-leave program and a measure to raise the \$10,000 cap on the state and local tax deduction. There appear to be no changes of mention to transportation-related accounts. House leaders (Speaker Pelosi and Majority Leader Hoyer) have indicated that a vote on the reconciliation bill will take place the work week of November 15, and that they expect the bill to be passed before the November 25 Thanksgiving Holiday. An earlier vote was scuttled due to a request from several centrists that the Congressional Budget Office provide estimates of the bills total cost. That estimate is to be forthcoming. On November 4, the House Committee on Joint Taxation [released](#) their Estimated Budget Effects of the Revenue Provisions. See the following [Tax Foundation Analysis](#) and [here](#) and a Rules Committee Print Section-by-Section summary [here](#). Biden's proposal will also impose a new 5 percent surtax on income over \$10 million a year and another 3 percent on adjusted gross income over \$25 million, institute a new 15 percent corporate minimum tax, and roll back some of the Trump administration's 2017 tax cuts.

The October 28, 2021 scaled-down bill cut roughly \$18 billion from the transportation portion of an earlier version of the reconciliation package, i.e. Port Infrastructure Grants cut to \$600 million from \$1.9 billion, and Local Transportation Priorities (earmarks) cut to \$0 from \$6 billion et al. Transit funding (urbanized area formula/rural area formula/low-no emission bus grants) remains at \$10 billion and FRA Intercity Passenger Rail Grants remains at \$10 billion. Finally, several new/used plug-in electric vehicle tax credits remain largely intact from the original bill.

The White House also released [state-by-state fact sheets](#) on the Build Back Better Framework on October 29, 2021.

See broad funding categories in the chart on the next page.

Policy	\$ billion
Child Care and Preschool	400
Home Care	150
Child Tax & Earned Income Tax Credits	200
Clean Energy and Climate Investments	555
ACA Credits, Including in Uncovered States	130
Medicare Hearing	35
Housing	150
Higher Ed and Workforce	40
Equity & Other Investments	90
Total	1750
Immigration	100

Raising the Debt Limit – The President [signed](#) S 1301 on October 14, 2021 which provided authority to increase the debt limit by \$480 billion, the amount expected to be sufficient to allow the Federal Government to continue to meet its full commitments through early December (circa December 3, or possibly longer). The circa December 3 “deadline” also dovetails along with the expiration of the temporary CR. Republicans have stated that Democrats must raise the ceiling in December without any Republican support. Since 2002, the [debt limit](#) has been modified 18 times.

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

November 16, 2021. The House Committee on Energy and Commerce, Subcommittee on Energy and the Subcommittee on Environment and Climate Change has scheduled a hybrid hearing to discuss and receive testimony on, “Securing America's Future: Supply Chain Solutions for a Clean Energy Economy.” [Committee Link and Testimony.](#)

November 9, 2021. The House Committee on Transportation and Infrastructure, Subcommittee on Railroads, Pipelines and Hazardous Materials held a hearing to discuss and receive testimony on, “Does Discrimination Exist in Federal Passenger Rail Contracting?” [Committee Link and Testimony.](#) **Covered by TG&A – summary available upon request.**

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – NOVEMBER

SENATE BILLS			
S TBA	R. Blumenthal (D-CN) “Ending Passenger Rail Forced Arbitration Act.” Restores vital legal rights to the travelers who are injured on Amtrak trains and seek just redress. Introduced 10/27/2021.		
HOUSE BILLS			
HR 3684	“Infrastructure Investment and Jobs Act (IIJA).” Authorizes funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. Passed the Senate on 8/10/2021, passed the House on 11/5/2021 – Presented to the POTUS on 11/8/2021.	HR 5896	M. DeSaulnier (D-CA) To incentivize innovative transportation corridors to reduce carbon and GHG emissions, to provide a tax structure that allows for certain investments in public transportation systems, and to enable the fossil fuel workforce to transition to sustainable work sectors. Introduced 11/5/2021.
HR 5885	M. Steel (R-CA) To establish an interagency task force to address the backlog of cargo ships at the Port of Los Angeles and the Port of Long Beach and in the coastal waters of Orange County, California. Introduced 11/4/2021.		

HR 5846	T. Mann (R-KS) "Truckers Responding At National Shipping Ports Overcoming Retail Turmoil Act" or the "TRANSPORT Act." Directs US DOT to establish a program to provide grants to motor carriers/motor private carriers to transport goods during a national emergency/period of time in which there is a certain percentage of port congestion. Introduced 11/3/2021.	HR 5763	P. DeFazo (D-OR) "Further Surface Transportation Extension Act of 2021." The President signed the bill into law on 10/31/2021.
HR 5376 Summary Comm. on Rules	J. Yarmuth (D-KY) "BUILD BACK BETTER ACT" Introduced 10/28/2021.	HR 5771 Press Release	J. Garcia (D-IL) "Building Much Needed Rail Grade Separations Act of 2021." Authorizes \$2.5 billion over five years for a competitive highway-rail grade separation program and establishes a 10% cost share requirement for railroads that benefit from the grade separation. Also allows projects over \$100 million to be funded through multi-year agreements, e.g. like the Capital Investment Grant (CIG) program. Introduced 10/28/2021.
HR TBA	C. Lamb (D-PA) Pennsylvania "Ending Passenger Rail Forced Arbitration Act." Restores vital legal rights to the travelers who are injured on Amtrak trains and seek just redress . Introduced 10/27/2021.		

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

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

November 10, 2021. The Federal Transit Administration (FTA) issued a Notice of Funding Opportunity making available \$2 million in competitive cooperative agreement funding under the [FY 2021 Enhancing Mobility Innovation program](#). Awards will fund projects that enhance mobility innovations for transit that advance emerging technologies, strategies and innovations in passenger-centric mobility in two distinct areas. Of the total available, \$1 million is available to accelerate innovative mobility and is for projects to improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions; and \$1 million is available for projects to support the development of software solutions that facilitate the provision of integrated demand-response public transportation service that dispatches public transportation fleet vehicles through riders mobile devices or other means. The maximum Federal share of project costs under this program is limited to 80 percent. **Applications must be submitted by 11:59 P.M. ET [60 days after published in the Federal Register – TBA].**

November 4, 2021. Operation Lifesaver [awarded \\$107,000 in grant funds](#) to six transit agencies in four states for rail transit safety public awareness and education projects and campaigns. The winning projects include initiatives in communities with operating or planned rail transit systems such as commuter rail, light rail, subway and streetcar service. The grant amounts range between \$7,000 to \$20,000 and require each agency to provide a 25 percent match.

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

No relevant items.

OTHER REPORTS/NOTICES/NEWS ARTICLES

November 1, 2021. The National Academies Press released a [Report](#) entitled, "Transit and Micromobility (2021). Micromobility refers to small, low-speed vehicles intended for personal use and currently includes station-based bikeshare systems, dockless bikeshare systems, electric-assist bikeshare, and electric scooters. The report provides an analysis of the full benefits and impacts of micromobility on public transportation systems in transit-rich markets as well as in medium-sized and smaller urban areas. The report includes case studies and lessons learned from different collaborations

among cities, transit agencies, and micromobility companies. Finally, the report provides public transit agencies with a reference on the benefits, impacts, and costs of micromobility. Buckner & Associates, LLC 200 Massachusetts Ave. NW, 7th Floor Washington, DC 20001 T 202 415 9703

Buckner & Associates, LLC 1700 K Street, NW, Suite 300 Washington, DC 20006 T 202 452 7900

October 29, 2021. As required by law, the US DOT released their [FY 2022 US DOT Top Management Challenges](#). Key challenge areas include: Aviation safety, Surface transportation safety, Air traffic control and airspace modernization, Surface transportation infrastructure, Contract and grant fund stewardship, Information security, Financial management, Innovation and the future of transportation, and Evolving operations and workforce management.

October 28, 2021. The AAA Foundation for Traffic Safety issued a [report](#) and [here](#) that found unsafe driving behaviors, including red-light running, drowsy driving, and driving impaired on cannabis or alcohol, have declined in the past three years.

UPCOMING CONGRESSIONAL CALENDAR – DECEMBER

DECEMBER						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

House in Session Only

Senate in Session Only

House & Senate in Session

Federal Holiday

UPCOMING DEADLINES/EVENTS

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

Jan-Dec 2021	FY 2021 Transit Training Schedule
November 1	TRB Webinar: Building Information Modeling for Infrastructure ;
November 16	Harness the Power of Digital Twins to Reimagine the Future of Rail and Transit ;
November 18-19	Railtrends 2021 / Agenda (New York);
Nov. 3 – Dec 2	APTA 2021 Sustainability & Multimodal Operations Planning Workshop (Virtual) ;
January 5-8	NRC 2022 ANNUAL CONFERENCE & EXHIBITION (Rail Industry);
January 9-13	Transportation Research Board (TRB) 101st Annual Meeting , Washington DC;
March 3-4	2022 ACI-NA/AAAE Washington Legislative Conference ;
April 13-14	NRC RAILROAD DAY ON CAPITOL HILL .

SCUTTLEBUTT/ICYMI

November 2, 2021. Canadian National Railway (CN) released a [Letter to Shareholders](#) noting that, “a UK-based hedge fund called TCI recently increased its stake in CN so that it could launch a hostile effort to replace four of the 10 independent directors on our board, and dictate the selection of our CEO.”

The letter further states, “Unfortunately, proxy fights like this are costly and distracting, and shareholders should expect more noise and misinformation from TCI in the weeks and months to come.” A Special Meeting of Shareholders is scheduled for March 22, 2022.

November 1, 2021. The Surface Transportation Board (STB) issued a [Decision](#) inviting public comment on the proposed procedural schedule for Canadian Pacific Railway’s (CP) merger with Kansas City Southern (KCS). See the decision for the entire schedule; however, remaining calendar 2021 dates include the following: 10/29-Primary application and any related application(s) filed, 11/28-Board notice of acceptance of primary application and any related application(s) to be published in the Federal Register, 12/13 Notices of intent to participate due, 12/28-Proposed Safety Integration Plan (SIP) due. **Comments must be filed by November 12, 2021.** Meanwhile, on October 29, 2021, CP and KCS [announced](#) that they jointly filed a railroad control application with the STB regarding the proposed transaction to create Canadian Pacific Kansas City ("CPKC"), the only single-line railroad linking the United States, Mexico and Canada. CP has scheduled a December 8, 2021 special meeting for its shareholders to vote on its proposed acquisition of Kansas City Southern. [On September 15, 2021 CP agreed to acquire KCS in a cash/stock transaction worth \$31 billion, including the assumption of \$3.8 billion in outstanding KCS debt. KCS has been valued at \$300 per share. On September 30, 2021, the STB approved the use of a voting trust for the transaction.]

October 28, 2021. The US DOT [announced](#) a strategic partnership to help facilitate innovative projects and financing opportunities for multi-billion infrastructure improvements in California. Under the Emerging Projects Agreement, the Build America Bureau at US DOT will support the California State Transportation Agency (CalSTA) in developing California infrastructure projects designed to improve the capacity and resiliency of the goods movement chain and will assist project sponsors in exploring innovative financing opportunities for billions in infrastructure investment. In part, this effort will be initiated through the USDOT credit assistance programs Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Financing (RRIF). Both the State of California and U.S. DOT have made clear that infrastructure projects must be considered based on their potential for strengthening supply chain resilience and in a manner that addresses equity and environmental justice.

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

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (SCORECARD for CY 2021)										
11/10/2021										
	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
US DOT										
	Inclusive Design Challenge (FY 2018 Funding)	NOFO/AWARD	4/21/2020	NOFO URL	5,000,000	10/30/2020	3,000,000	Award URL	1/6/2021	\$5 m. prize purse from FY 2018 “Highly Automated Vehicle Research & Dev. Pgm.”
	Complete Trip - ITS4US Deployment Program	NOFO/AWARD	6/18/2020	NOFO URL	40,000,000	7/7/2020	38,350,871	Award URL	1/6/2021	
	FY 2021 INFRA Discretionary Grants VOID - TBA - See 2/17/2021 for Revision	NOFO	1/20/2021	NOFO URL	889,000,000	4/4/2021	TBD	TBD	TBD	Postponed Notice URL
	FY 2021 INFRA Discretionary Grants	NOFO	2/17/2021	NOFO URL	1,039,000,000	3/19/2021	TBD	TBD	TBD	
	FY 2021 National Infrastructure Investments (BUILD) VOID - See 4/13 for Update	NOFO	1/21/2021	NOFO URL	1,000,000,000	4/20/2021	TBD	TBD	TBD	Postponed Notice URL
	Dwight David Eisenhower Transportation Fellowship Program	NOFO	2/18/2021	NOFO URL	1,000,000	4/16/2021	TBD	TBD	TBD	FY 2021 INFRA NO Fed Reg
	Transportation Demonstration Program	NOFO	2/26/2021	NOFO URL	100,000,000	6/25/2021	TBD	TBD	TBD	
	FY 2021 National Infrastructure Investments (Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program)	NOFO	4/13/2021	NOFO URL	1,000,000,000	7/12/2021	TBD	TBD	TBD	
	Aviation Manufacturing Jobs Protection (AMJP) program	NOFO	6/11/2021	NOFO Solicitation	3,000,000,000	7/13/2021	TBD	TBD	TBD	
US DHS/ FEMA										
	FY 2020 Fire Prevention and Safety (FP&S) Grant program	NOFO	1/14/2021	NOFO URL	35,500,000	2/26/2021	TBD	TBD	TBD	
	FY 2020 Staffing For Adequate Fire And Emergency Response (SAFER) grants	NOFO	1/27/2021	NOFO URL	355,000,000	3/12/2021	TBD	TBD	TBD	
	FY 2021 Port Security Grant Program	NOFO/AWARD	2/26/2021	NOFO URL	100,000,000	5/14/2021	30,000,000	Award URL	8/9/2021	
	FY 2021 Intercity Passenger Rail - Amtrak	NOFO	2/26/2021	NOFO URL	10,000,000	5/14/2021	TBD	TBD	TBD	
	FY 2021 Nonprofit Security Grant Program	NOFO	2/26/2021	NOFO URL	180,000,000	5/14/2021	TBD	TBD	TBD	
	FY 2021 Intercity Bus Security Grant Program	NOFO	2/26/2021	NOFO URL	2,000,000	5/14/2021	TBD	TBD	TBD	
	FY 2021 Homeland Security Grant Program	NOFO	2/26/2021	NOFO URL	1,120,000,000	5/14/2021	TBD	TBD	TBD	
	FY 2021 Emergency Management Performance Grant Program (Regions 1-10)	NOFO	2/26/2021	NOFO URL	355,100,000	5/14/2021	TBD	TBD	TBD	
	FY 2021 Transit Security Grant Program	NOFO	2/26/2021	NOFO URL	88,000,000	5/14/2021	TBD	TBD	TBD	
	FY 2021 State Fire Training Systems Grant Program	NOFO	6/16/2021	NOFO URL	1,000,000	7/27/2021	TBD	TBD	TBD	
	FY 2021 Homeland Security Preparedness Technical Assistance Program	NOFO	6/23/2021	NOFO URL	525,000	7/30/2021	TBD	TBD	TBD	Projected No. of awards is 3.
	FY 2021 Building Resilient Infrastructure Communities program	NOFO	9/30/2021	NOFO URL	1,000,000,000	1/28/2022	TBD	TBD	TBD	
	FY 2021 Assistance to Firefighters Grant Program	NOFO	11/2/2021	NOFO URL	414,000,000	12/17/2021	TBD	TBD	TBD	
US DOJ										
	FY 2021 COPS Hiring Program (CHP) Program	NOFO	5/7/2021	NOFO URL	140,000,000	6/22/2021	TBD	TBD	TBD	Solicitation
	COPS Community Policing Development Funds	NOFO	6/3/2021	NOFO URL	22,000,000	7/22/2021	TBD	TBD	TBD	
DOE										
	Advanced Research Projects Agency – Energy	FOA	2/11/2021	FOA URL	100,000,000	TBD	TBD	TBD	TBD	Development of high-potential, high-impact energy technologies.
EPA										
	Water Infrastructure Finance and Innovation Act	NOFA	4/29/2021	NOFA URL	54,500,000	7/23/2021	TBD	TBD	TBD	
	State Infrastructure Finance Authority Water Infrastructure Finance & Innovation Act	NOFA	4/29/2021	NOFA URL	5,000,000	6/25/2021	TBD	TBD	TBD	
FAA										
	Airport Coronavirus Response Grant Program	Notice	12/31/2020	Notice URL	2,000,000,000	TBD	TBD	TBD	TBD	
	Aviation Workforce Development Grant Program - Aviation Maintenance	NOFO	1/20/2021	NOFO URL	5,000,000	3/22/2021	TBD	TBD	TBD	
	Aviation Workforce Development Grant Program - Aircraft Pilots	NOFO	1/20/2021	NOFO URL	5,000,000	3/22/2021	TBD	TBD	TBD	
	Small Community Air Service Development Program	NOFO	1/20/2021	NOFO URL	18,000,000	3/1/2021	TBD	TBD	TBD	Rev. closing date - original was 1/26/2021
	Environmental Mitigation Pilot Program	NOFO	5/10/2021	NOFO URL	15,000,000	7/9/2021	TBD	TBD	TBD	
	FY 2022 Aviation Research Grants Program	NOFO	1/2/2022	NOFO URL	6,000,000	9/7/2021	TBD	TBD	TBD	Rolling Schedule for Pre-Applications
FHWA										
	Highway Construction Workforce Partnership (HCWP) Grant Program	NOFO	1/5/2021	NOFO URL	4,000,000	2/22/2021	TBD	TBD	TBD	
	Commuter Authority Rail Safety Improvement (CARSI) Grants	NOFO/AWARD	8/26/2020	NOFO URL	50,000,000		40,255,750	Award URL	1/14/2021	
	Operation Lifesaver	AWARD			200,000		200,000	Award URL	5/13/2021	O.L. is a nonprofit public safety education org.
	Operation Lifesaver	AWARD					245,317	Award URL	5/25/2021	Competitive rail safety awareness grants
	Accelerated Innovation Deployment Demonstration Grants	NOFO/AWARD	7/16/2020	NOFO URL	5,000,000	See note.	5,619,191	Award URL	5/26/2021	Rolling solicitation.
	Advanced Transportation and Congestion Mgt. Technologies Deployment Initiative	NOFO	6/23/2021	NOFO URL	60,000,000	8/23/2021	TBD	TBD	TBD	
	FY 2021 Accelerated Innovation Deployment (AID) Demonstration Program	NOFO	7/2/2021	NOFO URL	10,000,000	9/28/2021	TBD	TBD	TBD	Intent to apply deadline 8/3/2021.
	Operation Lifesaver - Rail Transit Safety Education Grants	NOFO	7/1/2021	NOFO URL	220,000	7/31/2021	TBD	TBD	TBD	Grant amounts are capped at \$20,000
	Dwight David Eisenhower Transportation Fellowship Program Grants for Research	NOFO	8/4/2021	NOFO URL	240,000	9/17/2021	TBD	TBD	TBD	Up to four new grant agreements.

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS
(SCORECARD for CY 2021)

11/10/2021										
	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
	FY 2021 Surface Transportation System Funding Alternatives (STSFA) Grants program	NOFO	8/31/2021	NOFO URL	18,310,894	11/1/2021	TBD	TBD	TBD	
FRA										
	FY 2021 Supplemental for the NEC Cooperative Agreement to Amtrak	NOFO	2/11/2021	NOFO URL	1,209,483,050	2/22/2021	TBD	TBD	TBD	Consolidated Approp. Act, 2021 (P.L. 116-260)
	FY 2021 Supp. for the National Network Cooperative Agreement to Amtrak	NOFO	2/11/2021	NOFO URL	1,380,241,050	2/22/2021	TBD	TBD	TBD	Consolidated Approp. Act, 2021 (P.L. 116-260)
	FY 2021 Supp.for the NEC Cooperative Agreement to Amtrak	NOFO	2/9/2021	NOFO URL	969,388,160	4/23/2021	TBD	TBD	TBD	American Rescue Plan Act, 2021
	FY 2021 Supp. for the National Network Cooperative Agreement to Amtrak	NOFO	2/9/2021	NOFO URL	728,611,840	4/23/2021	TBD	TBD	TBD	American Rescue Plan Act, 2021
	FY 2020/2021 Pilot Program for Transit-Oriented Development (TOD) Planning	NOFO	4/21/2021	NOFO URL	10,052,572	6/21/2021	TBD	TBD	TBD	US DOT Announcement
	FY 2021 Rail Safety Innovations Deserving Exploratory Analysis (Rail Safety IDEA)	NOFO	5/4/2021	NOFO URL	400,000	5/14/2021	TBD	TBD	TBD	
	FY 2021 Railroad Safety State Participation Grant Program	NOFO	7/22/2021	NOFO URL	100,000	8/20/2021	TBD	TBD	TBD	
	FY 2021 Consolidated Rail Infrastructure and Safety Improvements (CRISI)	NOFO	8/26/2021	NOFO URL	361,978,796	11/29/2021	TBD	TBD	TBD	
	FY 2021-Highway-Rail Grade Crossing Safety Education and Enforcement Program	NOFO	9/3/2021	NOFO URL	1,000,000	9/10/2021	TBD	TBD	TBD	
FTA										
	FTA - Coronavirus Response/Relief Supplemental Appropriations Act of 2021	Notice	1/11/2021	Notice URL	14,000,000,000	TBD	TBD	TBD	TBD	
	FY 2021 Low or No Emission Grant Program	NOFO/AWARD	2/11/2021	NOFO URL	180,000,000	4/12/2021	182,156,692	Award URL	6/25/2021	
	Community Rides Grant Program	NOFO	3/22/2021	NOFO URL	100,000	5/10/2021	TBD	TBD	TBD	
	FY 2020/2021 Technical Assistance and Workforce Development	NOFO	4/14/2021	NOFO URL	5,000,000	5/10/2021	TBD	TBD	TBD	
	FY 2021 Community Design Challenge Grants	NOFO	5/26/2021	NOFO URL	25,000	7/12/2021	TBD	TBD	TBD	Four communities to be selected.
	FY 2020/2021 Areas of Persistent Poverty Program	NOFO	6/30/2021	NOFO URL	16,259,614	8/30/2021	TBD	TBD	TBD	Combination FY 2021/2021 funding.
	FY 2021 Passenger Ferry Grant ProgramFY 2021 Passenger Ferry Grant Program	NOFO	8/5/2021	NOFO URL	38,000,000	10/5/2021	TBD	TBD	TBD	
	FY 2021 Research to Practice (R2P) Program	NOFO	8/13/2021	NOFO URL	545,000	8/13/2021	TBD	TBD	TBD	
	FY 2021 American Rescue Plan Act Additional Assistance Funding	NOFO	9/7/2021	NOFO URL	2,207,561,294	11/8/2021	TBD	TBD	TBD	
	FY 2021 Route Planning Restoration Program	NOFO	9/14/2021	NOFO URL	25,000,000	11/15/2021	TBD	TBD	TBD	
	FY 2021 Grants for Buses and Bus Facilities Program	NOFO	9/17/2021	NOFO URL	409,588,848	11/19/2021	TBD	TBD	TBD	
	FY 2021 Innovative Coordinated Access and Mobility (ICAM) Pilot Program	NOFO	10/6/2021	NOFO URL	3,500,000	12/6/2021	TBD	TBD	TBD	
	Operation Lifesaver	AWARD	N/A	N/A	N/A	N/A	107,000,000	Award URL	11/4/2021	
	FY 2021 Enhancing Mobility Innovation Program	NOFO	11/10/2021	NOFO URL	2,000,000	TBD - 90 days after FR publication	TBD	TBD	TBD	
HUD										
MARAD										
	FY 2021 Small Shipyard Grants program	NOFO	1/15/2021	NOFO URL	19,600,000	2/25/2021	TBD	TBD	TBD	
	FY 2021 Port Infrastructure Development Program	NOFO	3/29/2021	NOFO URL	230,000,000	7/30/2021	TBD	TBD	TBD	
	FY 2020 Small Shipyard Grants program	NOFO/AWARD	1/6/2020	NOFO URL	19,600,000	2/18/2020	19,600,000	Award URL	4/26/2021	
	FY 2021 America's Marine Highway Program	NOFO	5/22/2021	NOFO URL	10,819,000	6/25/2021	TBD	TBD	TBD	Only previously designated Marine Hwy. Proj. eligible.
NAT'L. SCIENCE FOUNDATION										
NHTSA / FMCSA										
	FY 2021 High Priority- CMV program	NOFO	1/28/2021	NOFO URL	25,211,500	3/15/2021	TBD	TBD	TBD	
	FY 2021-Commercial Motor Vehicle Operator Safety Training Program	NOFO	1/28/2021	NOFO URL	2,000,000	3/15/2021	TBD	TBD	TBD	
	FY 2021 Commercial Driver's License Program Implementation	NOFO	1/28/2021	NOFO URL	32,702,000	3/15/2021	TBD	TBD	TBD	
	FY 2021 High Priority Program – Innovative Technology Deployment	NOFO	1/29/2021	NOFO URL	20,000,000	3/15/2021	TBD	TBD	TBD	
	FY 2022 Motor Carrier Safety Assistance Program	NOFO	5/29/2021	NOFO URL	304,069,500	8/2/2021	TBD	TBD	TBD	
	Enhance Uniformity/Traffic Laws & Countermeasure/State Motor Veh. Admn. Office	NOFO	6/11/2021	NOFO URL	648,109	7/6/2021	TBD	TBD	TBD	Funds 1 Cooperative Agreement.
DOT / PHMSA										
	FY 2021 Supplemental Public Sector Training (SPST) Grant program	NOFO	2/4/2021	NOFO URL	1,300,000	3/15/2021	TBD	TBD	TBD	
	FY 2021 - State Damage Prevention Program Grants	NOFO	2/26/2021	NOFO URL	100,000,000	3/15/2021	TBD	TBD	TBD	
TREASURY										
	CERTS Coronavirus Economic Relief for Transportation Services	NOFO	5/7/2021	NOFO URL	2,000,000,000	TBD	TBD	TBD	TBD	CERTS Guidelines
MISCELLANEOUS	APTA Local Coalition Grant Program	NOFO	10/5/2021	NOFO URL	10,000 Up to \$10,00 per grant	11/3/2021	TBD	TBD	TBD	American Public Transportation Association
DOC/EDA										
OSHA										
USDA										

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 2.5

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with County of Kern for the Implementation of the South of Merced Integration Study Recommendations and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

The “South of Merced Integration Study” is a key part of the SJJPA/SJRRC Network Integration planning effort. This study effort focused on network integration in Kings, Tulare, and Kern counties after the High-Speed Rail (HSR) Interim Service begins operations between Merced and Bakersfield. This study is particularly important since SJJPA expects to truncate the San Joaquins service at Merced once HSR Interim Service begins operations, thereby eliminating passenger rail service to Hanford, Corcoran, and Wasco (which will not have HSR stations).

To carry out the South of Merced Integration Study effort, SJJPA staff coordinated with Tulare County Association of Governments (SJJPA Member Agency for Tulare County) and Kings County Association of Governments (SJJPA Member Agency for Kings County), as well as Kings County Area Public Transit Agency (KCAPTA), Visalia Transit, Tulare County Regional Transit Agency (TCRTA), Kern Council of Governments, Kern Regional Transit, and the cities of Hanford, Corcoran, and Wasco. Based upon the findings and recommendations of the Draft South of Merced Study Report, SJJPA developed a draft Memorandum of Understanding (MOU) between the SJJPA and County of Kern in order to help facilitate the implementation of the recommendations of the South of Merced Integration Study. County of Kern is a political subdivision of the State of California which is responsible for providing public transit service to Kern County through Kern Regional Transit, a division of the Public Works Department.

A draft County of Kern MOU was reviewed by Kern Regional Transit and minor edits were made in advance of the Board Packet being sent to the Board and posted on the SJJPA website. Please see the attached final MOU for Board approval. If approved, the MOU will be signed by the SJJPA Chair and sent to County of Kern for their approval and signature.

Fiscal Impact:

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

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Memorandum of Understanding (MOU) with County of Kern for the Implementation of the South of Merced Integration Study Recommendations and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

**MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
COUNTY OF KERN
AND
SAN JOAQUIN JOINT POWERS AUTHORITY**

**TO ESTABLISH THE PROCESS AND ROLES AND RESPONSIBILITIES FOR
INTEGRATING THE SAN JOAQUINS, AND CONNECTIVITY TO THE STATE'S FUTURE
HIGH-SPEED RAIL SERVICE**

This Memorandum of Understanding (MOU) is entered into by and between County of Kern, and San Joaquin Joint Powers Authority (referred to herein collectively as the “Participants”) to facilitate coordination in establishing the roles and responsibilities for integrating the San Joaquins Thruway bus services, and connectivity to the future State High-Speed Rail Service.

PERTINENT ENTITIES

County of Kern: a political subdivision of the State of California which is responsible for providing public transit service to Kern County through Kern Regional Transit, a division of the Public Works Department.

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

GENERAL BACKGROUND

The *San Joaquins* Amtrak passenger rail service runs north and south through the San Joaquin Valley between Bakersfield, Sacramento, and Oakland (“*San Joaquins System*”) with multiple stations located therein between including a station at Wasco in Kern County, together with a Thruway bus system throughout the *San Joaquins System*. SJJPA expects to truncate the San Joaquins at Merced once the Merced-Bakersfield HSR Interim Service is in service, making Merced its southern terminus and connecting the San Joaquins at Merced to HSR. SJJPA desires to continue to provide connectivity to the future Bakersfield HSR station to Wasco.

The Participants have discussed the potential advantages working together to implement integrated, enhanced local/regional bus service in the corridor that provides connectivity to Wasco and the future Bakersfield HSR Station. In addition the participants have discussed a possible near-term partnership to provide connectivity between Bakersfield and the Antelope Valley for the San Joaquins. In order to begin the planning process to accomplish these objectives, the Participants desire to enter into this MOU for the purposes of memorializing the

understanding of the Participants and establish a framework to negotiate agreements establishing their roles and responsibilities for the successful implementation of the objects contained in this MOU.

RECITALS

- A. Whereas, the implementation of coordinated bus service within Kern County will connect to the State's future HSR System; and
- B. Whereas, the city of Wasco has been served by the *San Joaquins* stations for many years and should be provided good connectivity to the future Bakersfield HSR Station; and
- C. Whereas, the residents within and visiting Kern County will benefit from additional bus connectivity by providing a coordinated and integrated transit system providing riders with transit options within and outside Kern County; and
- D. Whereas, the Participants desire to work together to develop and implement coordinated bus service in the corridor that connects Wasco to the future Bakersfield HSR station;
- E. Whereas, the Participants are interested and desire to pursue a coordinated implementation strategy to provide improved transit service in the corridor that connects Wasco to the future Bakersfield HSR station; and
- F. Whereas, the Participants desire to memorialize in this non-binding MOU their shared understanding for the development of coordinated bus service; and
- G. Whereas, the Participants intend to utilize this MOU as the next step in implementing coordinated bus service and expect that this process will be collaborative and iterative; and
- H. Whereas, the Participants desire to memorialize in this non-binding MOU their shared commitment to negotiate agreements establishing the roles and responsibilities for the Participants regarding the implementation of the coordinated bus service as it develops.

NOW, THEREFORE, THE PARTICIPANTS SHARE THE FOLLOWING UNDERSTANDING:

Bus System:

- Further develop coordinated bus service along the corridor that provides connectivity between Wasco and the future Bakersfield HSR station, and helping Kern Regional Transit run more efficiently to serve Kern County.
- To continue to provide direct connection from Wasco to intercity passenger rail service once HSR Interim Service begins, SJJPA proposes to request state funds to enable timed bus connections from Wasco to the Bakersfield HSR Station.

- SJJPA intends to partner with Kern Regional Transit (an existing local/regional transit operator) regarding feeder bus service between Wasco and the future Bakersfield HSR Station. SJJPA intends to request state funds to contribute to a larger, more frequent, and coordinated bus service that will coincide with the opening of Merced-Bakersfield HSR Interim Service. This partnership to enhance bus service will be key towards continuing to provide passenger rail connectivity to Wasco once HSR Interim Service is initiated.
- SJJPA intends to work with Kern Regional Transit to request state funding as part of the San Joaquins Thruway bus network to enhance local/regional bus service between Bakersfield and the Antelope Valley to improve connectivity to the existing San Joaquins service until the Merced-Bakersfield HSR Interim Service begins operations.
- Additional more detailed agreements will be needed. Parties agree to work together towards achieving common agreed upon goals.

OFFICIAL COMMUNICATIONS

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

- Dan Leavitt, Manager of Regional Initiatives, SJJPA
- Irene Enriquez, Public Works Project Manager, Kern County Public Works Department

NON-BINDING MOU

- a. This MOU is a non-binding, voluntary initiative and does not create any legally binding rights, limitations or obligations upon the Participants. This MOU does not purport to include all provisions relative to the structure or terms of the proposed transaction or definitive documents. Rather, the Participants agree that any binding commitments in future will be memorialized in agreements as they are negotiated. Each party shall bear its own costs related to this effort unless otherwise agreed to in writing.
- b. Should the Participants reach an impasse in the collaborative effort anticipated by this MOU, the contact points (identified above) will make an expeditious and good faith effort at working together to resolve the impasse. Should that effort be unsuccessful, the Participants agree to elevate the outstanding issues to their respective governing body who will then make an expeditious and good faith effort at working together to resolve the impasse.
- c. This MOU is not intended to amend or impact in any way other existing written agreements or MOUs that Participants may have entered pertaining to SJJPA, ACE or the Valley Link project, in general.

- d. This MOU is effective from the date of its last signature and shall remain in effect until another MOU or agreement is executed between the Participants, or one Participant withdraws from the MOU, whichever is earlier.
- e. The Participants may, at any time, withdraw from this MOU by providing a written notice to the other Participant.
- f. This MOU may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. Facsimile, pdf., or electronic/computer-image signatures will be treated as originals.

(Signature Lines to be inserted)

SJJPA RESOLUTION 21/22-

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT
POWERS AUTHORITY APPROVING A MEMORANDUM OF UNDERSTANDING
(MOU) WITH COUNTY OF KERN FOR THE IMPLEMENTATION OF THE SOUTH OF
MERCED INTEGRATION STUDY RECOMMENDATIONS AND AUTHORIZING THE
EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO
THE PROJECT**

WHEREAS, San Joaquin Joint Powers Authority (SJJPA) staff coordinated the South of Merced Integration Study effort with Tulare County Association of Governments (SJJPA Member Agency for Tulare County) and Kings County Association of Governments (SJJPA Member Agency for Kings County), as well as Kings County Area Public Transit Agency (KCAPTA), Visalia Transit, Tulare County Regional Transit Agency (TCRTA), Kern Council of Governments, Kern Regional Transit, and the cities of Hanford, Corcoran, and Wasco; and

WHEREAS, County of Kern is a political subdivision of the State of California which is responsible for providing public transit service to Kern County through Kern Regional Transit, a division of the Public Works Department; and

WHEREAS, based upon the findings and recommendations of the Draft South of Merced Study Report, SJJPA developed a draft Memorandum of Understanding (MOU) between the SJJPA and County of Kern in order to help facilitate the implementation of the recommendations of the South of Merced Integration Study; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves a Memorandum of Understanding (MOU) with County of Kern for the Implementation of the South of Merced Integration Study Recommendations and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

PASSED AND ADOPTED, by the SJJPA this 19th day of November 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 2.6

ACTION

Approve 2022 SJJPA Board Meeting Calendar

Background:

Staff recommends the following calendar for 2022 SJJPA Board Meetings:

- January 28, 2022
- March 25, 2022
- May 20, 2022 (Note: May 27th is the Friday before Memorial Day)
- July 22, 2022
- September 23, 2022
- November 18, 2021 (Note: November 25th is the Friday after Thanksgiving)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve 2022 SJJPA Board Meeting Calendar.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 2.7

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPAA) Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period November 19, 2021 to December 19, 2021

Background:

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

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

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

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

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

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

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

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

On November 19, 2021, the SJJPA will hold its regular meeting via teleconference for the first time under AB 361. In accordance with Government Code Section 54953(e)(1), the Commission must make the AB 361 finding within 30 days of the first time it uses AB 361. The resolution accompanying this staff report makes those findings. As a result, any SJJPA meetings occurring November 19, 2021, through December 19, 2021, use the teleconferencing option under AB 361.

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

These findings can be made through the consent calendar.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority (SJJPA) Determining to Conduct Meetings Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period November 19, 2021 to December 19, 2021.

SJJPA RESOLUTION 21/22-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY (SJJPA”) DETERMINING TO CONDUCT MEETINGS USING TELECONFERENCING PURSUANT TO GOVERNMENT CODE 54953 AS AMENDED BY AB 361 FOR THE PERIOD NOVEMBER 19, 2021 TO DECEMBER 19, 2021

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

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

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

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

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

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

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

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

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

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

WHEREAS, on November 19, 2021, the SJJPA held its regular meeting remotely by teleconference/video conference for the first time in accordance with Government Code Section 54953(e) and hereby desires to adopt this resolution within 30 days of that meeting as required by said section in order to continue to use remote teleconference/videoconference for the 30 days thereafter.

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

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

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

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

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

Section 5. Effective Date of Resolution. This Resolution shall take effect immediately and cover the period through December 19, 2021.

PASSED AND ADOPTED, by the SJJPA this 19th day of November 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 2.8

INFORMATION

Update on MegaRegion Dozen

Background:

For the first time, SJCOG, Sacramento Area Council of Governments (SACOG), and the Metropolitan Transportation Commission (MTC) have pledged to jointly advocate for obtaining new funding for a select list of transportation projects known as the “MegaRegion Dozen”. The SJRRC/SJJPA Valley Rail Project is a key element of the MegaRegion Dozen, representing two of the twelve projects (selected as a priority for both for the Sacramento Region and for San Joaquin County).

Please see the attached SJCOG, SACOG, and MTC press release regarding the Megaregion Dozen, an attachment which provides details of the twelve projects to be jointly supported, as well as the attached “Action Plan” for the MegaRegion Dozen. The Valley Rail Project which extends ACE service to Sacramento and expands San Joaquins to Sacramento was included by SACOG for \$404 million as one of their priority projects. The Valley Rail Project was also included by SJCOG under their “Passenger Rail Improvements” priority project for \$81.24 million (\$25 million for the ACE North Lathrop Transfer Station, \$5.27 million for the ACE Ripon Station, and \$51 million for the Elk Grove Double Track Project).

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

PRESS RELEASE

Metropolitan Transportation Commission
San Joaquin Council of Governments
Sacramento Area Council of Governments

FOR IMMEDIATE RELEASE
Sept. 30, 2021

Joining forces in a megaregion scale transportation collaboration

*Representatives from 3 regional planning agencies pledge backing
for ‘Megaregion Dozen’ projects*

For the first time, representatives of three regional planning agencies spanning major population centers from the Bay Area to the Central Valley and Sierra Nevada foothills are pledging to advocate for a select list of interregional transportation projects known as the “Megaregion Dozen.”

Those projects are in the Northern California Megaregion, which includes 16 counties and 136 cities with a total population of nearly 11 million.

The [Megaregion Working Group](#), made up of board members and commissioners of the [Metropolitan Transportation Commission](#) (MTC), [San Joaquin Council of Governments](#) (SJCOG), and [Sacramento Area Council of Governments](#) (SACOG), agreed Friday to back the slate of 12 transportation improvement projects that will benefit quality of life, transportation and commerce throughout Northern California. They include highway improvements, passenger rail expansions, a new truck scale facility, and electric truck charging infrastructure.

“The Megaregion Dozen are a package of projects that guide and advance the transportation principles and strategies that this working group approved,” SJCOG Executive Director Diane Nguyen told the members Friday. “And those framing principles — of interregional functionality, policy alignment, persuasive leverage and strategic investment — helped the executive directors of MTC, SJCOG, and SACOG narrow down to four projects from each agency that we felt advanced those core principles.”

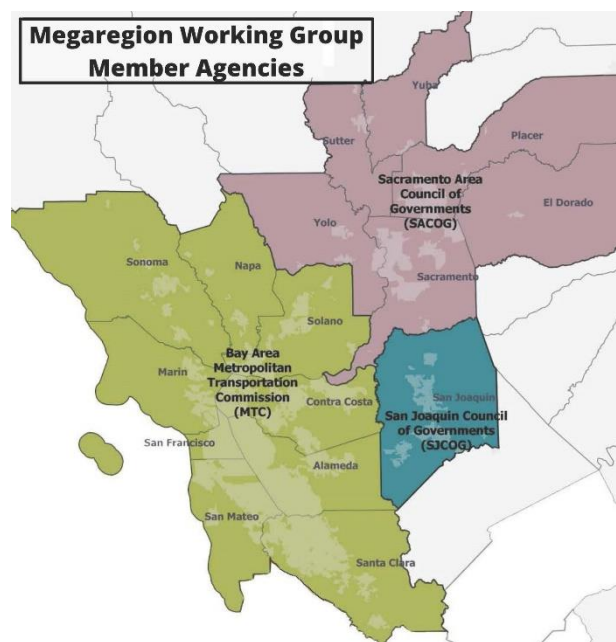
Praise for the collaborative effort was quick and clear.

“In just three meetings, we were able to complete the first-ever branding for the interregional list of projects,” said SJCOG Board member and San Joaquin County Supervisor Robert Rickman, who this year chaired the Megaregion Working Group. “And this is an outstanding outcome this year under the leadership of the megaregion policy members, Vice Chair and Napa County Supervisor Alfredo Pedroza of MTC, and agency staff. The San Joaquin Council of Governments was the host agency responsible for the agenda setting this year and we appreciate the work of SJCOG Executive Director Diane Nguyen on this joint advocacy concept.”

It is that work and coordination that has been key to the success of the Megaregion Working Group so far.

“Coordination and cross-disciplinary planning, I think, is critical,” Pedroza said. “By the time things come to us, it’s harder to go back and talk about collaboration, because we’re dealing with the aftermath. And I think investing in collaboration on the frontside will be so critical. I really see a lot of value in us coming together and trying to identify that advance coordination that can potentially lead to better outcomes from a policy perspective or investing in projects.”

The pieces are falling together to give the Megaregion Dozen a better chance for being realized.



“The fact that we all got together and supported each other’s projects is laying the foundation,” SACOG Executive Director James Corless told the group. “And it’s not lost on any of us with some trips coming up to (Washington, D.C.), that we have an infrastructure bill that’s bipartisan sitting in Congress we hope will get passed that has a huge plus-up for things like megaregion projects, mega projects and the new (Rebuilding American Infrastructure with Sustainability and Equity grants), so this is excellent timing. And I think what we have heard from you is an intent to focus and to deliver (projects).”

Group members believe the effort will significantly help to push forward those interregional transportation projects and that more people will know about the work being done.

“I think this is a very solid, constructive step for us to take,” said Don Saylor, a Yolo County supervisor and a member of the SACOG board and Megaregion Working Group. “I chair the Capital Corridor Joint Power Authority this year and we have some active opportunities for passenger rail — the San Joaquins, Altamont Commuter Express, the Capital Corridor — and I want us to be able to support as a megaregion those efforts as they advance. ... It feels to me like we’re kind of at a point where we’ve been hiding our light under a basket for too long and maybe now we’re at a point where we can let others know about the megaregion efforts that this group has been working on relatively quietly.”

The Megaregion Working Group takes into consideration issues beyond highway and rail projects.

“All three of our regions have realized — and particularly over the past year — how the intersecting issues of transportation, housing, climate and the environment, and the economy all really filter down and impact the success of delivering infrastructure that will be to the benefit of our collective residents,” said MTC Executive Director Therese McMillan, calling the group’s action “a significant step forward.”

MTC will host the Megaregion Working Group in the coming year and McMillan also briefed its members on future policy work.

The Megaregion Dozen projects will be essential for moving goods and people throughout the megaregion in the future and will require strong support from business leaders.

“Part of our action plan for the megaregion project is to strengthen and develop business partnerships to advance the planning and the funding efforts for the megaregion branded projects,” Nguyen said.

She added that the business community has strongly supported the collaborative megaregion planning efforts.

[Bay Area Council](#) CEO Jim Wunderman, a longtime supporter of the concepts represented by the Megaregion Dozen projects, again Friday offered support to the Megaregion Working Group.

“To me, you’re doing exactly what we had hoped you would do,” said Wunderman.

“Being able to plan where they live and how they live and how they move about is going to be much more important in the future than it was moving into this,” Wunderman said. “In a way, you’re really getting ahead of the issue at a time when you absolutely need to be ahead of it. I think the project list, the Megaregion Dozen, is a really good list.”

The projects:

Metropolitan Transportation Commission (MTC) projects:

<https://www.sjcog.org/DocumentCenter/View/6382/MTC-Projects>.

San Joaquin Council of Governments (SJCOC) projects:

<https://www.sjcog.org/DocumentCenter/View/6380/SJCOC-Projects>.

Sacramento Area Council of Governments (SACOG) projects:

<https://www.sjcog.org/DocumentCenter/View/6379/SACOG-Projects>.

About the Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC helps the Bay Area's nearly 8 million residents — and countless visitors — get around. As a Metropolitan Planning Organization, MTC supports the region's network of streets, roads, highways, public transit systems, airports and other transportation resources, including the movement of goods through ports and freight rail lines. MTC touches it all, with a focus on building a better transportation system that works for everyone while supporting a resilient economy and environment. MTC works with cities and counties to establish short- and long-term goals and provides resources to help them reach these goals. Reducing greenhouse gas emissions, making safer streets that work for everybody and making sure all residents have equal access to transportation resources are just a few of these goals. Visit the [MTC website](#) for more information.

MTC Media Contact: John Goodwin | (415) 778-5262 | JGoodwin@bayareametro.gov

About San Joaquin Council of Governments

The San Joaquin Council of Governments (SJCOC) is the planning, financing and coordinating agency for the San Joaquin region overseeing transportation, housing and habitat conservation. SJCOC is a joint-powers authority comprised of representatives from San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop. SJCOC's broad range of responsibilities include managing the Measure K transportation sales tax program, collecting county demographic and economic data, airport land use planning, and regional air quality. SJCOC partners with a network of local governments, private organizations and community groups to deliver a variety of local, state and federal programs that support the streets, roads, highways, public transit, and other transportation resources that help our residents get where they need to be. It is also responsible for assigning each city and the county its fair share of affordable housing. Visit the [SJCOC website](#) for more information.

SJCOC Media Contact: Keith Michaud | (209) 235-0593 | michaud@sjcog.org

About Sacramento Area Council of Governments

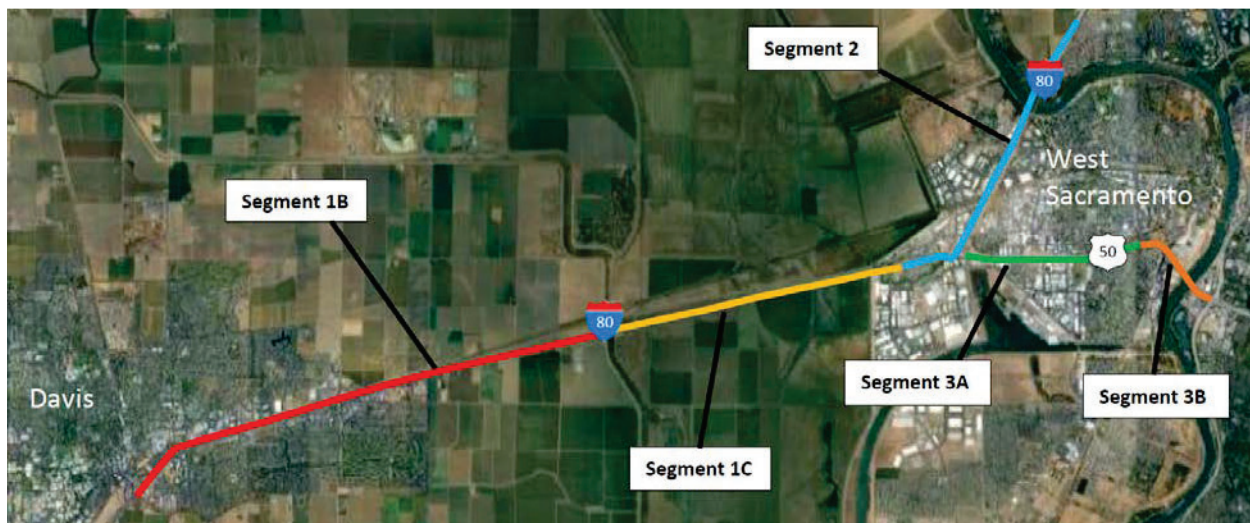
The Sacramento Area Council of Governments (SACOG) is where local government leaders in the six-county Sacramento region come together to advance the goals of economic prosperity, connected communities, and vibrant places. SACOG works with its 28 member cities and counties to solve challenges that are too big for any one jurisdiction to solve on its own. The

SACOG staff are guided by a board of elected officials from each city and county within the region. SACOG plays a central role in transportation infrastructure planning and funding assistance for cities, counties, transit operators, and other entities responsible for providing for the transportation needs of the region's residents. Visit the [SACOG website](#) for more information.

SACOG Media Contact: A.J. Tendick | (916) 340-6215 | atendick@sacog.org

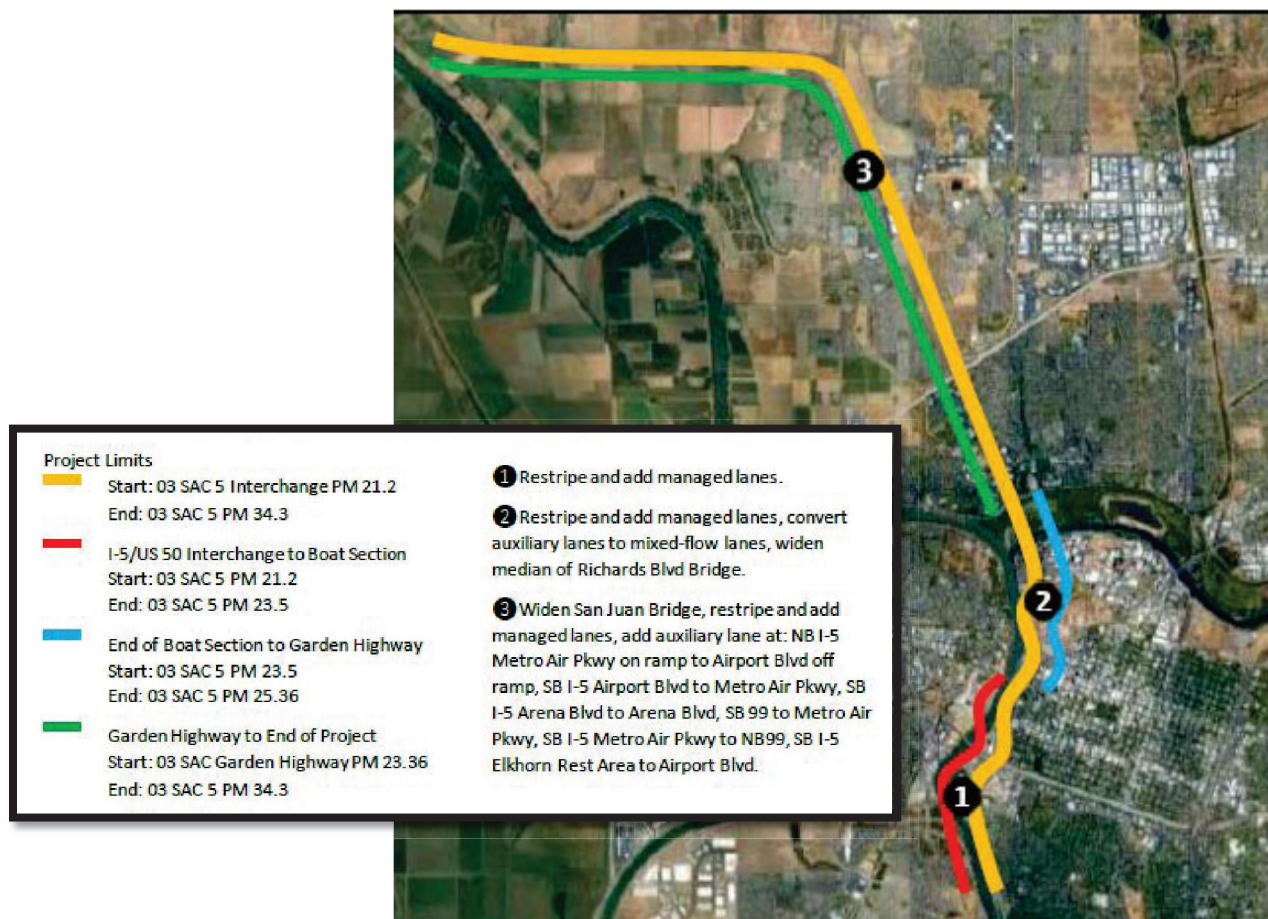
SACRAMENTO AREA COUNCIL OF GOVERNMENTS - PROPOSED MEGAREGION PRIORITIES

Project:	Yolo I-80 and US 50 Managed Lanes
Request:	\$581,000,000
Current Status:	Currently in PA&ED, cleared by April 2022 Ready to List, June 2024 Complete by 2029
Description:	<p>"On I-80 just west of Davis from the Kidwell Road interchange in Solano County to the W. El Camino interchange in Sacramento County; also from the I-80/US 50 interchange to the US 50/I-5 interchange: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements."</p> <p>2040 forecasting with managed lanes implemented reduces congested VMT by over 50% while daily volumes increase by 18%.</p>
Megaregion Significance:	39% of trips on I-80 in Yolo County end in either the Bay Area or San Joaquin County (78,000 trips in Fall 2019).



Segment 1B	Segment 1C	Segment 2	Segment 3A	Segment 3B
Start: 03 SAC 80 PM 0.00 End: 03 SAC 80 PM 5.8	Start: 03 SAC 80 PM 5.8 End: 03 SAC 80 PM 8.92	Start: 03 SAC 80 PM 8.92 End: 03 SAC 80 PM M1.36	Start: 03 SAC 50 PM 0.00 End: 03 SAC 50 PM 2.47	Start: 03 SAC 50 PM 2.47 End: 03 SAC 50 PM L0.62
<u>Work Description</u> Replace existing WB and EB inside shoulders to accommodate one managed lane. Culvert rehabilitation and extension. Restriping for three mixed-flow lanes and one managed lane in each direction.	<u>Work Description</u> Restriping for three mixed-flow lanes and one managed lane in each direction. Termini improvements to increase bicycle safety and mobility. Construct class I bike ramp on the west side of the Causeway.	<u>Work Description</u> Restriping for three mixed-flow lanes and one managed lane in each direction. Restripe the Sacramento River Bridge and Bryce Bend Bridge to accommodate an additional managed lane in each direction. Construct EB ramp improvements and a Park & Ride facility at Enterprise Boulevard.	<u>Work Description</u> Convert a single mixed-flow lane to one managed lane in each direction.	<u>Work Description</u> Convert a single mixed-flow lane to one managed lane in each direction. Convert a lane in each direction from 80/50 IC to Jefferson Blvd UC, and stripe an additional lane from Jefferson Blvd UC to just east of 5/50 IC.

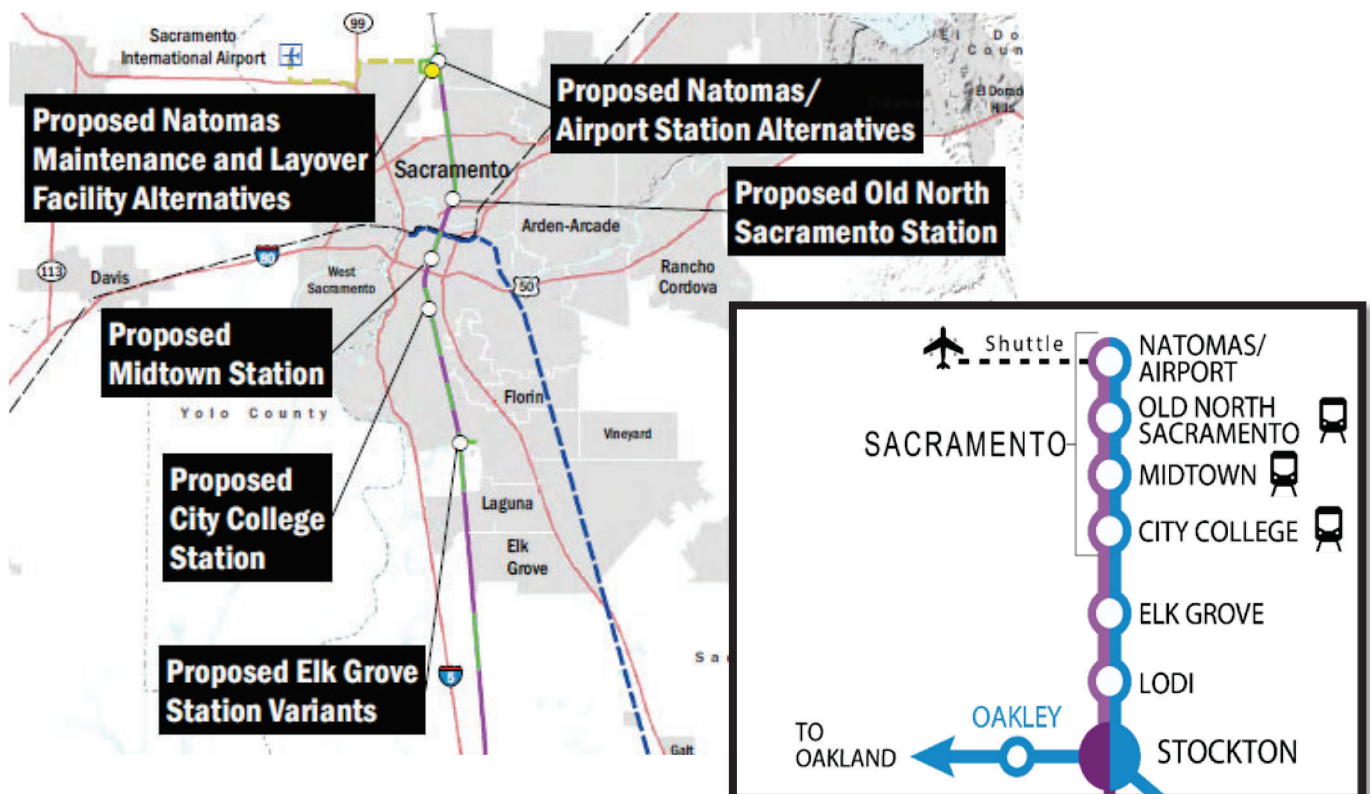
Project:	I-5 Managed Lanes – Sutterville Road to Yolo County Line
Request:	\$363,000,000
Current Status:	Currently in PA&ED Complete by 2029
Description:	<p>"In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements."</p> <p>2040 forecasting with managed lanes implemented helps prevent some of the worst growth-related congestion in the region, still predicted to grow to over 168% of today's congested VMT, while daily volumes increase by 32%.</p>
Megaregion Significance:	7.5% of trips on I-5 north of US 50 end in either the Bay Area or San Joaquin County (23,000 annual trips in Fall 2019).



Project:	Sacramento to Roseville Third Main Track - Phase 1
Request:	\$68,000,000
Current Status:	<ul style="list-style-type: none"> Project is at 25% design phase and will be pursuing federal and state funding sources to overcome gap to enter construction. <ul style="list-style-type: none"> Final Design in progress Design/ROW – June-2021 Construction – June-2024
Description:	<p>On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, reconfiguration of the City of Roseville station to accommodate increased Capital Corridor service in the future, install various Union Pacific Railroad Yard track improvements, improvements to 11 existing rail bridges and construct one new American River crossing as well as other minor channel crossing improvements, required signaling & retaining/crash walls, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.</p> <ul style="list-style-type: none"> 10 additional opportunities to get to their destinations quickly without wasted time and energy. Adds passenger rail frequency without sacrificing Union Pacific Railroad freight operations and reliability. Improves inter-city passenger rail service travel time and reliability for the entire corridor. Provides congestion relief alternative in the I-80 corridor and in other highway corridors where Capital Corridor is a viable transportation alternative.
Megaregion Significance:	<ul style="list-style-type: none"> Congestion relief alternative in the I-80 corridor and in other highway corridors. Enhance transit connectivity and provide transportation choices through access to inter-regional transportation services. Improve air quality and energy use through a safe, reliable, and efficient alternative to automobile travel.

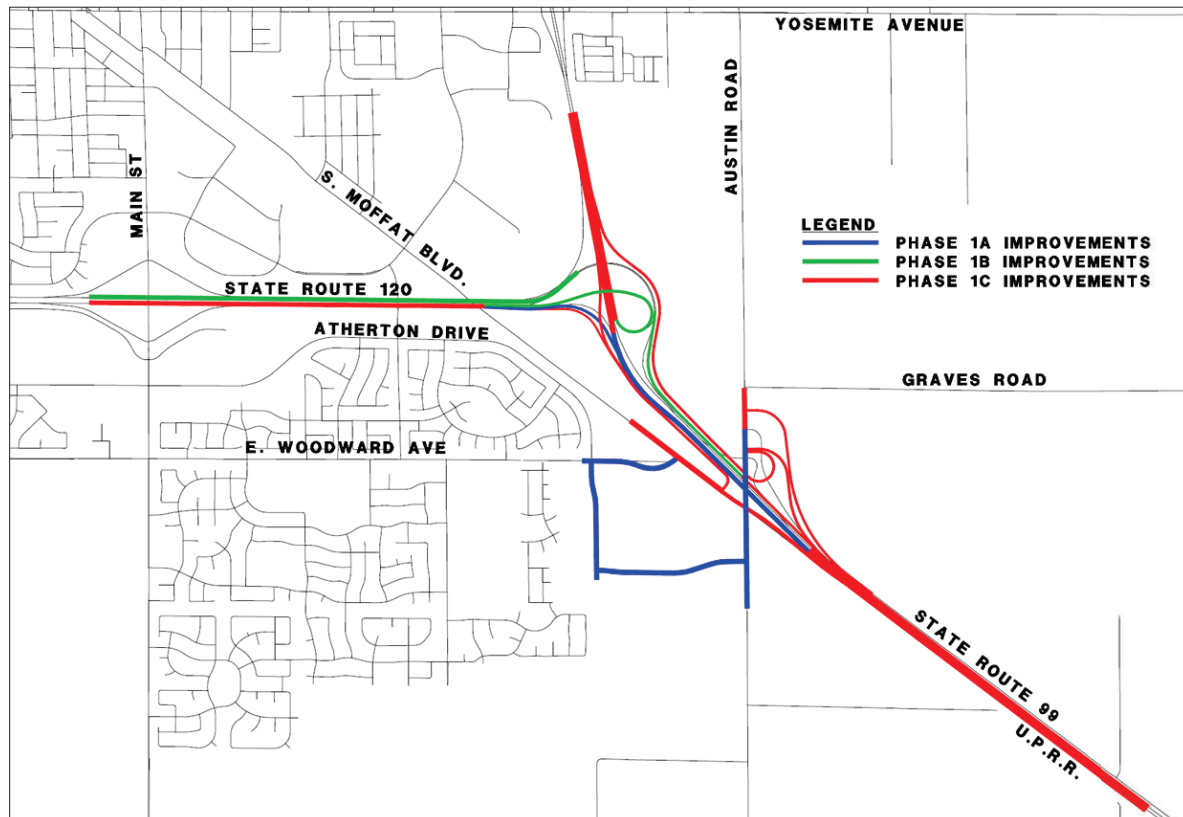


Project:	Valley Rail Program includes expansion of both ACE and the San Joaquins Services
Request:	\$404,000,000
Current Status:	Started Final Design for extension to Sacramento. Environmental studies underway for Elk Grove Station
Description:	<p>The Valley Rail Project includes the implementation of new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. New Stations in Lodi, Elk Grove, Sacramento City College, Midtown, Old North Sacramento, and Natomas with connections to SMF. Includes the construction of a maintenance and layover facility adjacent to the proposed Natomas/Sacramento Airport Station.</p> <ul style="list-style-type: none"> • First ACE round trip to Natomas (Sacramento) by 2023 • San Joaquin Infrastructure future expansions of service and integration with High Speed Rail Interim Service starting in 2028/29 will include Sacramento Connections at Sacramento Valley Station, Sacramento International Airport, and Midtown Station
Megaregion Significance:	<ul style="list-style-type: none"> • Congestion relief alternative in the SR 99 corridor and in other highway corridors. • Provide a connection from Sacramento and Northern San Joaquin Valley to the high-speed rail system at the Merced Station. • Promote equitable transportation which serves disadvantaged/priority communities throughout California.

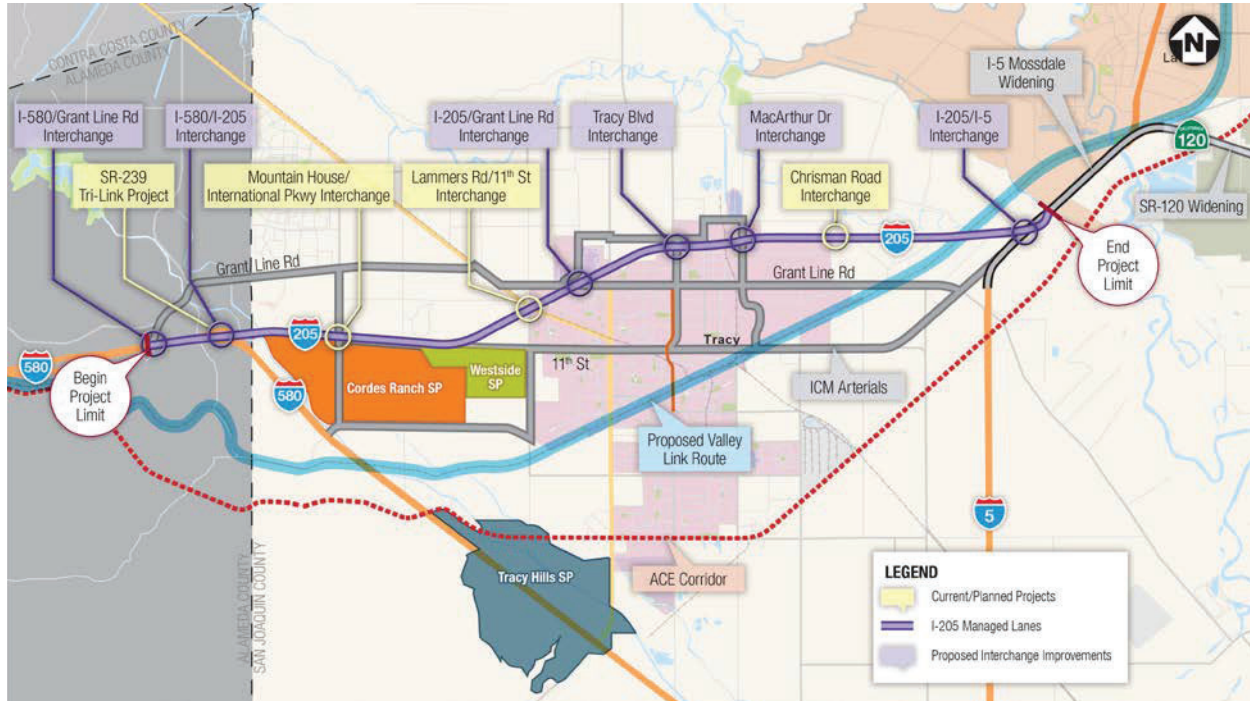


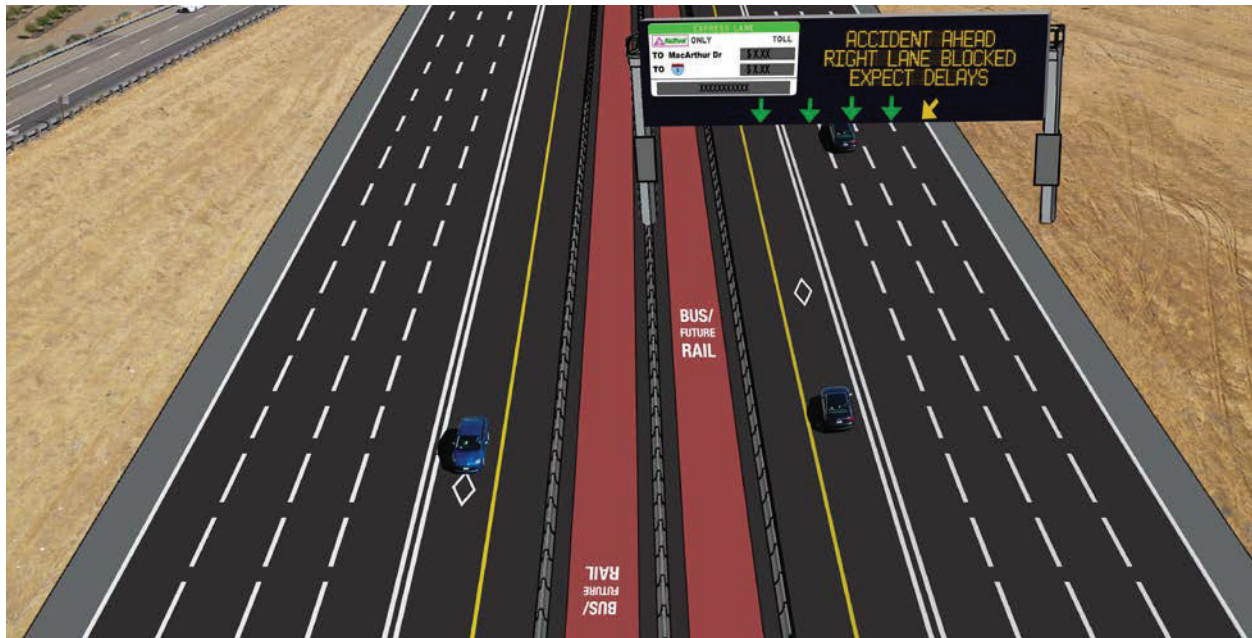
SAN JOAQUIN COUNCIL OF GOVERNMENTS – PROPOSED MEGAREGION PRIORITIES

Project:	State Route 99/120 Interchange Project (Phase 1A & 1B)
Request:	\$32,000,000
Current Status:	If funding secured, both phases can be in construction within 1-2 years (Phase 1A and Phase 1B, respectively).
Description:	<p>State Route (SR) 120 provides a critical connection for the movement of people and goods in and out of the megaregion. However, the SR 99/120 freeway-to-freeway interchange is subject to significant congestion, delays, and accident rates seven times higher than the statewide average for a similar facility. This project will expand and reconstruct the existing SR 99/120 interchange to relieve traffic congestion and improve operations of SR 99 along with the SR-120 and Austin Road interchanges. In addition to the accident rate, the delays associated with this interchange are a significant impediment to the economic growth in the region.</p> <p>As traffic volumes continue to increase on northbound SR 99, the SR 99 / SR 120 Connector Project would significantly reduce passenger hours of delay by 30% and increase throughput 45% when compared to Year 2040 No Project Conditions. The SR 99 / SR 120 Connector Project would improve safety and air quality. Additionally, the project is in the county's Measure K Sales Tax Program.</p>
Megaregion Significance:	Significant interregional travel chokepoint. Specifically, this interchange is heavily utilized for goods movement in and out of the Megaregion.



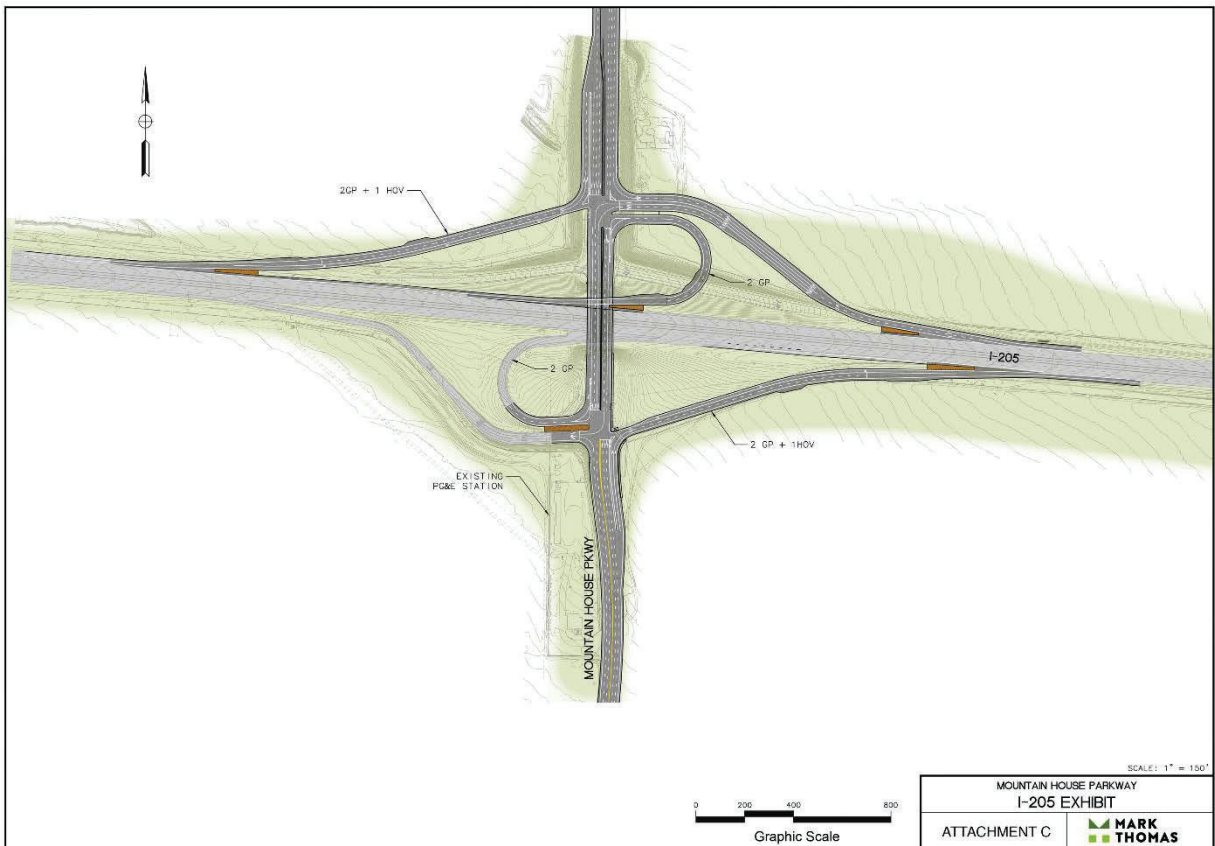
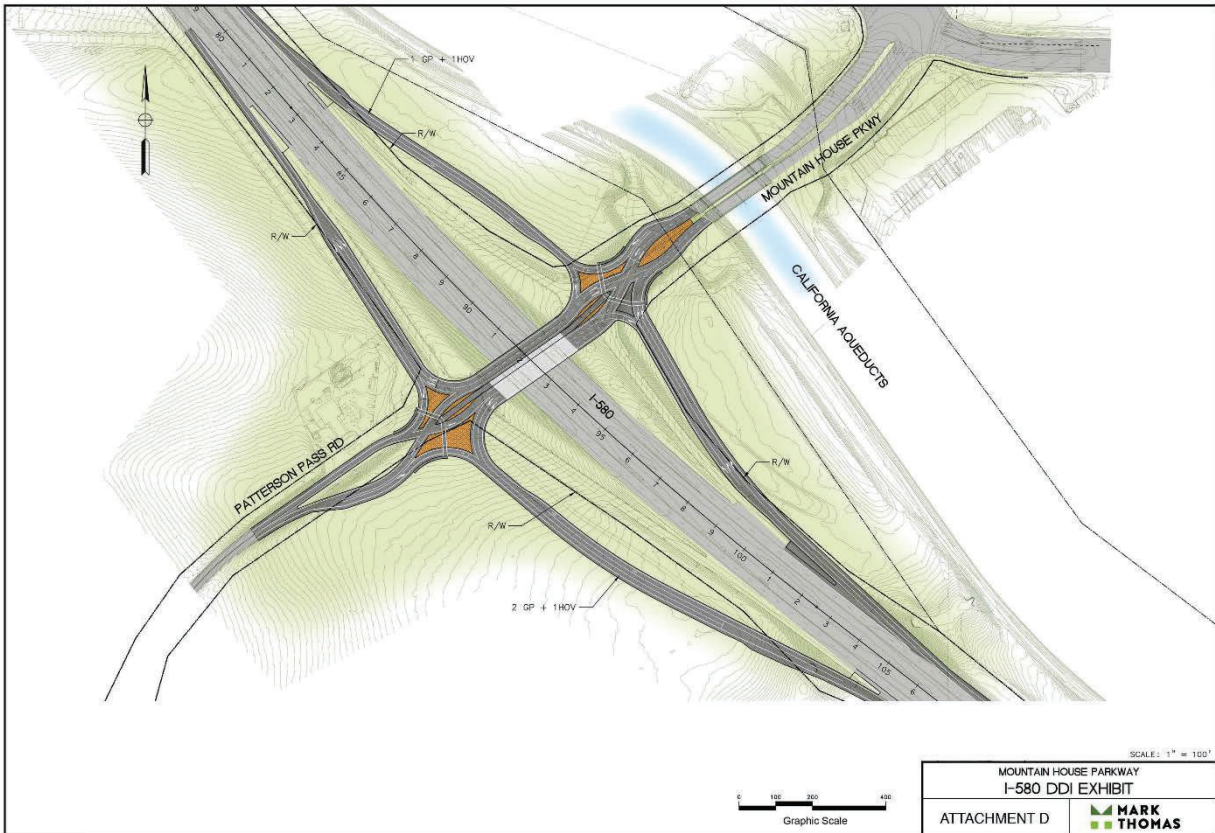
Project:	Interstate 205 Managed Lanes Project
Request:	\$44,000,000
Current Status:	The environmental phase and public outreach are fully funded and underway. Design will begin in 2023.
Description:	<p>Interstate 205 (I-205) is an Interstate Highway in California that connects Interstate 5 (I-5) on the east to Interstate 580 on the west, serving as a critical connection from the Central Valley to the San Francisco Bay Area. This project consists of the construction of one HOV freeway lane in both the westbound and eastbound directions on I-205 between the Alameda County Line at post mile (PM) 0.0 and I-5 located at PM R12.5 in San Joaquin County. Median openings between 22 bridges crossing local arterials, railroads, or waterways would be closed, resulting in 11 joined bridges. The existing auxiliary lanes, acceleration lanes, and deceleration lanes would be perpetuated. The purpose of the project is to reduce congestion and delay, encourage HOV, improve regional mobility, improve freight movement, improve corridor travel times, and increase corridor throughput of people and goods. A fixed guideway concept, which studies bus rapid transit/commuter rail (ACE and/or Valley Link) inside the median, is being studied in the environmental impact report.</p> <p>This project is in San Joaquin's Measure K Sales Tax Program.</p>
Megaregion Significance:	Most heavily travelled interregional corridor, carrying residents and goods between the San Joaquin Valley and the Bay Area.





I-205 Fixed Guideway Concept (pictured above)

Project:	Central Valley Gateway Project
Request:	\$21,300,000
Current Status:	The project is in the design phase.
Description:	<p>The project involves a comprehensive effort to enhance the efficient goods movement between the National Primary Highway Freight Network and the International Park of Commerce. The total improvements to the interstate interchanges and connecting parkway will include:</p> <ul style="list-style-type: none"> • Overcrossing Upgrade of Interstate 205 and International Parkway • Overcrossing Upgrade of Interstate 580 and International Parkway • Bridge and roadway widening of International Parkway at the Delta Mendota Canal • Bridge and roadway widening of International Parkway at the California Aqueduct • Widening of International Parkway of the local roadway to increase freight capacity <p>This project is in San Joaquin's Measure K Sales Tax Program.</p>
Megaregion Significance:	Significant interregional goods movement passes through the project area.

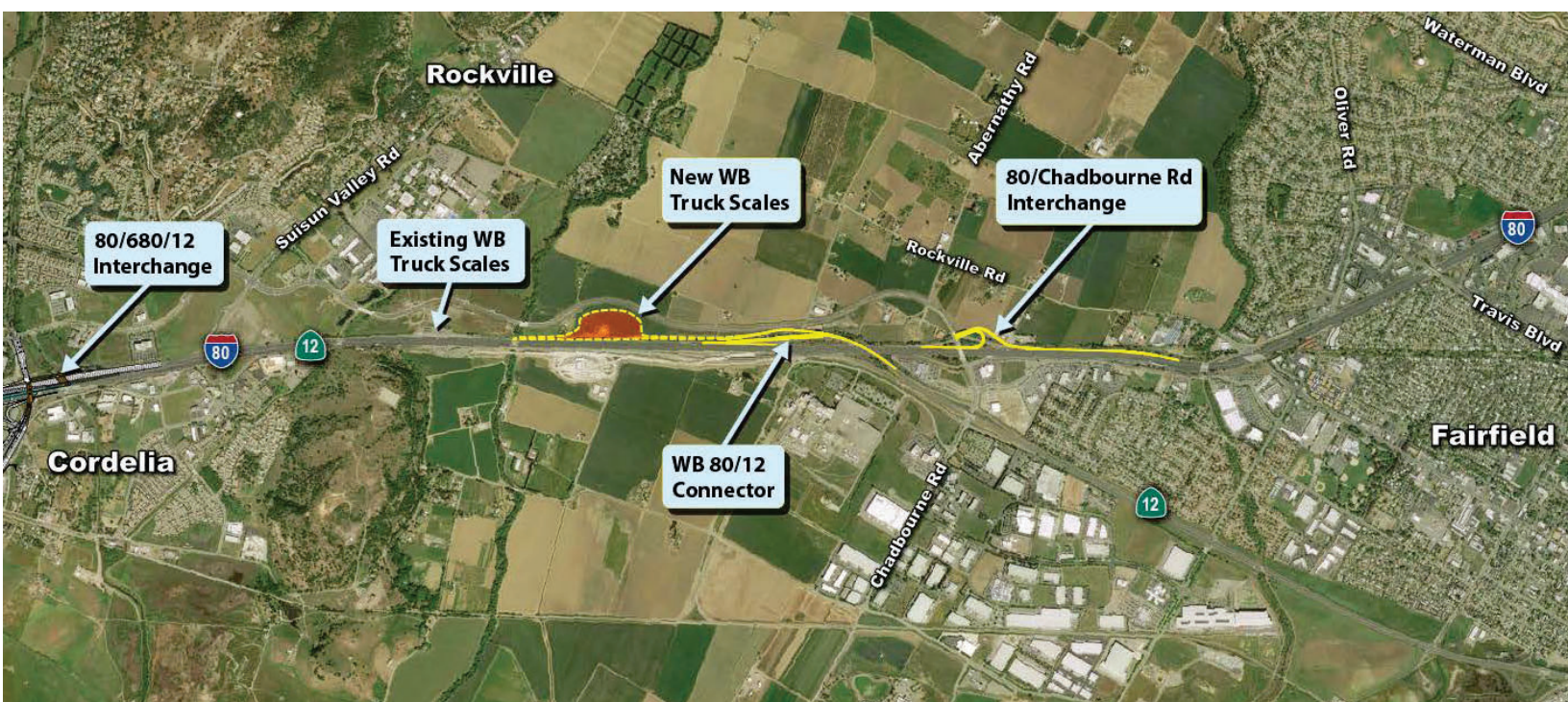


Project:	Passenger Rail Improvements
Request:	<p>\$25,000,000 – Lathrop Station (ACE)</p> <p>\$5,236,000- Ripon Multimodal Station (ACE/City of Ripon)</p> <p>\$10,000,000- Valley Link Sustainability Blueprint for San Joaquin County</p> <p>\$51,000,000 – Elk Grove Double Track (ACE)</p>
Current Status:	Projects are in various planning phases. Capital phases (right of way or construction) can occur within five years or less.
Description:	<p>Both the Altamont Corridor Express (ACE) and Valley Link are expected to expand passenger rail opportunities throughout the megaregion. As part of the “ACE Forward” expansion, ACE’s services will expand north into Sacramento County, south into Merced County, and service into the Bay Area will significantly increase. To accommodate this expansion, the <u>North Lathrop Transfer Station</u> has been identified for improvement. New station tracks and a station platform will be constructed, a new surface parking lot will be constructed, and a pedestrian overcrossing connecting the two will be constructed. The <u>Ripon Multimodal Station</u> will also be required to support passenger rail expansion efforts. On and off-site improvements will include: 150 off-street parking spaces, a bus loading and staging area, and a future rail platform for the ACE Train. The <u>Elk Grove Double Track</u> will create a 4.4-mile-long second main track that will serve trains entering the proposed North Elk Grove Station. Train speeds will be increased, and existing private and public crossings, bridges, and culverts will be improved. These improvements will allow the ACE service to operate to four (4) daily round trips to Natomas, increasing the transportation options for residents throughout the corridor. Lastly, the <u>Valley Link Project (San Joaquin)</u> seeks to improve the Union Pacific Railroad right-of-way to the San Joaquin / Alameda County line, construct a station and platform to accommodate the new passenger rail service with parking and access onto Patterson Pass Road, and construct an Operations and Maintenance facility at Hanson Road.</p> <p>Altamont Commuter Express projects are part of San Joaquin’s Measure K local sales tax measure.</p>
Megaregion Significance:	These passenger rail improvements will be transformational in terms of mobility and vehicle miles traveled. These improvements will lead to significant increases in passenger rail ridership.

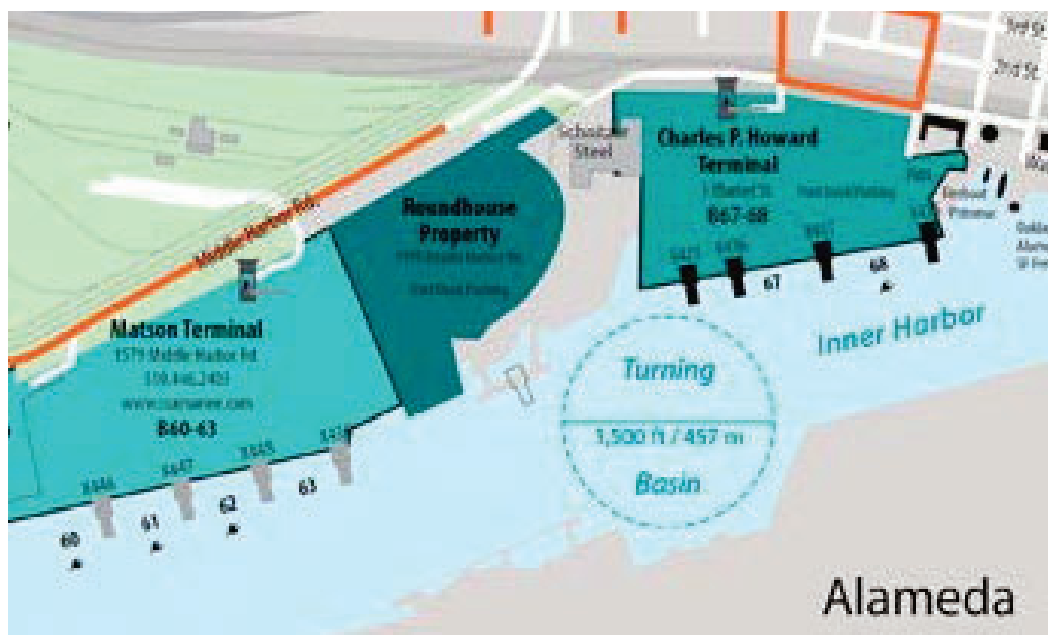
METROPOLITAN TRANSPORTATION COMMISSION – PROPOSED MEGAREGION PRIORITIES

Project:	I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility (Truck Scales)
Request:	\$126,768,000
Current Status:	PS&E started in mid-2021 with \$24M in TCEP funds. Construction can start in Late 2024/Early 2025.
Description:	<p>The proposed project will replace the existing Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility (CCVEF) in Solano County. The new facility will be relocated 0.7 miles east from its current location and will provide new braided on and off ramp connections to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12. The new facility will have the capacity to inspect existing and forecast westbound trucks passing through the area 24 hours per day, seven days a week.</p> <p>The current facility was constructed in 1958 to inspect trucks entering the San Francisco Bay Area from locations nationwide. It currently accommodates between 500 and 700 trucks per day and consists of two dynamic scales, one static scale, four inspection bays, and limited parking. Existing access from I-80 consists of short on and off ramps, resulting in truck traffic backing up onto I-80 and increasing the potential for rear-end accidents. During peak traffic periods experienced several times per week, the facility is closed to incoming trucks to prevent this queuing.</p>
Megaregion Significance:	Significant interregional travel chokepoint, affecting traffic to the Bay Area from Northern California/Oregon/Washington and Sacramento/Tahoe/Midwest and East.

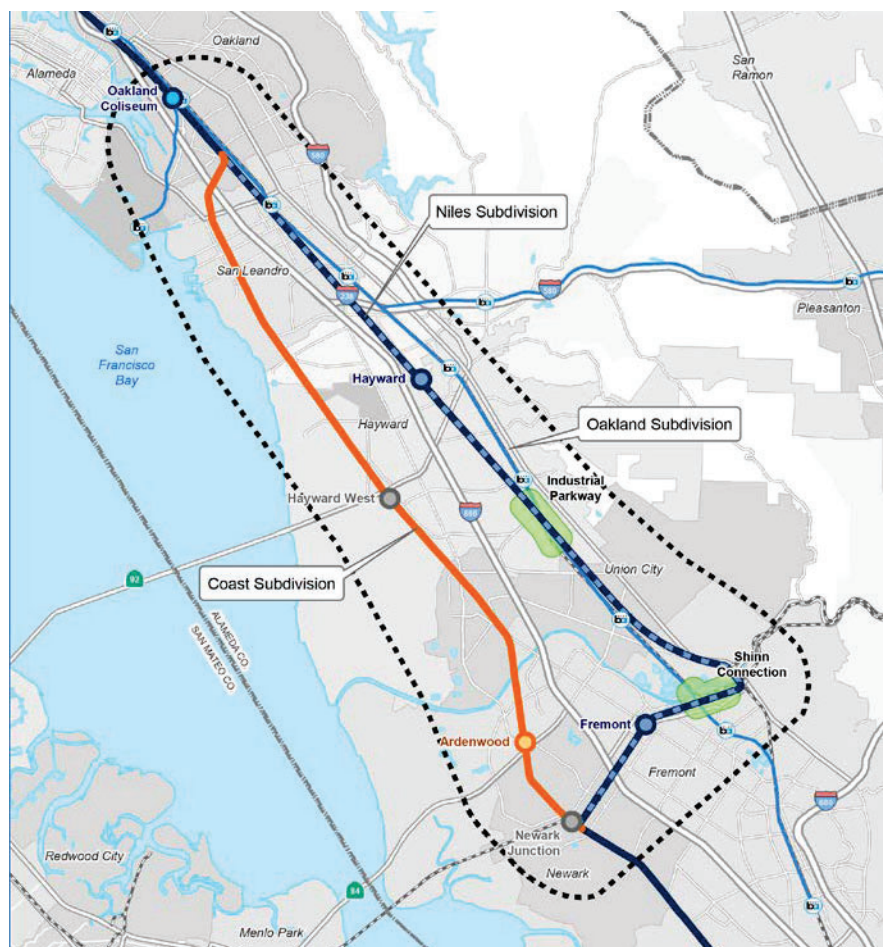




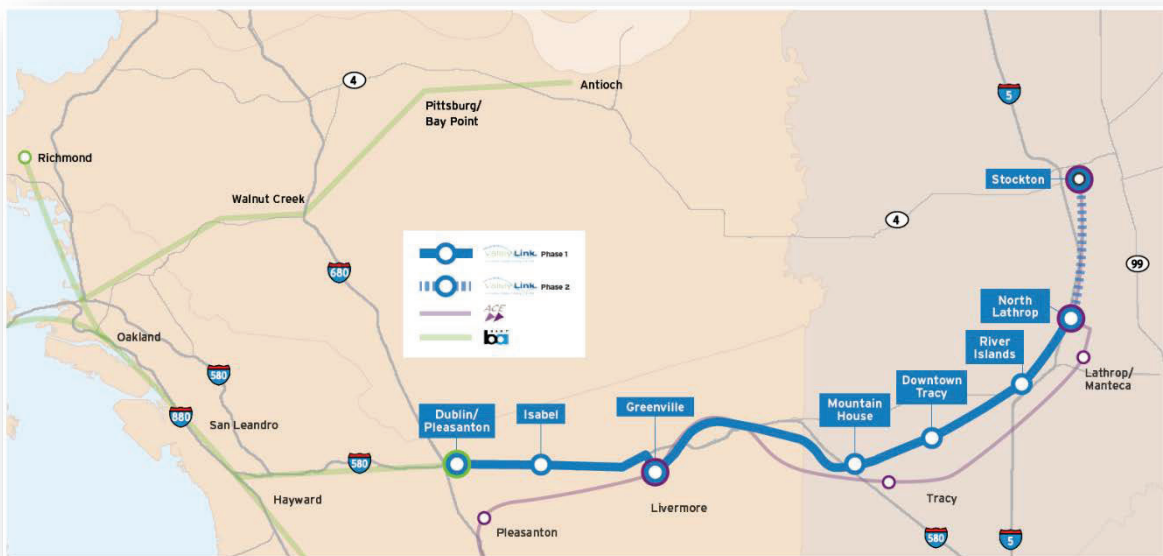
Project:	Port of Oakland Community Impact Reduction: Roundhouse Truck EV Charging Infrastructure and Truck Parking
Request:	\$12,000,000
Current Status:	Project is in the scoping phase and will start environmental clearance in 2021. Construction could start as early as FY 2023-24.
Description:	<p>In September 2018, the California Air Resources Board awarded a \$50M Zero and Near-Zero Emissions Freight Facilities (ZANZEFF) grant to the Port of Long Beach, Port of Stockton and the Port of Oakland for the Sustainable Terminals Accelerating Regional Transformation (START) Project. The START Project will demonstrate deployment of ten (10) zero emission (ZE) Class 8 drayage trucks at Shippers Transport Express and five (5) ZE yard trucks and one top handler at Matson Terminal.</p> <p>To support future projections for increased implementation of ZE trucks, the Roundhouse Electric Vehicle (EV) Charging Facility project will explore development of freight electric vehicle charging standards and will include the design & construction of infrastructure necessary to establish a permanent electric vehicle/equipment charging facility at the Seaport's Roundhouse Property. The project will also provide truck parking to alleviate trucks parking in the adjacent West Oakland neighborhood.</p>
Megaregion Significance:	The project will reduce congestion and emissions at Northern California's busiest seaport, and will reduce the impact of freight activities to the adjacent West Oakland neighborhood.



Project:	Capitol Corridor: South Bay Connect
Request:	\$70,000,000
Current Status:	Currently in environmental. Construction could start as early as 2024.
Description:	<p>South Bay Connect proposes to relocate Capitol Corridor passenger rail service between the Oakland Coliseum and Newark from its current location on the Union Pacific Railroad (UP) Niles Subdivision line to the UP Coast Subdivision line.</p> <p>It also proposes to create a new transbay station at the current Ardenwood Park & Ride for Capitol Corridor passengers travelling between the East Bay and the Peninsula. This connection will link affordable housing in Alameda County and growing employment centers in San Mateo and western Santa Clara counties on the Peninsula; an underserved transit corridor.</p> <p>The proposed new Ardenwood Station would connect Capitol Corridor riders to over 125 weekday local or regional bus and shuttles like Dumbarton Express, AC Transit line U and Stanford shuttles to name just a few.</p>
Megaregion Significance:	The project will improve reliability and travel times to San Jose, the largest city in Northern California. The Capitol Corridor connects San Jose to the south to Sacramento and Roseville in the north.



Project:	Valley Link Buildout
Request:	\$1,407,000,000
Current Status:	Ready for design, seeking to secure construction funding.
Description:	<p>Valley Link will be a new 42-mile, 7-station passenger rail project – that spans three Congressional Districts – sitting geographically at the center of one of the most economically significant megaregions in the world. It is a vital megaregional link that establishes rail connectivity between BART’s rapid transit system in the Bay Area’s Tri-Valley and the ACE commuter service in Northern San Joaquin County – linking nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion.</p> <p>The Valley Link Project would serve 26,000 to 28,000 daily riders by 2040. This would be equal to taking up to 14,000 vehicles in each direction on the Altamont Pass and a yearly reduction of 33,000 metric tons of CO2 emissions in 2040. Headways are projected to be every 24 minutes in San Joaquin County during the AM and PM peak period and 60-minute headway during off-peak. Initial service operations would be from 5AM to 8 PM connection the Greenville station to the five (5) stations in San Joaquin County.</p>
Megaregion Significance:	Project would provide a significant increase in multi-modal travel into the Bay Area, relieving the demand for freeway travel on the Altamont.





SUPERVISOR
ALFREDO PEDROZA,
NAPA COUNTY
(Vice-Chair)

SUPERVISOR NATE
MILEY, ALAMEDA
COUNTY

SUPERVISOR JIM
SPERING, SOLANO
COUNTY

MAYOR AMY
WORTH, CITY OF
ORINDA



SUPERVISOR ROBERT
RICKMAN, SAN
JOAQUIN COUNTY
(Chair)

VICE-MAYOR GARY
SINGH, CITY OF
MANTECA

MAYOR NANCY
YOUNG, CITY OF
TRACY

COUNCILMEMBER
LEO ZUBER, CITY OF
RIPON



SUPERVISOR BONNIE
GORE, PLACER
COUNTY

MAYOR MIKE
KOZLOWSKI, CITY OF
FOLSOM

COUNCILMEMBER
LUCAS FRERICHS,
CITY OF DAVIS

SUPERVISOR DON
SAYLOR, YOLO
COUNTY

To: MegaRegion Working Group

Fr: Diane Nguyen, SJCOG Executive Director

Re: Action Plan for the “MegaRegion Dozen”

The following describes a comprehensive strategy to showcase the “megaregion brand” in concert with funding and policy efforts.

- Build an “advocacy” approach that incorporates megaregion projects into each agency’s existing state/federal advocacy trips. If possible, have at least one member (from each region) representing the Megaregion Working Group in each agency’s federal (Washington DC) advocacy trip.
- Ensure ongoing coordination of megaregion projects with planning efforts in each region.
- Launch of a carefully planned “*funding pursuit program*” to apply and position megaregion projects for various state and federal funding cycles. Strategy includes a megaregion coordinated effort to apply for funding and jointly provide technical resources in the development of project applications/submittals. Each project will have a letter from Megaregion Working Group (chair) indicating the project’s megaregion status. Megaregion Board will receive regularly updates on these pursuits.
- Strengthen and develop business partnerships to advance the planning and funding efforts for the megaregion projects. Create a synergy with business interests to maximize the megaregion brand.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 4

INFORMATION

Presentation on Draft 2022 State Rail Plan

Background:

Kyle Grading, the Chief of the Division of Rail and Mass Transportation for Caltrans will provide a presentation on the Draft 2022 State Rail Plan.

The State Rail Plan establishes a strategic vision for prioritizing state investment in the passenger and freight rail network statewide. It also provides a framework for coordination between planning partners, rail operators, host railroads, and the State to develop a rail network with a strategic vision.

The 2022 State Rail Plan will enhance rail service in the public interest and serve as a basis for federal and state rail investments in passenger and freight projects. It will:

- Revise the statewide vision – incorporating outputs from network integration activities and local/regional studies
- Advise priorities for statewide investment – updating operating and capital investments to deliver phased implementation
- Devise implementation strategies – coordinate across funding and operating agencies to structure service implementation

The 2022 State Rail Plan will be focused on three time periods:

- Near-Term (~2027) – delivery of projects under development meant to optimize existing network
- Mid-Term (~2032) – Constrained set of investments meant to enhance existing network
- Long-Term (~2050) – Unconstrained capital investments representing full buildout of the 2050 network vision

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 5

ACTION

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

Background:

Senate Bill 742 (SB 742) was introduced by Senator Allen on February 22, 2019. SB 742 was passed by the Legislature in September 2019 and signed by the Governor on October 8, 2019. A purpose of SB 742 was 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.

Section 14035.55(c) as amended enables 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. Section 14035.55 as amended will increase revenues for the state at virtually no additional cost, will provide improved access to priority and underserved communities, and will 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.

As discussed at the November 22, 2019 SJJPA Board Meeting, the implementation of SB 742 will need to be phased in over time. It is not practicable to offer bus-only tickets on all Thruway bus routes at the same time. SJJPA started with a couple of existing regular routes without adding any additional stops that also have minimal conflicts with existing private intercity bus services. Approval for additional regular routes is being sought at subsequent SJJPA Board Meetings until all of the regular routes are able to offer bus-only tickets.

The provisions of SB 742 became effective on January 1, 2020. At the January 22, 2020 SJJPA Board Meeting, SJJPA took action to open selected bus stop pairs for bus-only ticketing on Route 10 (Bakersfield – Santa Barbara) and Route 12 (Bakersfield – Victorville). At the March 26, 2020 SJJPA Board Meeting, SJJPA took action to open selected bus stop pairs for bus-only ticketing on Route 1c (Bakersfield – Van Nuys – West Los Angeles – Torrance), Route 19 (Bakersfield – Pasadena - San Bernardino – Indio – Hemet), and Route 40 (Merced – Los Banos – Merced). However, after the COVID-19 pandemic hit California, the deployment of bus-only ticketing and the further

implementation of SB 742 needed to be delayed as a result of the capacity restrictions and service reductions for the San Joaquins Thruway bus routes.

With capacity constraints no longer in place on San Joaquins Thruway buses and service being restored to near pre-pandemic levels, SJJPA staff presented their intention to re-initiate the implementation of SB 742 for San Joaquins Thruway bus routes at the September 24, 2021 SJJPA Board Meeting. SJJPA staff are asking the SJJPA Board to take action to allow passengers to purchase bus-only ticketing on Route 7 at the November 19, 2021 Board Meeting.

Route 7: Martinez – Santa Rosa – Arcata:

The Martinez – Santa Rosa - Arcata Route has stops at: Martinez, Discovery Kingdom (Vallejo), Vallejo, Napa, Petaluma, Rohnert Park, Santa Rosa, Healdsburg, Cloverdale, Ukiah, Willits, Laytonville, Garberville, Fortuna, Eureka, Arcata, and Humboldt State University - Arcata (see Figure 1). Route 7 has five daily round trips, two of these are between Martinez and Arcata, two are between Martinez and Santa Rosa, and one is between Martinez and Napa (see Attachment 1). For this existing route, based on internet research, it appears that most of the station pairs are not served by other private bus operators. Based on coordination with Greyhound, staff proposes the station pairs between Santa Rosa and Ukiah, Santa Rosa and Willits, Santa Rosa and Garberville, Santa Rosa and Eureka, Santa Rosa and Arcata, Santa Rosa and Humboldt State University - Arcata, Ukiah and Willits, Ukiah and Garberville, Ukiah and Eureka, Ukiah and Arcata, Ukiah and Humboldt State University, Willits and Garberville, Willits and Eureka, Willits and Arcata, Willits and Humboldt State University, Garberville and Eureka, Garberville and Arcata, Garberville and Humboldt State University, Eureka and Arcata, Eureka and Humboldt State University, Eureka and Humboldt State University, and Arcata and Humboldt State University would not be available for bus-only tickets at this time since Greyhound already offers direct service to these markets with similar frequency (Greyhound currently has one daily round trip, but was running two round trips prior to the COVID-19 pandemic) and travel times. Attachment 2 documents the Route 7 research and communications with private and public transit providers.

There are public transit operators that operate along many sections of Route 7. The following bus-stop pairs are the only ones that have frequent, daily, low-cost public transportation:

1. Vallejo (Transit Center) – Discovery Kingdom (Vallejo): served by SolTrans
2. Petaluma – Santa Rosa: served by SMART and Golden Gate Transit
3. Petaluma – Rohnert Park: served by SMART and Golden Gate Transit
4. Rohnert Park – Santa Rosa: served by SMART and Golden Gate Transit
5. Santa Rosa – Cloverdale: served by Sonoma County Transit
6. Santa Rosa – Healdsburg: served by Sonoma County Transit
7. Healdsburg – Cloverdale: served by Sonoma County Transit
8. Fortuna – Arcata (Humboldt State): Redwood Transit System
9. Fortuna – Arcata (Transit Center): Redwood Transit System
10. Fortuna – Eureka: Redwood Transit System
11. Eureka – Arcata (Humboldt State): Redwood Transit System
12. Eureka – Arcata (Transit Center): Redwood Transit System

13. Arcata (Transit Center) – Arcata (Humboldt State): Redwood Transit System, and Arcata & Mad River (M-F)

SJJPA staff does not expect that riders will select the infrequent, more expensive Route 7 when they have a more frequent/less expensive transit option for these short-distance bus-stop pairs. After discussions with Amtrak to expedite opening bus-only ticketing on this route, they strongly prefer opening as much of the route as possible for bus-only ticketing. Therefore, SJJPA staff requested that the public agencies (that are wanting additional public transportation options in the Route 7 corridor) to support opening bus-only ticketing along Route 7 for these markets.

The proposed fare grid for Route 7 bus tickets is shown on Attachment 3 (it needed to be in a separate document because it is a large table). A minimum fare of \$5 is proposed. Fares are shown for only the bus stop pairs being proposed for selling bus tickets. Ridership for 2017 by stop for Route 7 is shown on Table 1.

Figure 1



Table 1: Route 7 2017 Ridership by Stop

Bus Stop	FY17 Ridership	FY17 Riders/Day
Arcata	10002	27.4
Cloverdale	323	0.8
Eureka	6404	17.5
Fortuna	1900	5.2
Garberville	3811	10.4
Healdsburg	517	1.4
Laytonville	724	1.9
Napa	4277	11.7
Petaluma	3134	8.6
Rohnert Park	3417	9.3
Santa Rosa	11646	31.9
Ukiah	4109	11.2
Vallejo	3640	9.9
Vallejo Six Flags	944	2.6
Willits	1289	3.5
Total	56,101	153.7

Consultation and Coordination:

Staff has consulted with and considered relevant local and regional public transit operators along Route 7 to determine if a local or regional public transit operator can provide the planned service and attempt to avoid conflicts with existing public transit services. This coordination included: Humboldt Transit Authority, Trinity Transit, Tehama Regional Planning Agency, Sonoma County Transit, Arcata & Mad River Transit, Mendocino Transit Authority, Lake Transit Authority, Redwood Coast Transit Authority, Blue Lake Transit, SMART (Sonoma-Marin Area Rail Transit), Golden Gate Transit, and SolTrans.

Staff is also making a good faith effort to coordinate with private motor carrier services to provide timely connections with intercity rail services, including through agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing rail services. Staff has been communicating with Greyhound, and has sent e-mails to Flixbus (which does not provide service along this corridor). These efforts and the communications with local and regional public transit operators are documented in Attachment 2.

Staff has been working with Amtrak and coordinating with the Capitol Corridor on preparing for the implementation of SB 742 for Route 7.

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).

Staff requests the SJJPA take action to move forward with directing Amtrak to begin offering tickets to passengers on Route 7 who do not have a train trip as part of their ticket as authorized in Section 14035.55(c). Bus-only tickets (without a rail trip as part of the ticket) would not be offered on for the Route 7 bus stop pairs listed in Table 2.

Table 2: Bus Stop Pair Exclusions for Bus-Only Ticketing:

Route 7	Santa Rosa - Ukiah, Santa Rosa - Willits, Santa Rosa - Garberville, Santa Rosa - Eureka, Santa Rosa - Arcata, Santa Rosa - Humboldt State University/Arcata, Ukiah - Willits, Ukiah - Garberville, Ukiah - Eureka, Ukiah - Arcata, Ukiah - Humboldt State University/Arcata, Willits - Garberville, Willits - Eureka, Willits - Arcata, Willits - Humboldt State University/Arcata, Garberville - Eureka, Garberville - Arcata, Garberville - Humboldt State University/Arcata, Eureka - Arcata, Eureka - Humboldt State University/Arcata, and Arcata – Humboldt State University/Arcata
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Fiscal Impact:

Enabling bus-only tickets to be sold will result in increased Thruway bus ridership and additional revenue for the San Joaquins service.

Recommendation:

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

ATTACHMENT 1:

Schedules for Route 7

Route 7 MARTINEZ • NAPA • SANTA ROSA • ARCATA • **NEW STOP**

710	716	716	718	718	CONNECTING TRAIN #		711	713	713	715	717
6510	6516	6316	6518	6318	THRUWAY NUMBER		6311	6313	6513	6515	6517
		6:55 AM		9:50 AM	Depart	HUMBOLDT STATE UNIVERSITY NEW STOP Arrive	D 5:35 PM	D 8:45 PM			
		7:05 AM		10:00 AM		ARCATA, CA Transit Center	D 5:25 PM	D 8:35 PM			
		7:25 AM		10:20 AM		EUREKA, CA Denny's	D 5:05 PM	D 8:15 PM			
		7:50 AM		10:45 AM		FORTUNA, CA Pepper's Restaurant	D 4:40 PM	D 7:50 PM			
		8:50 AM		11:45 AM		GARBERVILLE, CA Humboldt Bar & Grill	D 3:50 PM	D 7:00 PM			
		9:20 AM		12:15 PM		LEGGETT, CA Price's Peg House	D 3:25 PM	D 6:35 PM			
		9:45 AM		12:40 PM		LAYTONVILLE, CA Park n Takit Market	D 3:00 PM	D 6:10 PM			
		10:15 AM		1:10 PM		WILLITS, CA Skunk Train RR Depot	D 2:35 PM	D 5:45 PM			
		R 11:10 AM		R 2:05 PM		UKIAH, CA North of McDonald's	R 2:10 PM	R 5:20 PM			
		11:40 AM		2:35 PM		CLOVERDALE, CA Park-n-Ride Lot	D 1:10 PM	D 4:15 PM			
		11:55 AM		2:50 PM		HEALDSBURG, CA Singletree Inn	D 12:55 PM	D 4:05 PM			
5:20 AM	11:00 AM			3:10 PM		SANTA ROSA, CA Dick's Sporting Goods	D 12:35 PM	D 3:45 PM		D 7:10 PM	D 9:30 PM
5:30 AM	11:10 AM			3:25 PM		ROHNERT PARK, CA Transit Stop	D 12:20 PM	D 3:30 PM		D 7:00 PM	D 9:20 PM
5:45 PM	11:25 AM			3:25 PM		PETALUMA, CA Copeland Transit Mall - Transit Stop	D 12:10 PM	D 3:20 PM		D 6:45 PM	D 9:05 PM
6:30 AM	12:10 PM		3:50 PM			NAPA, CA Soscot Gateway Trans. Ctr.	D 11:30 AM		D 3:00 PM		D 8:25 PM
			4:30 PM			DISCOVERY KINGDOM, CA (Seasonal)	11:00 AM				
7:00 AM	12:40 PM		4:45 PM			VALLEJO, CA Vallejo Transit Center	D 10:45 AM		D 3:20 PM	6:00 PM	D 7:55 PM
7:35 AM	1:30 PM		5:30 PM	5:45 PM	Arrive	MARTINEZ, CA Amtrak Station Depart	10:30 AM	2:00 PM	D 2:00 PM	5:45 PM	7:40 PM

ATTACHMENT 2

Documentation of Martinez – Santa Rosa – Arcata (Route 7) Research and SJPA Efforts to Communicate and Coordinate with Private and Public Motor Carrier Services regarding Route 7 bus stop pairs:

Route 7 Research:

An internet search was done for bus stop pairs on Route 7 using Google. In addition, searches were done directly on the Greyhound and Flixbus websites for Route 7 bus stop pairs.

Flixbus has no service along Route 7.

Greyhound has one round trip between Arcata and Oakland that has stops at Arcata, Eureka, Garberville, Willits, Ukiah, and Santa Rosa along Route 7. Greyhound is currently not offering any service South Bound (SB) on Wednesdays and Thursdays, and North Bound (NB) on Tuesdays and Wednesdays, whereas the San Joaquins run daily service. Greyhound's SB service leaves Arcata at 2:15 pm, whereas the San Joaquins' SB service leave at 7:05 am and 10:00 am. Greyhound's NB service leave Santa Rosa at 10:40 pm, whereas the San Joaquins' NB service leave Santa Rosa at 12:35 pm and 3:45 pm. Although Greyhound serves some of the same bus-stop pairs as the San Joaquins Thruway Route 7, SJPA staff initially proposed recommending opening up all the Route 7 bus stop pairs. The residents along Route 7 have very limited or sometimes no transit options for the bus stop pairs along Route 7. The Route 7 buses run at complementary times to the Greyhound round-trip and also provide service in the days where no Greyhound service running. After coordination with Greyhound (see communications documented below) staff is proposing to not offer bus-only ticketing for bus stop pairs that are also served by Greyhound (see staff report for complete list).

There are public transit operators that operate along many sections of Route 7. The following bus-stop pairs are the only ones that have frequent, daily, low-cost public transportation:

1. Vallejo (Transit Center) – Discovery Kingdom (Vallejo): served by SolTrans
2. Petaluma – Santa Rosa: served by SMART and Golden Gate Transit
3. Petaluma – Rohnert Park: served by SMART and Golden Gate Transit
4. Rohnert Park – Santa Rosa: served by SMART and Golden Gate Transit
5. Santa Rosa – Cloverdale: served by Sonoma County Transit
6. Santa Rosa – Healdsburg: served by Sonoma County Transit
7. Healdsburg – Cloverdale: served by Sonoma County Transit
8. Fortuna – Arcata (Humboldt State): Redwood Transit System
9. Fortuna – Arcata (Transit Center): Redwood Transit System
10. Fortuna – Eureka: Redwood Transit System
11. Eureka – Arcata (Humboldt State): Redwood Transit System
12. Eureka – Arcata (Transit Center): Redwood Transit System
13. Arcata (Transit Center) – Arcata (Humboldt State): Redwood Transit System, and Arcata & Mad River (M-F)

SJIPA does not expect that riders will select the infrequent, more expensive Route 7 when they have a more frequent/less expensive transit option for these short-distance bus-stop pairs. Nevertheless, after discussions with Amtrak to expedite opening bus-only ticketing on this route, they strongly prefer opening the entire route for bus-only ticketing. Therefore, SJIPA requested that the public agencies (which are wanting additional public transportation options in the Route 7 corridor) support this recommendation. Staff is recommending to keep closed the Arcata (Transit Center) to Humboldt State University (Arcata) bus stop pair closed to bus-only ticketing.

Arcata-Santa Rosa-Martinez (Route 7):

- Martinez – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Martinez – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Martinez – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Martinez – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Vallejo: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Martinez – Discovery Kingdom (Vallejo): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Discovery Kingdom – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Vallejo: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Vallejo – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Vallejo – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Vallejo – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Vallejo – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Vallejo – Discovery Kingdom: no direct Greyhound service; no direct Flixbus service; **SolTrans** has low cost (\$2 - \$3), local transit, every two hours.
- Discovery Kingdom – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discover Kingdom – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Discovery Kingdom – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Discovery Kingdom – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Discovery Kingdom – Napa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Napa – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Napa – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Santa Rosa: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Napa – Rohnert Park: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Napa – Petaluma: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Petaluma – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Petaluma – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Petaluma – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Petaluma – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
 - Petaluma – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Petaluma – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Petaluma – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Petaluma – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Petaluma – Santa Rosa: no direct Greyhound service; no direct Flixbus service; **SMART** and **Golden Gate Transit** have low-cost, frequent passenger rail service (during the pandemic SMART is not running on Sundays)
 - Petaluma – Rohnert Park: no direct Greyhound service; no direct Flixbus service; **SMART** and **Golden Gate Transit** have low-cost, frequent passenger rail service (during the pandemic SMART is not running on Sundays)
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- Rohnert Park – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
 - Rohnert Park – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
 - Rohnert Park – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Cloverdale: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Healdsburg: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Rohnert Park – Santa Rosa: no direct Greyhound service; no direct Flixbus service; **SMART** and **Golden Gate Transit** have low-cost, frequent passenger rail service (during the pandemic SMART is not running on Sundays)

- Santa Rosa – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Santa Rosa – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$33-43 one-way, about 5 hours, NB leaves Santa Rosa at 10:40 pm, SB leaves Arcata at 2:15 pm; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Arcata at 7:05 am & 10:00 am, 5 hours 10 minutes
- Santa Rosa – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$34-47 one-way, about 4 hours 40 - 45 minutes, NB leaves Santa Rosa at 10:40 pm, SB leaves Eureka at 2:35 pm ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Eureka at 7:25 am & 10:20 am, 4 hours 50 minutes
- Santa Rosa – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Santa Rosa – Garberville: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$33-39 one-way, about 3 hours 30 minutes, NB leaves Santa Rosa at 10:40 pm, SB leaves Garberville at 3:45 pm ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Garberville at 8:50 am & 11:45 am, 3 hours 25 minutes
- Santa Rosa – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Santa Rosa – Willits: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$18-21 one-way, about 1 hours 35 minutes, NB leaves Santa Rosa at 10:40 pm, SB leaves Willits at 5:40 pm; no direct Flixbus service; **Mendocino Transit Authority** Route 65 has one daily round trip, \$20, leaving Willits early morning SB, and Santa Rosa at 1:25 pm NB; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:20 pm & 3:35 pm, SB leaves Willits at 10:15 am & 1:10 pm, 2 hours
- Santa Rosa – Ukiah: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$18-21 one-way, about 1 hours 5 minutes, NB leaves Santa Rosa at 10:40 pm, SB leaves Ukiah at 6:10 pm ; no direct Flixbus service; **Mendocino Transit Authority** Route 65 has one round-trip, \$18, leaving Ukiah in the early morning SB and Santa Rosa at 1:25 pm; San Joaquins Route 7 has two round trips NB leave Santa Rosa at 12:35 pm & 3:45 pm, SB leaves Ukiah at 11:10 am & 2:05 pm, 1 hours 5 minutes
- Santa Rosa – Cloverdale: no direct Greyhound service; no direct Flixbus service; **Sonoma County Transit** has frequent, daily, low-cost transit (Route 60)
- Santa Rosa – Healdsburg: no direct Greyhound service; no direct Flixbus service; **Sonoma County Transit** has frequent, daily, low-cost transit (Route 60)
- Healdsburg – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Healdsburg – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit

- Healdsburg – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Healdsburg – Willits: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Ukiah: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Healdsburg – Cloverdale: no direct Greyhound service; no direct Flixbus service; **Sonoma County Transit** has frequent, daily, low-cost transit (Route 60)
- Cloverdale – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Cloverdale – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Cloverdale – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Cloverdale – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Cloverdale – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Cloverdale – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Cloverdale – Willits: no direct Greyhound service; no direct Flixbus service; **Mendocino Transit Authority**, Route 65, about \$4.50, about 2 hours, one daily round trip (Monday – Friday), northbound leaves at 3:39 pm; San Joaquins Route 7 has two round trips NB leave Cloverdale at 1:10 pm & 4:20 pm, SB leaves Willits at 10:15 am & 1:10 pm, 1 hours 25 minutes
- Cloverdale – Ukiah: no direct Greyhound service; no direct Flixbus service; **Mendocino Transit Authority**, Route 65, about \$4.50, about 1 hour 4 minutes, one daily round trip (Monday – Friday), northbound leaves at 3:39 pm; San Joaquins Route 7 has two round trips NB leave Cloverdale at 1:10 pm & 4:20 pm, SB leaves Ukiah at 11:10 am & 2:05 pm, 30 minutes
- Ukiah – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Ukiah – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$39-47 one-way, about 3 hours 55 minutes – 4 hours, NB leaves Ukiah at 11:45 pm, SB leaves Arcata at 2:15 pm; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Arcata at 7:05 am & 10:00 am, 4 hours 5 minutes
- Ukiah – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$29-34 one-way, about 3 hours 35 minutes, NB leaves Ukiah at 11:45 pm, SB leaves Eureka at

2:35 pm; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Eureka at 7:25 am & 10:20 am, 3 hours 45 minutes

- Ukiah – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Ukiah – Garberville: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$15-17 one-way, about 2 hours 25 minutes, NB leaves Ukiah at 11:45 pm, SB leaves Garberville at 3:45 pm ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Garberville at 8:50 am & 11:45 am, 2 hours 20 minutes
- Ukiah – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Ukiah – Willits: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$14-17 one-way, about 3 hours 55 minutes – 4 hours, NB leaves Ukiah at 11:45 pm, SB leaves Willits at 5:40 pm; no direct Flixbus service; **Mendocino Transit Authority Route 20**, \$3 (weekday service), northbound leaving Ukiah at 7:43 am, 8:56 am, 12:10 pm, 2:10 pm, 4:32 pm, about 1 hour 30 minutes; San Joaquins Route 7 has two round trips, NB leaves Ukiah at 2:10 pm & 5:20 pm, SB leave Willits at 10:15 am & 1:10 pm, 55 minutes
- Willits – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
- Willits – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$17-19 one-way, about 3 hours, NB leaves Willits at 12:45 am, SB leaves Arcata at 2:15 pm; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Willits at 2:35 pm & 5:45 pm, SB leave Arcata at 7:05 am & 10:00 am, 3 hours 10 minutes
- Willits – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$21-23 one-way, about 2 hours 40 minutes, NB leaves Willits at 12:45 am, SB leaves Eureka at 2:35 pm; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Willits at 2:35 pm & 5:45 pm, SB leave Eureka at 7:25 am & 10:20 am, 3 hours 10 minutes
- Willits – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
- Willits – Garberville: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$20-24 one-way, about 1 hour 25 minutes, NB leaves Willits at 12:45 am, SB leaves Garberville at 3:45 pm; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Willits at 2:35 pm & 5:45 pm, SB leave Garberville at 8:50 am & 11:45 am, 1 hours 25 minutes
- Willits – Laytonville: no direct Greyhound service; no direct Flixbus service; no local or regional transit

- Laytonville – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
 - Laytonville – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Laytonville – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Laytonville – Fortuna: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
 - Laytonville – Garberville: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit
-
- Garberville – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; no local or regional transit
 - Garberville – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$23-28 one-way, about 1 hour 35 minutes, NB leaves Garberville at 2:10 am, SB leaves Arcata at 2:15 pm ; no direct Flixbus service; no direct local or regional transit; San Joaquins Route 7 has two round trips, NB leaves Garberville at 3:50 pm & 7:00 pm, SB leave Arcata at 7:05 am & 10:00 am, 1 hours 45 minutes
 - Garberville – Eureka: **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$19-23 one-way, about 1 hour 15 minutes, NB leaves Garberville at 2:10 am, SB leaves Eureka at 2:35 pm; no direct Flixbus service; **Redwood Transit System** three round-trips (no service on Sundays), about 2 hours, \$4 card/\$6.25 cash regular fare, Northbound leaves Garberville at 6:46 am, 11:20 am, and 5:20 pm; San Joaquins Route 7 has two round trips, NB leaves Garberville at 3:50 pm & 7:00 pm, SB leave Eureka at 7:25 am & 10:20 am, 1 hours 25 minutes
 - Garberville – Fortuna: no direct Greyhound service; no direct Flixbus service; **Redwood Transit System** three round-trips (no service on Sundays), about 1 hour 17 minutes. \$4 card/\$6.25 cash regular fare, Northbound leaves Garberville at 6:46 am, 11:20 am, and 5:20 pm; San Joaquins Route 7 has two round trips, NB leaves Garberville at 3:50 pm & 7:00 pm, SB leave Fortuna at 7:50 am & 10:45 am, 1 hours
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- Fortuna – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; **Redwood Transit System** has frequent, low-cost local transit (about 1 hour 25 minutes express service vs. 57 minutes with San Joaquins Thruway Bus)
 - Fortuna – Arcata (Transit Center): no direct Greyhound service; no direct Flixbus service; frequent, **Redwood Transit System** has low-cost local transit (about 1 hour 16 minutes with express service vs. 50 minutes with San Joaquins Thruway Bus)
 - Fortuna – Eureka: no direct Greyhound service; no direct Flixbus service; no direct local or regional transit; **Redwood Transit System** has frequent, low-cost local transit (about 1 hour with express service vs. 30 minutes with San Joaquins Thruway Bus)

- Eureka – Arcata (Humboldt State): direct Greyhound service; no direct Flixbus service; **Redwood Transit System** has frequent, low-cost local transit
- Eureka – Arcata (Transit Center): **direct Greyhound service**, one round trip (no service W & Th SB, Tu & W NB), \$7-8 one-way, about 20 minutes, NB leaves Eureka at 3:25 am, SB leaves Arcata at 2:15 pm; no direct Flixbus service; **Redwood Transit System** has frequent, low-cost local transit; San Joaquins Route 7 has two round trips, NB leaves Eureka at 5:05 pm & 8:15 pm, SB leave Arcata at 7:05 am & 10:00 am, 20 minutes
- Arcata (Transit Center) – Arcata (Humboldt State): no direct Greyhound service; no direct Flixbus service; frequent, low-cost local transit by **Redwood Transit System and Arcata & Mad River (M-F)**

Private Carriers Communications:

Greyhound:

Greyhound representatives were very active in working with Senator Allen’s office, Assembly Transportation Committee staff, and SJJPA staff in the development of amendments to SB 742. In coordinating the implementation of SB 742, SJJPA staff have been working with Gregory Cohen and Mark Watts who are representing Greyhound on this issue.

- On October 13, 2021 an e-mail was sent to Gregory Cohen and Mark Watts providing Greyhound with the draft research done on Route 7 and staff’s expected recommendations for a November 19, 2021, SJJPA action item for Route 7. SJJPA staff offered to meet with Greyhound to discuss the draft work and anticipated Board Item in advance of the public release of the November 19th Board Packet.
- On October 18, 2021, SJJPA staff received an e-mail from Gregory Cohen in response to the October 13 SJJPA e-mail. The e-mail stated: “I’m sorry but I’ve heard back from our operations folks who have serious problems with this bus-only ticketing proposal. I will provide more information as soon as our analysis is complete but we do see this as unfair, direct competition from a subsidized carrier that would threaten our service. I will get more information to you as soon as I can get it and hopefully we can come up with a mutually acceptable solution.”
- On October 18, SJJPA responded seeking a virtual meeting with Greyhound to discuss SB 742 implementation of Route 7.
- On October 18, SJJPA staff received another e-mail from Gregory Cohen stating: I’m getting some data from our folks but basically what I’m hearing is that we have very different travel demand than what you are forecasting for bus-only service. Unlike a public agency, we require market demand to operate and we don’t see how the market can support more frequency in the corridor. It’s not simply a matter of scheduling service at different times than us. Since the onset of COVID we are down to one RT per day based on market demand. If you move forward with subsidized service there won’t be any market left for us. Can you tell me what the proposed fare you have in mind is? Maybe one option could be that you all subsidize the

restoration of more of our service so we can overcome the soft market. I haven't vetted that idea with our ops team but it seems like a way to solve some of the problem and still comply with the goals of SB742."

- On October 20, SJPA and Greyhound staff exchanged e-mails and agree to have a virtual meeting on October 28, 2021.
- On October 28, SJPA staff met virtually with Greyhound staff (Gregory Cohen, Marc Watts, and Steve Abernathy). SJPA staff and Greyhound staff came up with a potential compromise way to move forward with SB 742 implementation and agreed to have another meeting on November 8, 2021. The proposed compromise would have bus-only ticketing closed to the bus stop pairs served by Greyhound and would have SJPA, and Greyhound work with the State to develop an integrated intercity bus plan for the corridor over the next year (perhaps also have an MOU regarding the proposed study).
- On October 29, SJPA staff asked Greyhound to make sure to send a calendar invite for the follow-on meeting.
- On October 31, SJPA staff send a copy of the proposed fare grid with bus stop pairs served by Greyhound excluded.
- On November 8, 2021, SJPA staff met virtually with Greyhound staff (Gregory Cohen, Marc Watts, and Steve Abernathy). SJPA staff and Greyhound staff discussed and agreed in principle upon a compromise way to move forward with SB 742 implementation. The proposed compromise would have bus-only ticketing closed to the bus stop pairs served by Greyhound and would have SJPA, and Greyhound work with the State to develop an integrated intercity bus plan for the corridor over the next year. SJPA and Greyhound will work together to develop an MOU that documents the commitments of Greyhound and the SJPA for working with Caltrans to develop an integrated bus plan for the route to Arcata.
- On November 9, 2021, SJPA staff received an e-mail from Gregory Cohen that had a first draft of a MOU.
- On November 10, 2021, SJPA staff e-mailed Gregory Cohen that they would need to re-write the draft MOU, and noted it would take some time to get them a revised draft. Suggested setting up a meeting for Wednesday 11/17.
- On November 10, 2021, Gregory Cohen provided a calendar invite for a meeting on 11/17 between Greyhound and SJPA staff and SJPA accepted.

Flixbus:

- On October 13, 2021 an e-mail was sent to Joe Eyen providing Flixbus with the draft research done on Route 7 and staff's expected recommendations for a November 19, 2021, SJPA action item for Route 7. SJPA staff offered to meet with Flixbus to discuss the draft work and anticipated Board Item in advance of the public release of the November 19th Board Packet.

Local and Regional Public Transit Operators Communications:

Humboldt Transit Authority:

- On September 27, 2021, SJJPA staff presented an update to the “Far North Group” of public transit operators which is led by Humboldt Transit Authority. Staff let the group know of their intent to bring an action item to the SJJPA at the November 19, 2021, SJJPA Board Meeting to allow opening up bus-only ticketing on Route 7.
- On October 13, 2021, SJJPA staff sent an e-mail to Greg Pratt, the General Manager with the Humboldt Transit Authority who is also the lead for the “Far North Group” and asked Greg to provide the draft Route 7 research and conclusions to the group and to have SJJPA staff speak to the group at their next meeting.
- On November 5, 2021, SJJPA staff had a virtual meeting with Greg Pratt (Humboldt Transit Authority) and with County Supervisor Mike Wilson. SJJPA staff discussed the possible compromise with Greyhound.

Far North Group

The “Far North Group” includes the following public transit agencies:

- Humboldt Transit Authority/Redwood Transit System
 - Redwood Coast Transit Authority
 - Arcata & Mad River Transit
 - Trinity Transit
 - Tehama Regional Planning Agency
 - Sonoma County Transit
 - STAGE
 - Redding Area Bus Authority
 - Shasta Regional Transportation Authority
 - Sage Stage
 - Mendocino Transit Authority
 - Lake Transit Authority
 - Glenn County Planning
 - Blue Lake Transit
- On September 27, SJJPA staff presented to the Far North Group on SJJPA plans to focus on Route 7 for SB 742 Implementation, and the intent to bring this to the SJJPA at their November 19 Board Meeting as an action item
 - On October 18, SJJPA staff presented to the Far North Group regarding its research conclusions (recommending opening up all bus stop pairs for bus-only ticketing throughout Route 7.
 - On November 8, 2021, SJJPA staff presented to the Far North Group the proposed compromise with Greyhound (see communications with Greyhound on November 8).

SolTrans

- On October 29, 2021 staff call SolTrans using the number provided on their website (707-648-4666). SJJPA staff requested e-mail addresses for appropriate SolTrans staff to coordinate with,

but was directed to leave a comment in the space provided for comments on the website. SJJAP left a comment on the SolTrans website providing Golden Gate Transit with the staff's expected recommendations for a November 19, 2021, SJJPA action item for Route 7 as well describing the provisions of SB742. SJJPA staff offered to meet with SolTrans to e-mail the research on Route 7 and to discuss this draft work and anticipated Board Item in advance of the public release of the November 19th Board Packet.

- On November 1, 2021, SJJPA received an e-mail from SolTrans stating that SolTrans Executive Director, Beth Kranda, supports this endeavor. SolTrans will reach out to SJJPA staff if they would like to further discuss this.

SMART

- On October 20, 2021, SJJPA staff e-mailed Joanne Parker with SMART and provided its research conclusions for Route 7 SB 742 implementation.
- On October 22, 2021, SJJPA staff called Joanne Parker to discuss the proposed implementation of SB 742 provisions on Route 7. Joanne Parker said SMART supported SB 742 and its implementation and would see if SMART could provide a letter of support in advance of the November 19 SJJPA Board Meeting.
- On November 5, 2021, SJJPA received a letter of support for SB 742 implementation for Route 7 from SMART.

Golden Gate Transit

- On October 29, 2021 an e-mail was sent to David Davenport, Ron Downing, and Emily Betts providing Golden Gate Transit with the draft research done on Route 7 and staff's expected recommendations for a November 19, 2021, SJJPA action item for Route 7 as well as a copy of SB 742. SJJPA staff offered to meet with Golden Gate Transit to discuss the draft work and anticipated Board Item in advance of the public release of the November 19th Board Packet.
- On October 29, 2021 an e-mail was received from Ron Downing asking about proposed fares and if integrated ticketing was expected. He noted that Golden Gate Transit has frequent service from Petaluma to San Rafael and San Francisco.
- On October 31, 2021, SJJPA staff e-mailed Ron Downing the proposed fare grid for bus-only ticketing on Route 7 and requested a meeting to discuss the timing of joint ticketing and further coordination.

Attachment 3: Fare Grid for Route 7

	Martinez	Discovery Kingdom	Vallejo	Napa	Petaluma	Rohnert Park	Santa Rosa	Healdsburg	Cloverdale	Ukiah	Willits	Garberville	Fortuna	Eureka	Arcata	HSU
Martinez		\$ 5.00	\$ 5.00	\$ 5.00	\$ 6.50	\$ 8.00	\$ 8.75	\$ 10.50	\$ 13.00	\$ 17.25	\$ 20.50	\$ 30.00	\$ 37.25	\$ 39.75	\$ 41.25	\$ 41.25
Discovery Kingdom	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.50	\$ 6.75	\$ 8.50	\$ 11.00	\$ 15.00	\$ 18.50	\$ 28.00	\$ 35.00	\$ 37.50	\$ 38.75	\$ 38.75
Vallejo	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.25	\$ 6.50	\$ 8.25	\$ 10.50	\$ 14.75	\$ 18.00	\$ 27.75	\$ 34.50	\$ 37.25	\$ 38.50	\$ 38.50
Napa	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.00	\$ 6.75	\$ 9.00	\$ 13.25	\$ 16.50	\$ 26.25	\$ 33.00	\$ 35.75	\$ 37.25	\$ 37.25
Petaluma	\$ 6.50	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.00	\$ 7.00	\$ 11.25	\$ 14.50	\$ 23.75	\$ 31.00	\$ 33.75	\$ 35.00	\$ 35.00
Rohnert Park	\$ 8.00	\$ 5.50	\$ 5.25	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00	\$ 5.50	\$ 9.75	\$ 13.00	\$ 22.50	\$ 29.50	\$ 32.25	\$ 33.75	\$ 33.75
Santa Rosa	\$ 9.00	\$ 6.75	\$ 6.25	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 5.00				\$ 28.50			
Healdsburg	\$ 10.50	\$ 8.50	\$ 8.25	\$ 6.75	\$ 5.00	\$ 5.00	\$ 5.00		\$ 5.00	\$ 7.00	\$ 10.25	\$ 19.50	\$ 26.75	\$ 29.25	\$ 30.75	\$ 30.75
Cloverdale	\$ 13.00	\$ 11.00	\$ 10.50	\$ 9.00	\$ 7.00	\$ 5.50	\$ 5.00	\$ 5.00		\$ 5.00	\$ 8.00	\$ 17.25	\$ 24.50	\$ 26.75	\$ 28.25	\$ 28.25
Ukiah	\$ 17.25	\$ 15.00	\$ 14.75	\$ 13.25	\$ 11.25	\$ 9.75		\$ 7.00	\$ 5.00				\$ 20.25			
Willits	\$ 20.50	\$ 18.50	\$ 18.00	\$ 16.50	\$ 14.50	\$ 13.00		\$ 10.25	\$ 8.00				\$ 17.00			
Garberville	\$ 30.00	\$ 28.00	\$ 27.75	\$ 26.25	\$ 23.75	\$ 22.50		\$ 19.50	\$ 17.25				\$ 7.25			
Fortuna	\$ 37.25	\$ 35.00	\$ 34.50	\$ 33.00	\$ 31.00	\$ 29.50	\$ 28.50	\$ 26.75	\$ 24.50	\$ 20.25	\$ 17.00	\$ 7.25		\$ 5.00	\$ 5.00	\$ 5.00
Eureka	\$ 40.00	\$ 37.50	\$ 37.25	\$ 35.75	\$ 33.75	\$ 32.25		\$ 29.25	\$ 26.75				\$ 5.00			
Arcata	\$ 41.25	\$ 39.00	\$ 38.50	\$ 37.25	\$ 35.00	\$ 33.75		\$ 30.75	\$ 28.25				\$ 5.00			
HSU	\$ 41.25	\$ 39.00	\$ 38.50	\$ 37.25	\$ 35.00	\$ 33.75		\$ 30.75	\$ 28.25				\$ 5.00			

Base fare rounded to the nearest \$0.25

SJJPA RESOLUTION 21/22-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY TO ALLOW PASSENGERS TO PURCHASE BUS-ONLY TICKETS ON ROUTE 7 (MARTINEZ-SANTA ROSA-ARCATA) EXCLUDING THE BUS STOP PAIRS LISTED IN THE TABLE ATTACHED HERETO AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT

WHEREAS, the San Joaquin Joint Powers Authority (SJJPA) is responsible for the administration of the San Joaquins intercity passenger rail service and its extensive Thruway Bus Network; and

WHEREAS, the SJJPA Staff has and will continue to conduct efforts to improve the operational and ridership performance of the San Joaquins Thruway Bus Network; and

WHEREAS, Senate Bill 742 (Allen) passed by the Legislature in September 2019 and signed by the Governor on October 8, 2019 removes portions of Section 14035.55 (Section 14035.55) of the CA Government Code which required state supported Amtrak Thruway bus passengers to have a rail trip as part of their ticket; and

WHEREAS, Section 14035.55(c) enables 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; and

WHEREAS, the implementation of SB 742 provisions will increase revenues for the state at virtually no additional cost, will provide improved access to priority and underserved communities, and will reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile; and

WHEREAS, staff is proposing to continue the implementation of SB 742 with Route 7 (Martinez-Santa Rosa-Arcata) which have minimal conflicts with other existing private intercity bus services. Approval for additional routes will be sought at future SJJPA Board Meetings until all of the routes are able to offer bus-only tickets; and

WHEREAS, based on review of other services in the Route 7 corridor and coordination with potentially impacted private motor carriers and local and regional public transit agencies the following existing bus stop pairs will not be open for bus-only tickets without future action by the SJJPA: Santa Rosa - Ukiah, Santa Rosa - Willits, Santa Rosa - Garberville, Santa Rosa - Eureka, Santa Rosa - Arcata, Santa Rosa - Humboldt State University/Arcata, Ukiah - Willits, Ukiah - Garberville, Ukiah - Eureka, Ukiah - Arcata, Ukiah - Humboldt State University/Arcata, Willits - Garberville, Willits - Eureka, Willits - Arcata, Willits - Humboldt State University/Arcata, Garberville - Eureka, Garberville - Arcata, Garberville - Humboldt State University/Arcata, Eureka - Arcata, Eureka - Humboldt State University/Arcata, and Arcata-Humboldt State University/Arcata as listed in Table 2 of the staff report; and

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby Allows Passengers to Purchase Bus-Only Tickets on Route 7 (Martinez-Santa Rosa-Arcata) Excluding the Bus Stop Pairs Listed in the Table Attached Hereto and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

PASSED AND ADOPTED by the SJJPA on this 19th day of November 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

Table 2: Bus Stop Pair Exclusions for Bus-Only Ticketing:

Route 7	Santa Rosa - Ukiah, Santa Rosa - Willits, Santa Rosa - Garberville, Santa Rosa - Eureka, Santa Rosa - Arcata, Santa Rosa - Humboldt State University/Arcata, Ukiah - Willits, Ukiah - Garberville, Ukiah - Eureka, Ukiah - Arcata, Ukiah - Humboldt State University/Arcata, Willits - Garberville, Willits - Eureka, Willits - Arcata, Willits - Humboldt State University/Arcata, Garberville - Eureka, Garberville - Arcata, Garberville - Humboldt State University/Arcata, Eureka - Arcata, Eureka - Humboldt State University/Arcata, and Arcata – Humboldt State University/Arcata
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SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 6

ACTION

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

Background:

At the May 27th, 2016, San Joaquin Joint Powers Authority (SJJPA) board meeting the Board approved the Master Fund Transfer Agreement for Minor Capital Projects with Caltrans. The Minor Capital Program projects are funded by the State as part of SJJPA's annual funding request (\$500,000/year) and approved annually by the SJJPA Board.

Historically, SJJPA has worked with Amtrak on these projects due to access needed to the stations or property where the improvements will be taking place. Amtrak is the lease holder for the stations along the corridor and has access to an on-call list of consultants for the work needed.

At the March 26th, 2021, SJJPA Board meeting, the Board approved seventeen (17) proposed minor capital projects to work in conjunction with Amtrak. Since that meeting, eleven (11) projects have been completed, ten (10) of which were completed below the allocated project budget. Four (4) additional projects have been approved by the Executive Director to encumber the remaining minor capital funds available and are noted in italics in table 1.

Table 1. Current Status of FY 19/20 Minor Capital Projects

Project Name	Status	Budget	Change	Actual Expenses	Remaining Budget
Stockton Tactile and Yellow Strip Repaint	Completed				
Lodi Tactile and Yellow Strip Repaint	In Progress				
Antioch - Tactile and Yellow Strip Repaint	Completed				
Modesto - Tactile and Yellow Strip Repaint	Completed				
Wasco - Repaint Tactile and Striping	Completed				
Merced - Tactile and Yellow Strip Repaint	Completed				
Hanford Tactile and Yellow Strip Repaint	Completed				
Fresno Tactile and Yellow Strip Repaint	Completed				
Multiple Stations Tactile and Yellow Strip Repaint	Total Costs	\$154,000.00	\$6,722.00	\$123,180.09	\$24,097.91
Fresno Asphalt Baggage Road	Completed	\$76,000.00	\$	\$76,574.31	\$(574.31)
Lodi Ballast Ramps	In Progress	\$8,000.00	\$	\$	\$8,000.00
Wasco - Handrail	Deleted	\$	\$	\$	\$ -
Modesto - Ballast Ramps	Completed	\$8,000.00	\$	\$7,258.53	\$741.47
Merced Station Improvements	Completed	\$63,000.00	\$	\$51,616.31	\$11,383.69
Wasco - Relocate A11 Signs	Pending Close Out	\$21,000.00	\$	\$9,729.36	\$11,270.64
Fresno – Bird Repellent	Pending Close Out	\$35,000.00	\$	\$29,940.62	\$5,059.38
Hanford Fence Repair	Completed	\$34,000.00	\$	\$35,282.86	\$(1,282.86)
Multiple – Rekey A10 & A11 locks	In Progress	\$19,000.00	\$	\$ -	\$19,000.00
Wasco Lighting & Shelter Repairs	New Project	\$40,400.00	\$	\$ -	\$40,400.00
Anaheim Bus Stop Signage Install	New Project	\$3,000.00	\$	\$ -	\$3,000.00

<i>Col. Allensworth Seal Coat & Signage Install</i>	New Project	\$ -	\$21,065.00	\$ -	\$ 21,065.00
<i>Thruway Bus Signage Hardware & Supplies</i>	New Project	\$ -	\$24,257.00	\$ -	\$24,257.00
Total		\$461,400.00	\$38,600.00	\$333,582.08	\$166,417.92

As part of the 2021 SJJPA Business Plan, CalSTA approved the Minor Capital Projects funding request of \$500,000, allowing the SJJPA to have expenditure authority to perform the work of new projects in FY 21/22. In May of 2021, Amtrak Engineering staff, Amtrak District Managers, SJJPA Marketing Manager, Operations Superintendent and Associate Planner conducted a Stations Audit tour visiting all the San Joaquins stations to identify new minor capital projects. In collaboration with Amtrak and SJJPA staff, a FY 21/22 Minor Capital Projects list has been compiled and narrowed down to meet the program budget threshold.

In coordination with Amtrak staff and SJJPA Procurement and Contracts Staff, amending the current Minor Capital Agreement 21J2300 is recommended to expedite the completion of the proposed projects by increasing the agreement funding amount and updating the list of Minor Capital Projects.

Table 2. FY 21/22 Minor Capital projects recommended for approval:

Corcoran - Tactile and Yellow Strip Repaint	New Project	\$65,000.00
Fresno - Parking Lot LED Lighting	New Project	\$99,000.00
Hanford – Canopy Repairs on Platform 2	New Project	\$42,000.00
Hanford – Handrail Painting Near Crossing	New Project	\$17,500.00
Merced – Station Counter Floor Tile Replacement	New Project	\$28,500.00
Merced – Interior Seating Replacement	New Project	\$75,000.00
Stockton San Joaquin St. Station – Bus Canopy Repair	New Project	\$51,000.00
Turlock – Canopy LED Lighting	New Project	\$14,000.00
Turlock – Canopy Painting	New Project	\$32,500.00
Turlock – Painting of Handrail	New Project	\$17,500.00
Multiple Stations – Station/Platform Safety Signage Install	New Project	\$50,000.00
Total		\$492,000.00

SJJPA staff will request Minor Capital funding for FY 2022/2023 as part of the 2022 SJJPA Business Plan.

Staff will continue working with Caltrans, Amtrak, Burlington Northern Santa Fe (BNSF), and Union Pacific Railroad (UPRR) to identify Minor Capital projects to expend future fiscal year funding.

Procurement Approach

The amendment was handled in accordance with the Rail Commission's Procurement Manual as the managing agency of the San Joaquin Joint Powers Authority. This amendment commencement date is November 19, 2021. The amendment not-to-exceed amount is \$492,000 and includes the new FY21/22 minor capital projects as listed in Table 2 above. FY19/20 projects shall be completed by June 2022 and FY21/22 projects shall be completed by March 2023.

Procurement and Contracts Staff reviewed and confirmed the price of the amendment to be fair and reasonable.

Fiscal Impact:

Funding for the Minor Capital Projects are in the Approved FY19/20 and FY 21/22 SJJPA Business Plans and Budgets. Future projects will be included in each annual SJJPA Business Plan and Budget request.

Recommendation:

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

SJJPA RESOLUTION 21/22 -

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AMENDMENT 01 TO THE AGREEMENT WITH AMTRAK FOR PROCUREMENT, CONSTRUCTION AND/OR CONSTRUCTION MANAGEMENT SERVICES IN SUPPORT OF FISCAL YEAR 2021/2022 MINOR CAPITAL PROJECTS WITHIN EXISTING BOARD APPROVED FUNDING LIMITS AS PROVIDED IN THE TABLE ATTACHED HERETO AND AUTHORIZING THE EXECUTIVE DIRECTOR TO REVISE PROJECT COST ESTIMATES AND TO ADD OR DELETE PROJECTS FOR THE MINOR CAPITAL PROGRAM WITHIN EXISTING BOARD APPROVED FUNDING LIMITS AND TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECTS

WHEREAS, San Joaquin Joint Powers Authority (SJJPA) Staff has worked with Caltrans, Amtrak, Burlington Northern Santa Fe (BNSF), and Union Pacific Railroad (UPRR) on identifying minor capital and safety and security projects along the San Joaquins Corridor and at stations; and

WHEREAS, the Authority has approved the Master Fund Transfer Agreement for Minor Capital Projects with Caltrans; and

WHEREAS, the Authority approved a list of seventeen (17) minor capital projects at the March 26, 2021 board meeting; and

WHEREAS, staff is recommending that the current Minor Capital Agreement is amended to expedite the completion of the proposed projects by increasing the agreement funding amount and updating the list of Minor Capital Projects; and

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves Amendment 01 to the Agreement with Amtrak for Procurement, Construction and/or Construction Management Services in Support of Fiscal Year 2021/2022 Minor Capital Projects within Existing Board Approved Funding Limits as Provided in the Table Attached Hereto and Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits and to Execute Any and All Documents Related to the Projects.

PASSED AND ADOPTED by the SJJPA on this 19th day of November 2021, by
the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

Table 2. FY 21/22 Minor Capital projects recommended for approval:

Corcoran - Tactile and Yellow Strip Repaint	New Project	\$65,000.00
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Total		\$492,000.00

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 7

INFORMATION

Interregional Transportation Improvement Program (ITIP)

Background:

The State Transportation Improvement Program (STIP) consists of two programs; 1) the Regional Transportation Improvement Program (RTIP), funded from 75 percent of the total STIP funding, and 2) the ITIP, funded from the remaining 25 percent of STIP funding. Project selection for the ITIP is guided by State Statutes, the Interregional Transportation Strategic Plan (ITSP), and Commission STIP Guidelines. In particular, the Caltrans' ITSP provides the framework to identify strategic corridors for the investment of ITIP funds and the facility concepts that the investments are intended to achieve. Caltrans works with Regional and local agencies to identify those projects. The 2022 ITIP funding is being considered for three SJJPA projects. The considered projects for funding are:

- Elk Grove to Philips Siding Rail Operational and Capacity Improvements
- Philips Siding
- San Joaquin St. Layover Track and Improvements

The Elk Grove to Philips Siding Rail Operational and Capacity Improvements is being considered for \$7,749,000 in funding to complete the environmental and design phases. The project will extend the existing Philips Siding to connect with the proposed Elk Grove Station siding. The project will create a second main track to serve trains entering the proposed Elk Grove station. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

The Philips Siding project is being considered for \$6,509,000 to complete the construction phase. The project will upgrade the southern switch (Mile Post (MP) 121.27) and the rehabilitation or upgrade of the existing siding from MP 121.27 to MP 122.55 at the existing northern switch. The project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

The San Joaquin St. Layover is being considered for \$7,000,000 in funding to complete the environmental and construction phases. This project will implement track and station access improvements at the San Joaquin Street Station in Stockton to better serve passengers in preparation for future expansion of service to/from Sacramento. The proposed improvements include new layover tracks near the station to facilitate a new short-run operation of the San Joaquins passenger rail service between Stockton and Sacramento that will connect with mainline San Joaquins trains between Bakersfield and the San Francisco Bay Area. In addition to the layover facility, the Project also includes parking, security, and public transportation improvements at and adjacent to the station.

The final 2022 ITIP document will be submitted to the California Transportation Commission (CTC) on December 15, 2021 with the final 2022 STIP being adopted by CTC at the March 23-24, 2022 meeting. The SJJPA Board will be updated on the submittal of the final 2022 ITIP and adoption of the 2022 STIP.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 19, 2021

STAFF REPORT

Item 8

INFORMATION

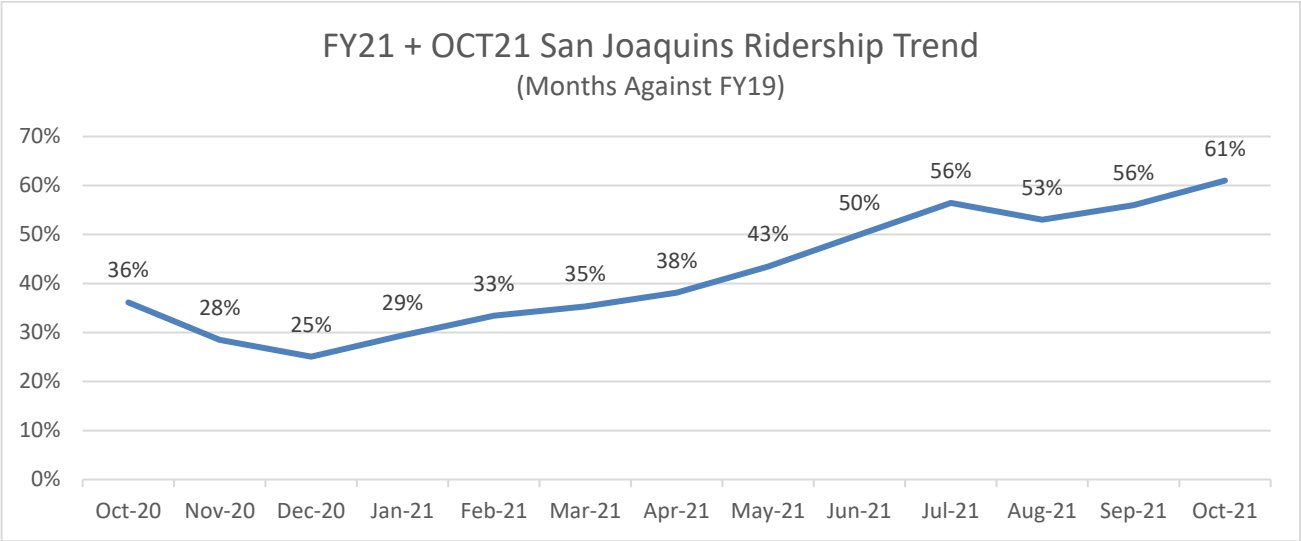
San Joaquins Service Update

San Joaquins Ridership and Revenue

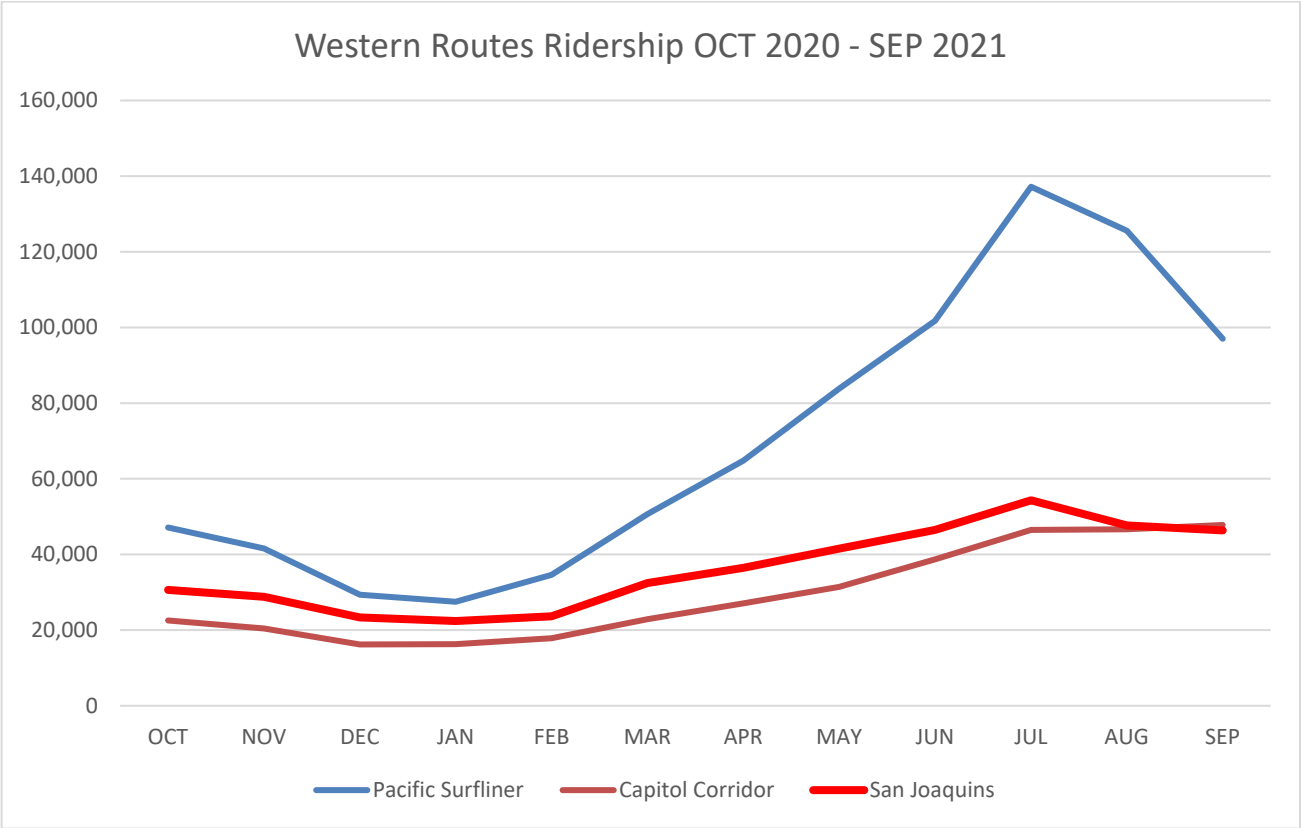
The table below shows San Joaquins' ridership and revenue for FY21 compared to FY19. Comparing the current fiscal year to FY19 is more appropriate to determine actual ridership and recovery trends, since FY20 numbers were severely impacted by the pandemic. For much of the year, the San Joaquins steadily recovered ridership and revenue. The service experienced setbacks in Nov/Dec and Aug, due to surges in COVID-19 cases and increased state-wide pandemic response. At the end of the FY21, the San Joaquins carried 434,099 riders which compared to FY19 is approximately 40% of normal ridership. The San Joaquins ended FY20 collecting \$14,027,124 in ticket revenue which compared to FY19 is approximately 46% of normal. The positive trend has continued into FY22 with ridership at 61% of FY19 and revenue 64% of FY19.

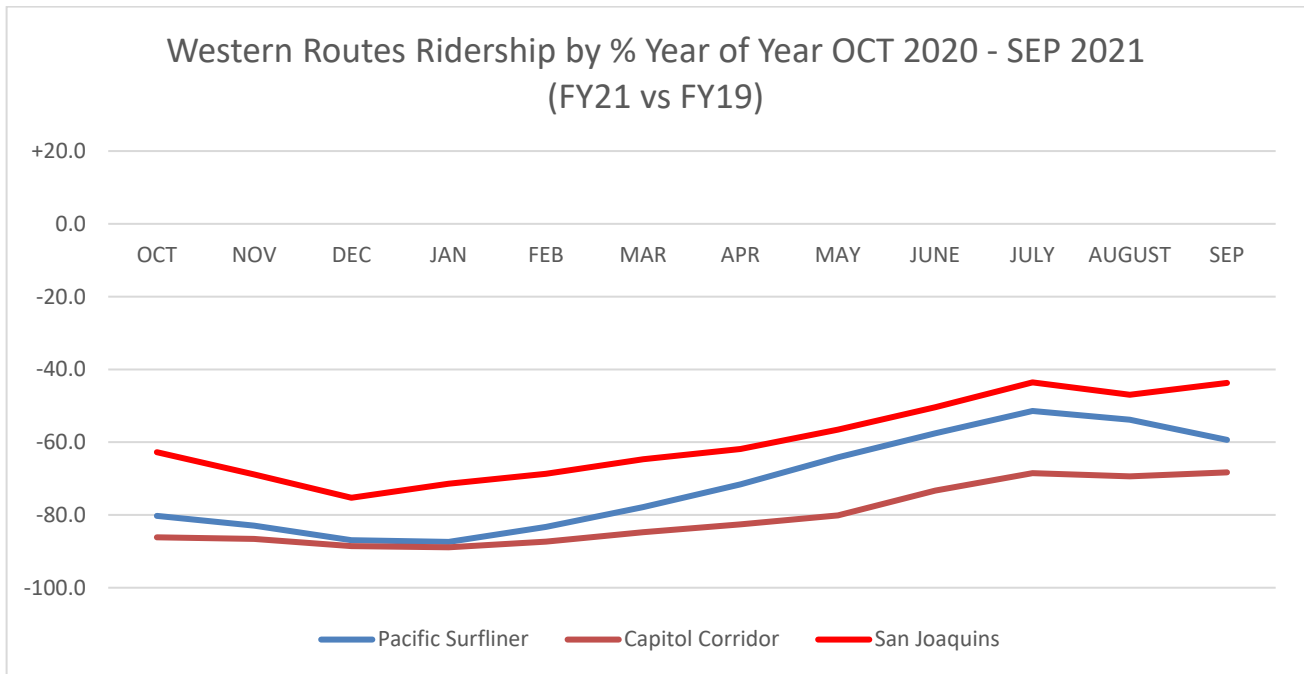
San Joaquins Ridership and Revenue						
(Year Over Year FY21 vs. FY19)						
Month	Ridership			Ticket Revenue		
	FY21	FY19	% change	FY21	FY19	% change
Oct	30,639	84,802	-64%	\$950,444	\$2,480,787	-62%
Nov	28,796	101,070	-72%	\$1,016,156	\$3,253,885	-69%
Dec	23,363	93,180	-75%	\$837,133	\$2,949,028	-72%
Jan	22,401	76,154	-71%	\$708,912	\$2,312,775	-69%
Feb	23,656	70,735	-67%	\$766,333	\$2,072,049	-63%
Mar	32,429	91,820	-65%	\$987,390	\$2,658,760	-63%
Apr	36,464	95,631	-62%	\$1,174,510	\$2,712,873	-57%
May	41,533	95,569	-56%	\$1,351,489	\$2,788,542	-51%
June	46,490	93,739	-50%	\$1,492,376	\$2,737,033	-45%
Jul	54,310	96,240	-43%	\$1,759,025	\$2,893,422	-39%
Aug	47,654	89,863	-47%	\$1,517,341	\$2,635,214	-42%
Sep	46,364	82,387	-44%	\$1,466,014	\$2,390,215	-39%
Total	434,099	1,071,190	-60%	\$14,027,124	\$31,884,583	-56%

The San Joaquins month over month FY21 ridership trend has been positive. As California continues to recover from the pandemic, the San Joaquins have shown a relatively durable ridership with the ability to return riders relatively quickly.



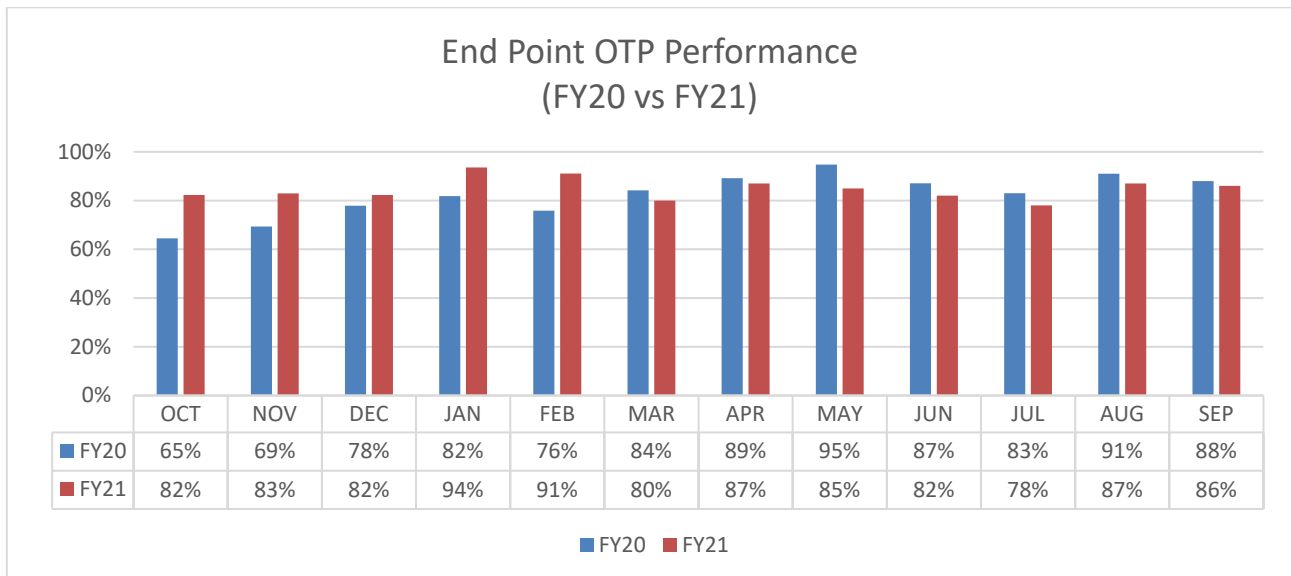
When compared the other California Routes, the San Joaquins is performing well. Ridership has recovered to 60% pre-pandemic levels. The San Joaquins are second the Pacific Surfliner in ridership quantity, but the San Joaquins have led throughout the pandemic in ridership recovery.





On-Time Performance (OTP):

San Joaquins On-Time Performance (OTP) for FY21 held steady in the low to high 80s and has significantly improved in performance over the previous year. The reduced service levels and reduced freight levels are contributing to a significant increase in performance. For the recent months, the year of year comparison is less favorable due to significantly low freight volumes at the beginning of the pandemic.



San Joaquins End Point On-Time Performance (OTP) is a measure that reflects the performance of trains arriving to the end terminus station with the allowance of a 15-minute recovery period. Looking at the three California Routes, the San Joaquins End-Point OTP is comparable to the other services.

End-Point OTP (FY21 vs FY20)		
Service	FY21	FY20
San Joaquins	84.8%	82.8%
Capitol Corridor	90.3%	87.9%
Pacific Surfliner	86.5%	86.0%

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 9

INFORMATION

Colleges and Universities Outreach Program Update

Background:

San Joaquin Joint Powers Authority (SJJPA) staff's goal is to re-engage and encourage college students and parents to travel via Amtrak San Joaquins through social media, videos, contests, safety messaging, transportation departments, colleges/universities, and potentially partnering with chancellors of schools.

Recapturing student riders will be a very important piece to increasing ridership on the San Joaquins. After sending out campus toolkits to chancellors and dean of students at colleges and universities, staff and outreach teams will follow up to see how the initial outreach went followed by adding the toolkits to orientation packets for students and parents.

On campus Department of Transportation (DOT) offices, student clubs/on campus organizations, campus newspapers, and magazines will also play a role in amplifying messaging to students. There will be updated graphics and content along with continuing to share the 6TIXS and student discount information that can be provided to schools for their e-blast and social media channels.

Staff will also reach out to campus student affairs offices and DOT to see what their on-campus events schedule looks like including orientation week and how the SJJPA can participate or sponsor.

While re-engaging with DOT offices, staff will continue efforts to work with student interns on getting them familiar with riding the San Joaquins service to and from their campus while encouraging them to document their trip via social media and tagging the San Joaquins.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 10

INFORMATION

Allensworth Rededication Event Recap

Background:

The town of Allensworth was founded in 1908 by a group of African Americans, led by Colonel Allen Allensworth, and founded exclusively for African Americans so that they could prosper in ways such as economically, agriculturally, and educationally. Colonel Allen Allensworth was born a slave in Kentucky but escaped and sought refuge behind the Union line and later volunteered as nurse.

The Allensworth Rededication event is an opportunity to bring awareness to the state historic park. The Park is located between Wasco and Corcoran in Tulare County. The event highlights founder Colonel Allen Allensworth, the importance of the town and the dedication that volunteers /stakeholders and partners contribute.

The Rededication event was the first event to be held at the park following the loosened social distancing restrictions put in place due to the COVID-19 Pandemic. The San Joaquins service offered its everyday discounts with an additional 50% off for extra savings.

SJJPA staff worked with Allensworth park staff to increase exposure through outreach efforts such as radio, podcast, and televised interviews. SJJPA staff also attended the event to distribute information about the San Joaquins service.



PRESS RELEASE

FOR IMMEDIATE RELEASE
September 28, 2021

Contact:
David Lipari, San Joaquin Joint Powers Authority
E-mail: david@sjjpa.com
Phone: (209) 851-1626

Amtrak San Joaquins to run special trains to Allensworth State Historic Park for annual Re-dedication Event, Oct. 9

*Trains will bring visitors to key celebration of California's unique African
American history*

(September 28, Stockton, CA) – Colonel Allensworth State Historic Park is holding a celebratory "re-dedication" event on Saturday, October 9 from 10:00 AM to 4:00 PM, and Amtrak San Joaquins has scheduled special trains at a 50 percent discount rate to bring visitors to the park for the historically significant event.

The re-dedication is one of four major annual events hosted by Friends of Allensworth (FOA), a 501(c)(3) charitable organization whose mission is to support, promote, and advance the educational and interpretive activities at colonel Allensworth State Historic Park. According to FOA, the re-dedication is "presented to renew the commitment of the citizens of California to help the Department of Parks and Recreation preserve the history of the ethnically diverse contributions made in the development of the state of California and our nation."

Event activities will include square dancing, self-guided tours of historic buildings, historic games with prizes, storytelling, and arts and crafts. Food and refreshment vendors will also be present. Travelers can also bring their bikes and chairs aboard Amtrak trains and Thruway buses.

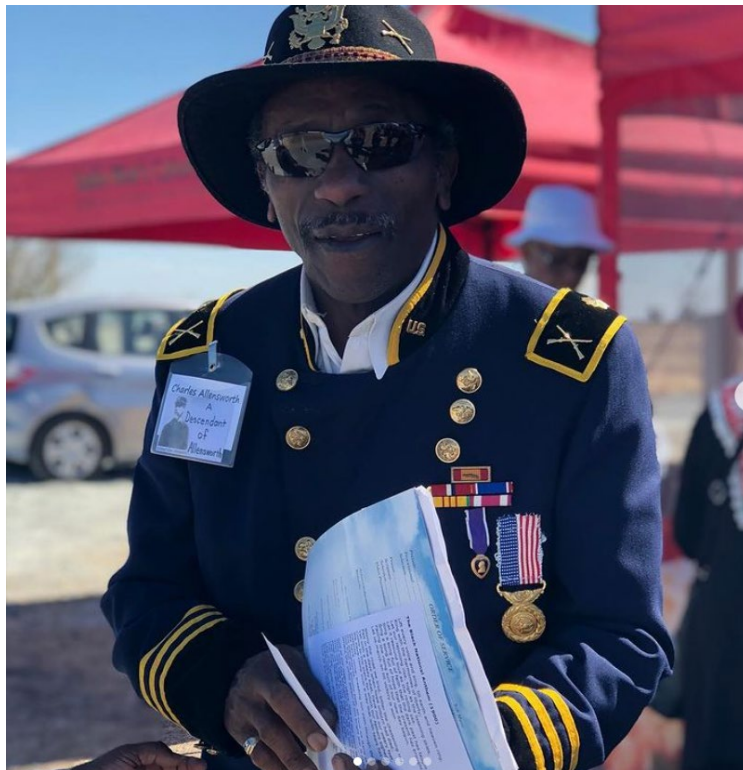
We are excited to be welcoming guests traveling from throughout the state aboard the Amtrak San Joaquins," said FOA President, Sasha Biscoe. "We encourage any individual that is interested in the rich, ethnically diverse history of our state to consider taking advantage of the affordable, environmentally friendly, convenient, and fun transportation option provided by Amtrak San Joaquins and join us on October 9th to celebrate Allensworth."

Visitors interested in attending the re-dedication event will be able to take Amtrak San Joaquins trains to the Allensworth station, where they will be met by a free shuttle for the short ride to the main property. The Allensworth station is normally a whistle stop on the San Joaquins available to be booked by groups desiring to visit the park.

The southbound trains that will be running for this event include trains 702, 710, 712, and 714. Northbound trains include trains 713, 715, 717, and 719. Amtrak San Joaquins tickets to the Colonel Allensworth Park (CNL) will include an automatically applied 50 percent discount. In addition to the 50 percent discounted tickets, there are a variety of discount programs regularly available to riders:

- Children 2 through 12 years old ride half-price every day. Infants under 2 ride free.
- Buy one and save 50 percent on up to five companion fares with the Friends & Family discount.

The Allensworth Rededication flyer and press release were sent out to stakeholders, media, and community groups to help generate buzz and capture ridership.





A descendant of Colonel Allen Allensworth attends the event in traditional attire. David “trooper” Jones is a Buffalo soldier reenactor that attends every year with traditional clothing and horse.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 11

INFORMATION

Station LOVE Program Update – Martinez Station

Background:

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

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

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

At the November 19, 2021, SJJPA Board meeting, staff will be highlighting the Martinez Station (MTZ).

The station has two (2) platforms (1 side platform and 1 island platform), one (1) parking lot with same-day and overnight parking available. The station and the grounds are kept clean and are inviting with lush greenery and landscaping.



As part of the Station LOVE effort, SJJPA has been working in coordination with Amtrak staff to identify needs and opportunities, including but not limited passenger concerns, safety, and amenity input and, overall improved responsiveness to service improvements.

Larger projects affecting the Martinez station include improving platform slope into ADA compliance, ticket counter upgrade, updating ADA door station buttons, full renovations of restrooms, and lighting along the platform. Construction will start early October for all projects listed above.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of November 19, 2021

STAFF REPORT

Item 12

INFORMATION

Executive Director's Report

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

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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