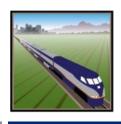
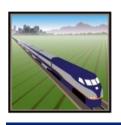


January 24, 2020 Board Meeting



Item 1

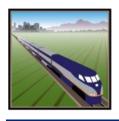
Call to Order Pledge of Allegiance Roll Call



Item 2

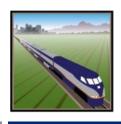
Consent Calendar

- 2.1 Approve Minutes from November 22, 2019 Board Meeting
- 2.2 Next Board Meeting Location (March 27, 2020) Sacramento, CA
- 2.3 SJJPA Operating Expense Report
- 2.4 San Joaquins Operations Update
- 2.5 Administrative Items
- 2.6 Accept Independent Auditors' Report for Fiscal Year 2018/19



Item 3

Public Comments



Item 4

Presentation by DB E&C on San Joaquins On-Time-Performance Schedule Performance Monitoring

Clayton Johanson



Background





- May 20, 2019: SJJPA introduced a "pulse" schedule on the San Joaquins service between Oakland, Sacramento, and Bakersfield.
 - Established a regular, repetitive schedule throughout the corridor
 - Simplified operating plan for BNSF train dispatchers executing the operation



■ DB E&C USA was engaged to provide performance monitoring services for the new schedule and to work with stakeholders BNSF Railway and Amtrak to improve reliability of the service.

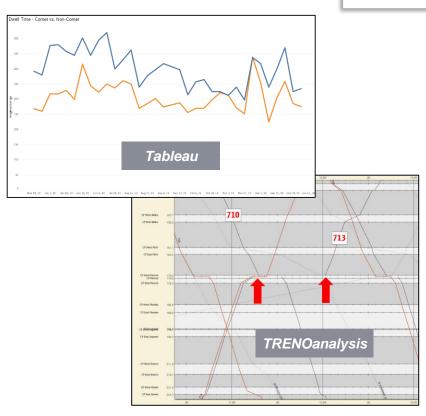
Methodology and Tools



- Methodology
 - Reviewing trends
 - Identify trends in performance
 - Collectively set specific, measurable goals to reduce sources of delay
 - Review specific events
 - Review delays within a specific operating day
 - Discuss how a specific event impacted the service throughout the day
 - Discuss what could have been done to prevent the delay or alternative handling

■ Tools

- TRENOanalysis Visually analyze an operating day
- Tableau Data visualization of conductor report data and station performance data



We use data from BNSF Railway and Amtrak to measure performance

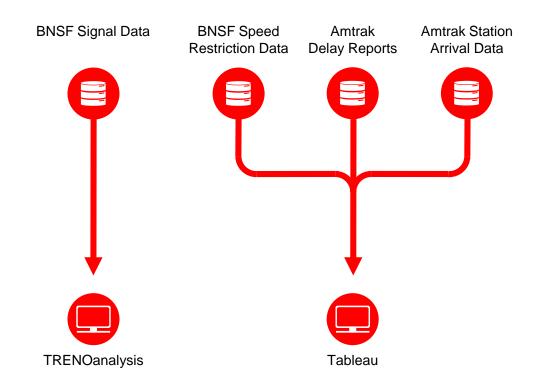


BNSF Railway

- Signal system data Data on the date and time each train passes a signal on BNSF-dispatched territory
- Track speed restrictions Location, cause, and impact of temporary speed restrictions

Amtrak

- Conductor Delay Reports Detailed notes from conductors with cause, location, and duration of train delays
- Station Arrival Reports Arrival and Departure times of each train at each station
- Both parties have been excellent partners in providing necessary data in a timely manner.

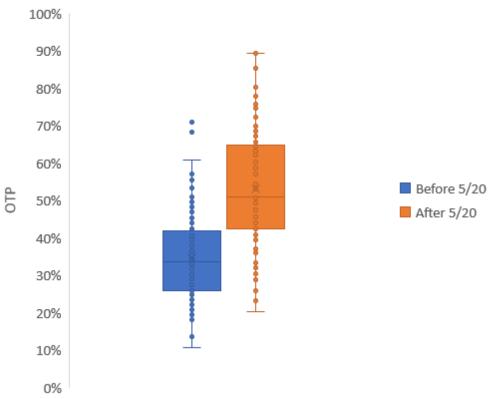


All Station On-Time Performance has improved with the new schedule



- All station on-time performance improved from an average of 34% to an average of 51% following the schedule change
- Includes periods with significant track construction impacts





All Station On-Time Performance has improved with the new schedule



- All station on-time performance has recovered from summer track construction and continues to improve.
- December and January show month over month improvement

All Train OTP Relative to Previous Month



Successes – Measured impact of Comet equipment on train 710



Issue:

Impact of Comet equipment on the performance of train 710



Action:
Additional focus by Amtrak to reduce dwell time at stations on train 710
Amtrak moved Comet equipment off train 710 effective 1/13/20

Extra Dwell Minutes

								Train						
Station	701	702	703	704	710	711	712	713	714	715	716	717	718	719
Oakland					0.0		0.0		0.0		0.0		0.0	
Emeryville					0.5									0.9
Richmond					1.1								1.2	0.5
Martinez					1.7							0.5	1.4	1.7
Antioch-Pittsburg					0.9	0.4	1.3	1.4						0.8
Stockton - SJ St.					2.0	0.3	1.4	1.7	1.5	1.3				1.0
Sacramento		0.0		0.0										
Lodi				0.6										
Stockton - ACE				0.4										
Modesto					1.4	0.5	0.4	1.2	0.3	1.6	0.3			0.9
Turlock-Denair				0.7	1.0				0.5	1.4				0.8
Merced				0.4	1.3			1.5	1.5			2.9	1.7	1.8
Madera				0.3	0.9			0.6	1.4				0.7	0.6
Fresno				0.3	1.6			1.4	0.5	1.3				1.5
Hanford				0.4	1.9									0.7
Corcoran				0.3	0.9									0.4
Wasco				0.9	0.5									0.4
Bakersfield														0.0
Grand Total	3.9	4.6	4.6	4.9	15.7	6.5	9.7	12.2	8.5	13.1	7.7	9.3	14.0	12.0

Successes – Measured impact of Comet equipment on train 710



Issue:

Impact of Comet equipment on the performance of train 710



Action:
Additional focus by Amtrak to reduce dwell time at stations on train 710
Amtrak moved Comet equipment off train 710 effective 1/13/20

Average Extra Dwell Minutes Per Station - Train 710

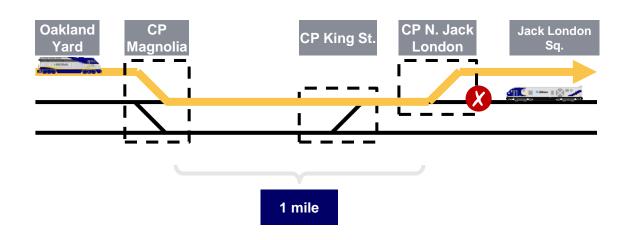
10	
	Month of Index Dt

Station	May 2019	June 2019	July 2019	August 2019	September 2019	October 2019	November 2019	December 2019	January 2020
Emeryville	0.08		0.29	0.77		0.07	0.03	0.35	0.17
Richmond	1.00	1.27	1.19	0.94	1.23	1.07	0.70	0.87	1.00
Martinez	2.75	3.10	2.42	1.65	1.13	0.67	0.70	1.52	0.42
Antioch-Pittsburg	0.92	0.93	0.84	0.84	0.97	1.67	0.50	0.65	0.83
Stockton - SJ St.	1.17	2.53	2.06	2.16	1.97	2.84	1.10	1.52	1.67
Modesto	1.42	1.57	1.81	1.42	1.40	0.84	1.50	1.29	0.75
Turlock-Denair	0.67	0.97	0.94	0.61	1.00	1.45	0.60	1.35	0.83
Merced	0.25	0.63	2.61	1.90	1.80	1.23	0.23	0.84	0.00
Madera	1.08	1.00	0.94	1.13	0.70	0.84	0.70	0.77	0.67
Fresno	1.50	2.97	2.16	2.48	1.14	0.81	0.66	1.19	0.92
Hanford	2.25	2.53	2.45	2.03	1.40	1.10	1.52	1.71	1.25
Corcoran	1.08	1.40	1.03	0.81	0.79	0.81	0.72	1.03	0.92
Wasco	0.50	0.50	0.55	0.58	0.55	0.32	0.52	0.58	2.50
Grand Total	14.67	20.17	19.29	17.32	15.38	13.69	9.48	13.68	11.92

Successes – Identified specific conflicts between *San Joaquins* and *Capitol Corridor* that affect performance







Successes – Educated BNSF dispatchers on best methods for handling San Joaquins trains



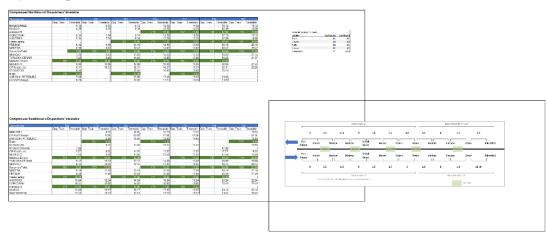


Support for BNSF train dispatchers on best methods for handling *San Joaquins* trains and "big picture" service structure

Action:

Meeting January 23 in San Bernardino with BNSF on draft training, training to commence shortly

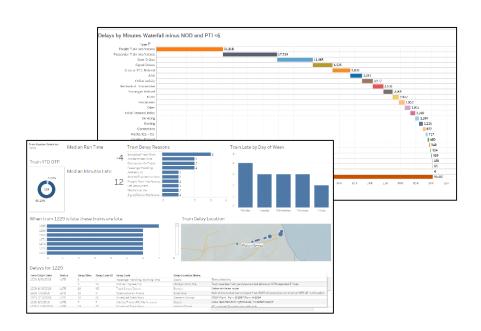
Dispatching Guide

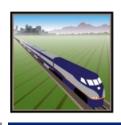


Up Next – Make the data available closer to real time and allow leaders from SJJPA, Amtrak, and BNSF to take action



- Empower operations managers take specific actions to improve performance
- Work with Amtrak, BNSF, and SJJPA to design reports accessible by all organizations that allow staff to pinpoint delay and develop meaningful actions to reduce and prevent





Item 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 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville)

Paul Herman

Approve Allowing Bus Tickets on Routes 10 & 12

- Senate Bill 742 was signed by the Governor on October 8, 2019.
- The purpose of SB 742 is to remove portions of the CA Government Code which require state supported Amtrak Thruway bus passengers to have a rail trip as part of their ticket.
- As discussed at the November 22, 2019 SJJPA Board Meeting, the implementation of SB 742 will need to be phased in over time.

Approve Allowing Bus Tickets on Routes 10 & 12

 Staff is proposing to start with a couple of routes which have minimal conflicts with other existing private intercity bus services. Approval for additional routes will be sought at future SJJPA Board Meetings.

- The two routes proposed to initiate the implementation of SB 742 are:
 - Route 10: Bakersfield Oxnard Santa Barbara
 - Route 12: Bakersfield Lancaster Victorville

Route 10: Bakersfield-Oxnard-Santa Barbara



Approve Allowing Bus Tickets on Routes 10 & 12

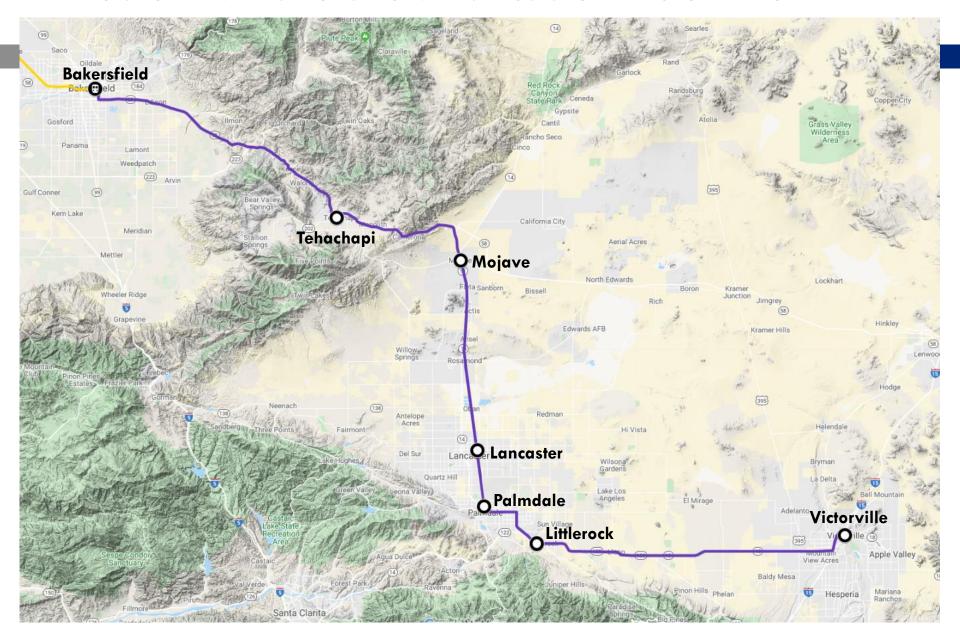
- Staff proposes that the bus stop pair between Oxnard and Santa Barbara would not be available for bus only tickets at this time (since Greyhound does offer direct service to this market with similar frequency and travel times).
- Staff proposes not to offer bus-only tickets for: Fillmore

 Santa Paula, Fillmore-Ventura, Santa-Paula Ventura,
 Ventura Santa Barbara, and Capinteria Santa
 Barbara since these are relatively short-distance
 markets and are better served by VCTC.

Route 10: Proposed Bus Fares

	Bakersfield	Fillmore	Santa Paula	Oxnard	Ventura	Carpinteria	Santa Barbara (Amtrak)	Santa Barbara (UCSB)
Bakersfield		\$ 14.25	\$ 15.75	\$ 1 <i>7</i> .50	\$ 19.25	\$ 22.00	\$ 23.50	\$ 25.00
Fillmore	\$ 14.25			\$ 5.00		\$ 8.25	\$ 9.75	\$ 11.25
Santa Paula	\$ 15.75			\$ 5.00		\$ 6.75	\$ 8.25	\$ 9.75
Oxnard	\$ 17.50	\$5.00	\$ 5.00			\$ 10.50		\$ 14.00
Ventura	\$ 19.25					\$ 8.00	\$ 10.50	\$ 12.75
Carpinteria	\$ 22.00	\$ 8.25	\$ 6.75	\$ 10.50	\$ 8.00			
Santa Barbara (Amtrak)	\$ 23.50	\$ 9.75	\$ 8.25		\$ 10.50			
Santa Barbara (UCSB)	\$ 25.00	\$ 11.25	\$ 9.75	\$14.00	\$ 12.75			

Route 12: Bakersfield-Lancaster-Victorville



Approve Allowing Bus Tickets on Routes 10 & 12

- Staff proposes the station pair between Bakersfield and Tehachapi would not be available for bus only tickets at this time (since Greyhound already offers direct service to this market with similar frequency and travel times).
- Staff proposes to not offer bus-only tickets between Palmdale and Lancaster, Palmdale and Littlerock, and Lancaster to Littlerock which is already well served by the AVTA's Route 1 (and other AVTA routes).

Route 12: Proposed Bus Fares

	Bakersfield	Tehachapi	Mojave	Lancaster	Palmdale	Littlerock	Victorville
Bakersfield			\$ 9.50	\$ 13.00	\$ 14.25	\$ 16.00	\$ 22.25
Tehachapi			\$ 5.00	\$ 7.25	\$ 8.50	\$ 10.25	\$ 16.50
Mojave	\$ 9.50	\$ 5.00		\$ 5.00	\$ 5.00	\$ 7.00	\$ 13.25
Lancaster	\$ 13.00	\$ 7.25	\$ 5.00				\$ 9.50
Palmdale	\$ 14.25	\$ 8.50	\$ 5.00				\$ 8.50
Littlerock	\$ 16.00	\$ 10.25	\$ 7.00				\$ 6.75
Victorville	\$ 22.25	\$ 16.50	\$ 13.25	\$ 9.50	\$ 8.50	\$ 6.75	

Routes 10 & 12: Consultation & Coordination

- Staff has consulted with and considered relevant local and regional public transit operators along Routes 10 and 12 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. Including:
 - Kern Transit, Golden Empire Transit District, Ventura County Transportation Commission (VCTC), the Antelope Valley Transit Authority (AVTA), and LA Metro.

Routes 10 & 12: Consultation & Coordination

- Staff has been working with Amtrak and coordinating with the Capitol Corridor, LOSSAN JPA and the California Intercity Passenger Rail Leadership Group on preparing for the implementation of SB 742.
- Although there are minimal conflicts with private carriers for Route 10 and 12, staff has been communicating with both Greyhound and Flixbus.
- Communications documented as part of the staff report (see Attachment 2)

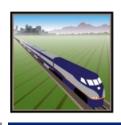
Approve Allowing Bus Tickets on Routes 10 & 12

Fiscal Impact:

Enabling bus 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 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville).



Item 6

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Two (2) Agreements for Marketing Services for Thruway Bus Services and Connected Corridor Schedule to Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. for Amounts Not-To-Exceed \$250,000 each from February 1, 2020- through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreements

David Lipari/ Autumn Gowan

Background

- In the 2019 SJJPA Business Plan, \$500,000 was requested for Marketing and Advertising services for the New Merced to San Jose Thruway Bus Route and the Spring 2020 Connected Corridor Schedule.
- This funding request was approved in the "Business Plan Approval Letter" received on July 31, 2019 in Section 1.c.i.
- Typically, SJJPA has requested these additional funds to supplement the standard marketing allocation to focus on a new service or project without interrupting the overall marketing plan.

Background

- The procurement was intentionally split into two distinct campaigns:
 - Campaign #1 Merced to San Jose Bus
 - Campaign #2 Connected Corridor Schedule
- Splitting the campaigns into distinct campaigns allowed the selection committee the flexibility to award contracts to two different vendors if needed.

New Merced to San Jose Thruway Bus Route

- The New 'Merced to San Jose Thruway Bus Route' will significantly reduce the amount of travel time for San Joaquins passengers boarding at stations south of Merced (by approximately 1 hour) compared to the current schedule.
- The new route is planned for implementation with the Spring 2020 San Joaquins Schedule Change.
- The goal of the Merced to San Jose Thruway Bus Route is to increase ridership and revenue on the San Joaquins by launching a new thruway bus route that reduces travel time to a key market.
- The goal of the campaign is to raise awareness of the new route and support the growth in ridership and revenue from the new route.

Spring 2020 Connected Corridor Schedule

- In Spring 2019, the San Joaquins' schedule was adjusted to return the service to 7 full-corridor round trips, slotted at two-hour departures to improve on-time performance, stabilize ridership and revenue, and re-establish lost connections in Southern California.
- In Spring 2020, the San Joaquins schedule is planned to be further adjusted with data gathered from the current schedule to continuously improve the service.
- This campaign will be a more general corridor-wide campaign focused on proven discounts and destinations to drive incremental ridership and revenue.

Request for Proposal (RFP) and Selection Process

- On October 10, 2019, San Joaquin Joint Powers Authority (SJJPA)
 released a Request for Proposals (RFP) via vendor portal Planet Bids for
 the solicitation of Marketing Services for Thruway Bus Services and
 Connected Corridor Schedule.
- By utilizing Planet Bids, seventy (70) firms were notified of the opportunity.
- Twenty-eight (28) firms showed interest, twenty-five (25) firms downloaded the solicitation documents and six (6) firms submitted proposals by the due date of November 12, 2019.
- □ SJJPA received proposals from the following firms:
 - Circlepoint
 - DB&M Media, Inc.
 - Jeffrey Scott Advertising, Inc.
 - Marketing SI, Inc.
 - Pastilla
 - Pulsar Advertising, Inc.

Request for Proposal (RFP) and Selection Process

- The proposals were evaluated by a panel consisting of SJJPA's Marketing Manager, Executive & Legislative Coordinator, and Marketing Coordinator.
- Three (3) firms were invited for interviews to allow the selection panel to evaluate the team in person. Scores from the interviews were combined with scores from the written proposals. Based on the ranking, staff deemed Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. the most responsive and responsible proposers.
- After the presentations, the evaluation team felt that while both Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. were qualified for the scope of work in the solicitation, each firm showed their expertise in specific aspects of the scope.

Request for Proposal (RFP) and Selection Process

- Due to the different nature of each of the campaigns, it was determined that the contract would be awarded to both firms with each firm taking on a specific campaign.
- □ Jeffrey Scott Advertising, Inc. will be awarded Campaign #1 − Madera to San Jose Thruway Bus Marketing and Promotion. The contract to be awarded is for an amount not-to-exceed \$250,000 total until the project is completed.
- □ Pulsar Advertising, Inc. will be awarded Campaign #2 − Connected Corridor Schedule. The contract to be awarded is for an amount not-to-exceed \$250,000 total until the project is completed.
- Any additional funding for this project will be brought before the
 Board for approval and amended into the contract as needed.

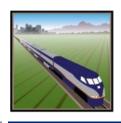
Approve a Resolution

Fiscal Impact:

 Cost associated with this Agreement are identified in the approved 2020 SJJPA Business Plan Update and approved by the State for this use.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Two (2)
Agreements for Marketing Services for Thruway Bus Services and Connected Corridor Schedule to Jeffrey Scott Advertising, Inc. and Pulsar Advertising, Inc. for Amounts Not-To-Exceed \$250,000 each from February 1, 2020- through the Projects Completion, and Authorizing and Directing the Executive Director to Execute the Agreements.



San Joaquin Joint Powers Authority

Item 7

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Negotiate and Enter into a Sole Source Contract with Jacobs Engineering Group Inc. to Complete the Final Engineering Required for the San Joaquins Siemen's Fleet Mini-High Platform Boarding Access, Amount Not-To-Exceed \$500,000

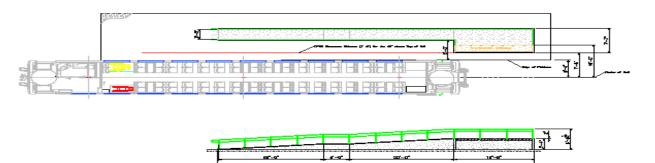
Kevin Sheridan

Jacobs Engineering Group Inc. (Jacobs) is currently under contract with the California Department of Transportation (Caltrans) Division of Rail to provide engineering to construct mini-high level platforms at eighteen (18) locations for the San Joaquins service. Locations are:

1.	Jack London Station (OKJ)	10.	Modesto (MOD)
2.	Emeryville Station (EMY)	11.	Turlock-Denair (TRK)
3.	Richmond Station (RIC)	12.	Merced (MCD)
4.	Martinez Station (MTZ)	13.	Madera (MDR)
5.	Antioch-Pittsburg Station (ACA)	14.	Fresno (FNO)
6.	Stockton (SKN)	15.	Hanford (HNF)
7.	Stockton – Cabral Station (SKT)	16.	Corcoran (COC)
8.	Sacramento (SAC)	1 <i>7</i> .	Wasco (WAC)
9.	Lodi (LOD)	18.	Bakersfield (BFD)



SINGLE RAMP



- Jacobs has completed fifteen percent (15%) of the engineering. However, currently the funding has been expended and the contract task order cannot be amended to complete the engineering until Fiscal Year 20/21.
- The mini-high platform construction needs to be underway by Fall 2020 to support the San Joaquins Siemens fleet arrival in Fall 2020.
- In order to continue progressing with the mini-high platform design Caltrans approached SJJPA to inquire about taking on the Jacobs contract to complete the engineering and would also provide the necessary funding.

- Time is of the essence to complete the final engineering and construct the mini high platforms in conjunction with the new Siemens beginning service.
- Caltrans competitively procured Jacobs as part of the State's "On Call" to provide engineering services, SJJPA staff is recommending assuming the State's role as contract manager and entering a sole source contract with Jacobs to complete the final engineering.
- In doing so the project delivery of the construction of the minihigh platforms and anticipated delivery of the first new Siemens fleet will continue to align.

- □ SJRRC staff is requesting the Board to authorize SJJPA's Executive Director to enter into a sole source contract with Jacobs to complete the project design, not-to-exceed \$500,000. The justification for this request is to preserve Jacob's continuity during the design phase and is based on the following:
 - □ Caltrans is unable to get authorization to amend the contract with Jacobs to complete the work started. This delay creates schedule impacts and potential cost increases. Soliciting a Request for Proposal (RFP) to complete the final design in the middle of the current phase of work does not benefit SJJPA and would result in a substantial increase in support costs, and substantial schedule delays.

- The need for a third party to complete the work and related delays was not anticipated or caused by SJJPA. SJJPA staff was notified in late November 2019 that Caltrans would be unable to amend the Jacobs contract in a timeframe where work would not be impacted. Until that time, Jacobs was already working on and expected to complete projects under the Caltrans contract.
- Caltrans procured Jacobs using a competitive procurement process. SJJPA staff recommends this course of action as the most prudent way of ensuring the project continues to be delivered successfully.

Per Section 7.1.1 of SJRRC's Procurement Manual, which was adopted by SJJPA, a Sole Source procurement is considered when "there are other sources of supply but because of financial, schedule, performance and other factors a single source of supply is immune from effective competition. Such an immunity is created when the award to a different contractor would create a waste of SJRRC funds resulting from a substantial increase in support costs, a substantial schedule delay not working to poor planning by SJRRC, an unacceptable technical risk towards completion of a project (or continuation of a warranty), or substantial increases in lifecycle costs."

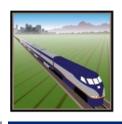
Approve a Resolution

Fiscal Impact:

 None. Project will utilize State funding programmed by Caltrans Division of Rail and Mass Transportation. The funding for this contract will be available for encumbrance pending the California Transportation Commission's approval in January 2020.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing and Directing the Executive Director to Negotiate and Enter into a Sole Source Contract with Jacobs Engineering Group Inc. to Complete the Final Engineering Required for the San Joaquins Siemen's Fleet Mini-High Platform Boarding Access, Amount Not-To-Exceed \$500,000.



San Joaquin Joint Powers Authority

Item 8

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and Any Other Documents Necessary to Obtain State Rail Assistance (SRA) Funding in the Amount of \$3,000,000 for the Robert J. Cabral Station Expansion Project

Jordan Peterson

State Rail Assistance

- Senate Bill (SB 1) Program to provide operating and capital assistance for commuter and intercity rail agencies.
- Directs a 0.5% portion of new diesel sales tax revenue to agencies.
- SJJPA is eligible to receive \$13.1M in SRA funding during first three (3) years.

Laterative Darit America	Estimated Distribution			
Intercity Rail Agency	201 <i>7</i> -18	2018-19	2019-20	
San Joaquin Joint Powers Authority	\$3.1M	\$4.9M	\$5.1M	

State Rail Assistance

- \$8M in funding has been approved:
 - Stockton Wye (\$7.1M): Currently under design by Union Pacific Railroad.
 - Merced Parking Lot (\$900,000): Property has been purchased and a land-swap agreement is currently under development.
- \$5.1M is available for allocation.
- \$3M is being requested for the Robert J. Cabral Station Expansion Project.

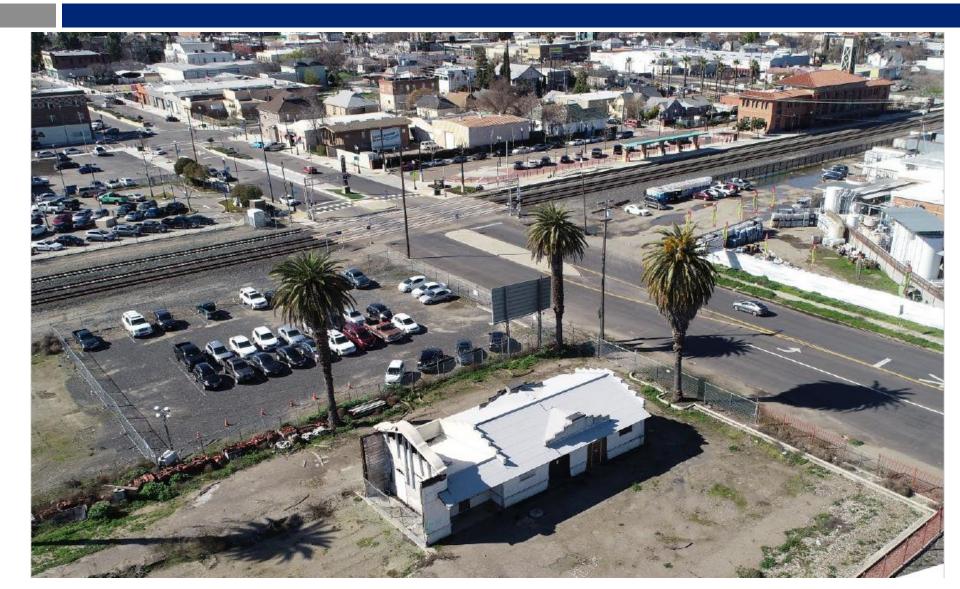
Robert J. Cabral Station Expansion



Western Pacific (WP) Depot Building

- Located across the tracks from the Cabral Station.
- Robert J. Cabral Station Master Plan (2005, 2008)
 explored land use options for the WP Depot.
- Parking lot under development next to the WP Depot.
- Fire damage has left the WP Depot building in a state of disrepair and unsafe for use.

Western Pacific (WP) Depot Building



Robert J. Cabral Station Expansion Project

- Project Scope:
 - New WP Depot Building
 - Security and Operations monitoring offices
 - Meeting location for SJJPA and SJRRC
 - WP Depot Site Improvements
 - 200+ permanent parking spaces
 - Fencing, lighting, driveways, sidewalks, and beautification
 - Parking Optimization and Enhancements throughout Cabral Station Area:
 - Employees, Board members, San Joaquins and ACE passengers

Robert J. Cabral Station Expansion Project

Project Funding:

 \$2.3M available for the new parking lot, sidewalks, fencing, and lighting adjacent to the WP Depot.

Project Costs:

- An estimate has been prepared for the building reconstruction.
- New building would resemble features of the old WP Depot.
- \$5M for the new building and site improvements.
 - An allocation of SRA funds will be requested from SJRRC.

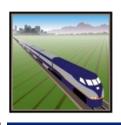
State Rail Assistance Application

Fiscal Impact:

 There is no fiscal impact. SRA funding is provided through Senate Bill 1.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and Any Other Documents Necessary to Obtain State Rail Assistance (SRA) Funding in the Amount of \$3,000,000 for the Robert J. Cabral Station Expansion Project.



San Joaquin Joint Powers Authority

Item 9

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Interagency Agreements with the Fresno Police Department, Merced Police Department, Stockton Police Department, California Highway Rail Patrol, and Any Other Related Agency to Provide a Supplemental Security Presence and Authorizing and Directing the Executive Director to Execute Any and All Documents and Agreements Required

David Lipari

Background

- On August 13, 2019, SJJPA was awarded two \$500,000 allocations from the State for San Joaquins stations security pilot and onboard security pilot projects.
- The funding was awarded to explore supplemental security services to the current Amtrak Police services.

'Enhanced Station Security Pilot'

- The 'Enhanced Station Security Pilot' funds were awarded to increase security personnel at select stations that have been the subject of passenger complaints.
- In determining the select stations for this pilot, three stations were selected: Fresno, Merced, and Stockton.
- These three stations are in urban areas and have the largest number of passenger complaints.

'Enhanced Station Security Pilot'

- To provide the added security personnel, staff proposes contracting with the local police departments.
- Contracting with local police departments will provide the following benefits:
 - Personnel that can enforce the law
 - An on-site local PD squad car to add a visual deterrent
 - Strengthens the partnership with local law enforcement
- On-site presence will help to increase passengers' perception of safety at these stations.
- During this pilot program, staff will monitor the 'Customer Satisfaction Scores' for the stations selected to see whether or not the safety related criteria improves, as well as, incident data at the station from both the Local PD and APD.

'Enhanced Onboard Security Pilot'

- The 'Enhanced Onboard Security Pilot' funds were awarded to increase the onboard security personnel on San Joaquins trains to resolve passenger issues, increase passenger and employee safety, and deter fare evasion.
- The goal of the award is to enhance the perception of safety for passengers onboard the San Joaquins by providing addition personnel to supplement Amtrak Police shifts.

'Enhanced Onboard Security Pilot'

- To provide the personnel, staff proposes contracting with the California Highway Patrol (CHP).
 - All of the equipment utilized on the San Joaquins corridor, except for the Horizon Café Cars, are state-owned assets. Contracting with the CHP will provide state law enforcement to provide enhanced security onboard the state-owned fleet.
 - Couplets will be determined by staff and CHP with the CHP district boundaries in mind to allow officers well-timed trips onboard the San Joaquins.
- During this pilot program, staff will monitor the 'Customer Satisfaction Scores' for the San Joaquins to see whether or not the train safety related criteria improves, as well as, onboard incident data from both CHP and APD.

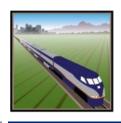
Approve a Resolution

Fiscal Impact:

On August 13, 2019 SJJPA received a letter from Caltrans authorizing two \$500,000 one-time available fiscal year 18/19 operations augmentation funds for Enhanced Station Security and Onboard Security. This funding does not require any updates to 2019 Business Plan.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing Interagency Agreements with the Fresno Police Department, Merced Police Department, Stockton Police Department, California Highway Patrol, and Any Other Related Agency to Provide a Supplemental Security Presence and Authorizing and Directing the Executive Director to Execute Any and All Documents and Agreements Required.



San Joaquin Joint Powers Authority

Item 10

Update on the 2020 SJJPA Business Plan

Paul Herman

Update on the 2020 SJJPA Business Plan

- The primary purpose of the Annual Business Plan is to identify SJJPA's intentions for the next two State Fiscal Years.
- The SJJPA must submit an Annual Business Plan by April 1 of each year in draft form to the Secretary of the California Transportation Agency (CalSTA) and in final form by June 30th.
- The Annual Business Plan is reviewed and approved by the State and used to develop annual appropriation requests to the State Legislature.

Update on the 2020 SJJPA Business Plan

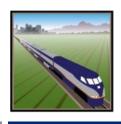
- A public review draft of the 2020 SJJPA Business Plan (Business Plan) will be released in February 2020, allowing for Board, agency, and public input.
- After the review period and revisions are completed, the official draft of Business Plan (for submittal to CalSTA) will be presented for approval at the March 27, 2020 SJJPA Board Meeting.
- The 2020 Business Plan is an update of the 2019 Business Plan.

- Updates to ridership and financial figures will be provided, along with discussion of the status of current and planned capital projects, and recent changes in service.
- Emphasis on the SJJPA's coordination and integration with CHSRA's plans for the Merced – Bakersfield HSR Interim Operating Segment and the SJJPA's intension to connect to this initial operating segment to the San Joaquins at a multi-modal station at downtown Merced.

- Request funding for environment review and detail design for the Merced Intermodal Track Connection (MITC) project.
- Highlight the importance of the Stockton Diamond
 Grade Separation Project. In partnership with SJRRC,
 SJJPA will be pursuing state and federal funding in
 2020 to implement this critical project using Valley Rail
 funding as matching funding.
- Initiate operations for the pilot program to operate a new Thruway bus between Merced and San Jose (with stops at Los Banos and Gilroy).

- Include "South of Merced Integration Studies" as part of FY 2020/21 "Action Plan":
 - Investigate and identify connectivity needed from Corcoran,
 Wasco, and Downtown Hanford to the Merced-Bakersfield
 HSR Interim Operating Segment
 - Study the potential use of the BNSF slots between Merced and Bakersfield for regional service that is complementary to HSR
 - Study how San Joaquins Thuway bus service can support the Cross-Valley Corridor efforts.

- Funding for additional freight railroad OTP incentives.
- 8th and 9th daily round trips will not be implemented until FY 2021/22 at the earliest.
 - Improvements along the Sacramento Subdivision (including key stations) must be completed before new service to Sacramento can be initiated.
- Reinstate reserved ticketing to reduce the likelihood of standees onboard trains.
- The state is not moving forward with the Onboard Information Systems (OBIS) program.



San Joaquin Joint Powers Authority

Item 11

Update on the Interregional Transportation Improvement Program (ITIP)

Paul Herman

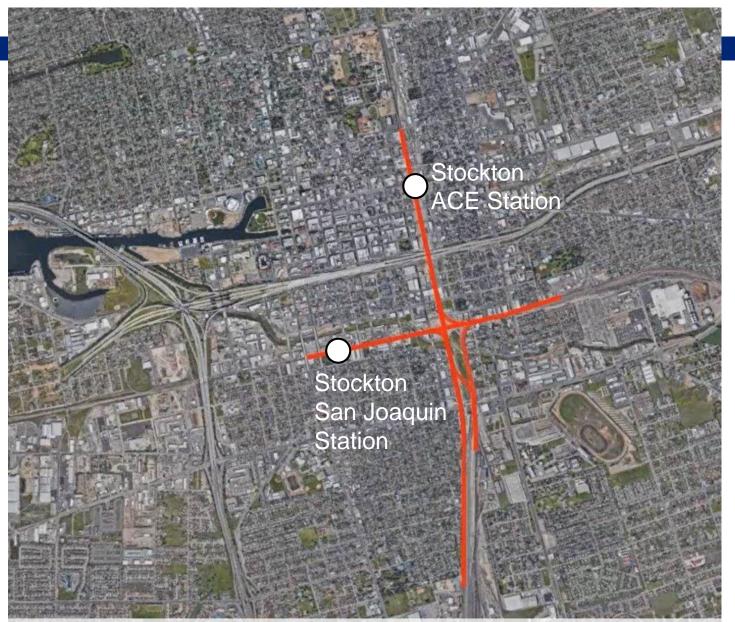
Background

- On December 15, 2019, the California Department of Transportation (Caltrans) presented the Final 2020 Interregional Transportation Improvement Program (ITIP).
- The purpose of the ITIP is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance.
- The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.

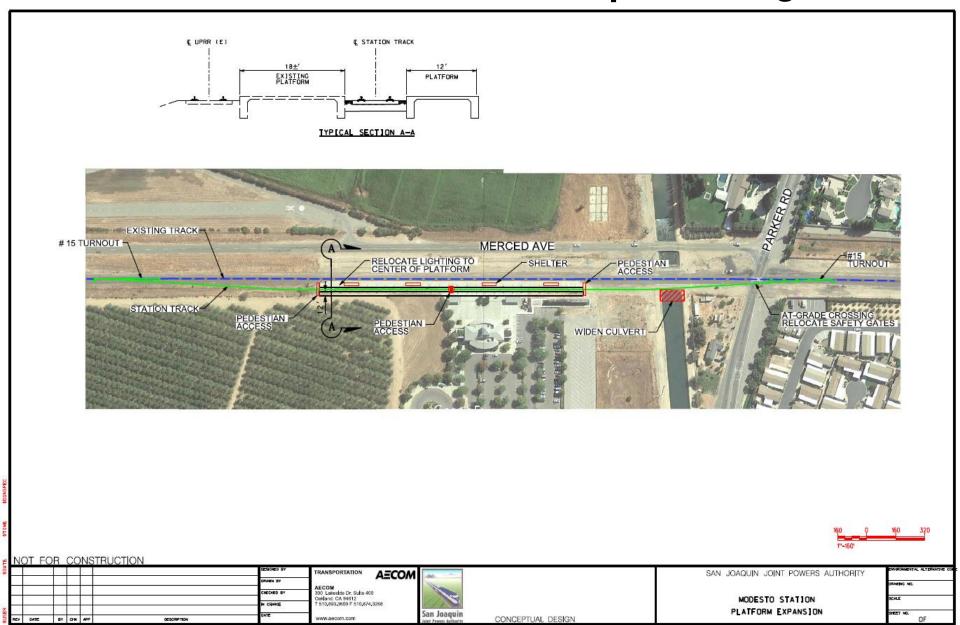
Background

- In this year's ITIP, SJJPA received funding for several new and existing projects within the San Joaquins intercity rail corridor. These projects are:
 - \$20.8 million for the Stockton Diamond Grade Separation Project
 - \$20 million for Second Platform Projects at Modesto Station and Turlock-Denair Station
 - \$15 million for the Stockton Regional Rail
 Maintenance Facility Expansion Project
 - \$5 million for Mini-High Platform Improvements at existing San Joaquins Stations

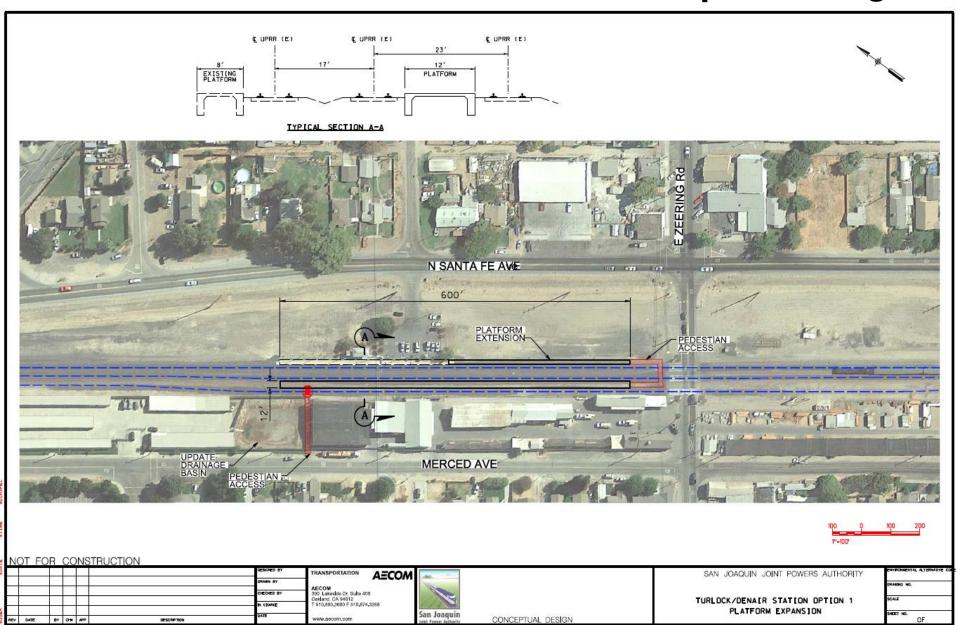
Stockton Diamond Grade Separation Project

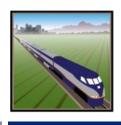


Modesto Second Platform Conceptual Design



Turlock-Denair Second Platform Conceptual Design





Item 12

Update on the 2020 SJJPA/SJRRC Transit and Intercity Rail Capital Program (TIRCP) Application

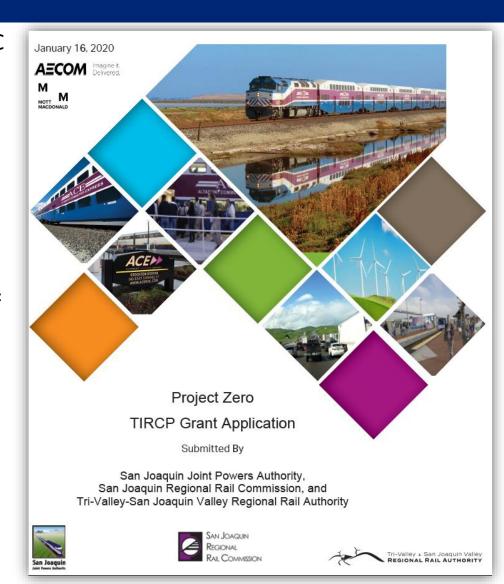
Paul Herman

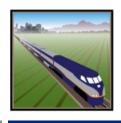
Key Changes/Additions Proposed

- The goal of the TIRCP is to provide funding for these previously mentioned transportation systems to achieve the following objectives:
 - Reduction in greenhouse gas emissions;
 - Expand and improve rail service to increase ridership;
 - Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
 - Improve safety
- SJJPA/SJRRC's TIRCP Application was submitted to CaISTA on January 16, 2020.
- Awards are expected to be announced in April.

TIRCP 2020 Application

- TIRCP 2020 Application from SJJPA/SJRRC with co-applicant Tri-Valley — San Joaquin Valley Regional Rail Authority (Managing Agency of future Valley Link rail service)
- Application focused on conversion of Hybrid/Zero-Emission Locomotive and Multiple-Unit Equipment Studies.
- The Application received over 50 letters of support from elected officials, cities, counties, regional and local agencies and organizations from the San Joaquin Valley, Sacramento, and Bay Area
- This project could be replicated by other rail operators that would like to convert their existing vehicles to zero-emission vehicles.





Item 13

Marketing Update:

- 1. Allensworth Annual Rededication
- 2. Santa on the Train

Carmen Setness

Allensworth Annual Rededication

Colonel Allensworth State Historic Park is a state park preserving Allensworth, the only California town to be founded, financed and governed by African Americans.

- The Park is located just steps away from the San Joaquins corridor between Corcoran and Wasco. Normally a whistle stop for groups-only, staff has developed a relationship with the Friends of Allensworth, a non-profit, dedicated to preserving and promoting the park, to arrange and promote travel for some of the Park's larger events.
- The largest annual event at the park is the Rededication event. Staff and outreach teams were able to successfully perform outreach for this event with over 80 people arriving to the park via Amtrak San Joaquins.

Allensworth Annual Rededication









Santa on the Train

To help promote the San Joaquins service and bring holiday cheer to riders, staff and outreach teams hosted a Santa on the Train event on the San Joaquins. Santa boarded 701 in Fresno on December 22, 2019 and rode to Sacramento.

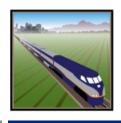
- Staff and outreach teams coordinated trips for the Merced Boys
 & Girls Club (18 individuals) and the Modesto Family Promise
 (16 individuals) to attend thanks to Boardmember Rodrigo
 Espinoza's and KP Public Affairs sponsorships respectively.
- Santa guided approximately 40 riders (children and adults) to the Downtown Sacramento Ice Rink. With the success of the inaugural year, staff plans to expand the Santa on the Train event next year.

Santa on the Train





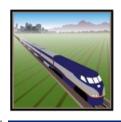




Item 14

Executive Director's Report

Stacey Mortensen



Item 15

Board Member Comments

Chair Chiesa



Item 16

Adjournment

Chair Chiesa