



San Joaquin

Joint Powers Authority

July 26, 2019 Board Meeting



San Joaquin Joint Powers Authority

Item 1

Call to Order

Pledge of Allegiance

Roll Call



Item 2

Consent Calendar

- 2.1 Approve Minutes from May 31, 2019 Board Meeting
- 2.2 Next Board Meeting Location (September 27, 2019) – Merced, CA
- 2.3 SJJPA Operating Expense Report
- 2.4 San Joaquins Operations Update
- 2.5 Administrative Items



San Joaquin Joint Powers Authority

Item 3

Public Comments



San Joaquin Joint Powers Authority

Item 4

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

Stacey Mortensen



Budget Authorization

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



Budget Authorization

- Staff identified the trend of higher Amtrak expenses and lower revenues during 2018/19.
- Thruway bus line item has come in at the higher amount, although staff are protesting some of the expenses.
- Amtrak has significantly exceeded its' projections for Maintenance of Equipment and the associated Amtrak Additive charge.
- Ticket revenues have fallen approximately \$1.6M short of the Amtrak projections.
- Staff is seeking justification for the higher maintenance costs, but adequate documentation from Amtrak is still pending.



Budget Authorization

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



Budget Authorization

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



Approve a Resolution

Fiscal Impact:

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

Recommendation:

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



San Joaquin Joint Powers Authority

Item 5

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

Marianne Payne/ Diane Cowin



Valley Link Update + Altamont Corridor Vision Phase 1 SJJPA Board Meeting

July 26, 2019

Assembly Bill 758

- **Signed by Governor Brown October 13, 2017**
- Established the Authority for the purpose of:
 - Delivering cost-effective, responsive interregional rail connection between San Joaquin Valley (ACE) and BART in Tri-Valley
 - Advancing project implementation that is fast, cost-effective and responsive to community goals and objectives
 - Completing Project Feasibility Report (due July 1, 2019)





Scott Haggerty (Chair)
Supervisor, County of Alameda



Veronica Vargas (Vice Chair)
Mayor Pro Tem, City of Tracy



Boardmember Paul Akinjo
Councilmember, City of Lathrop



Boardmember Bob Elliott
Supervisor, County of San Joaquin



Boardmember Melissa Hernandez
Councilmember, City of Dublin



Boardmember Sol Jobrack
Councilmember, City of Stockton



Boardmember John Marchand
Mayor, City of Livermore



Boardmember John McPartland
Director, BART



Boardmember Debby Moorhead
Vice Mayor, City of Manteca



Boardmember Philip G. O'Loane
Vice Mayor, City of San Ramon



Boardmember Karen Stepper
Councilmember, Town of Darville



Boardmember Jerry Thorne
Mayor, City of Pleasanton



Boardmember Bernice Tingle
Director, Mountain House



Boardmember Bob Woerner
LAVTA Boardmember



Boardmember Leo Zuber
Commissioner, ACE

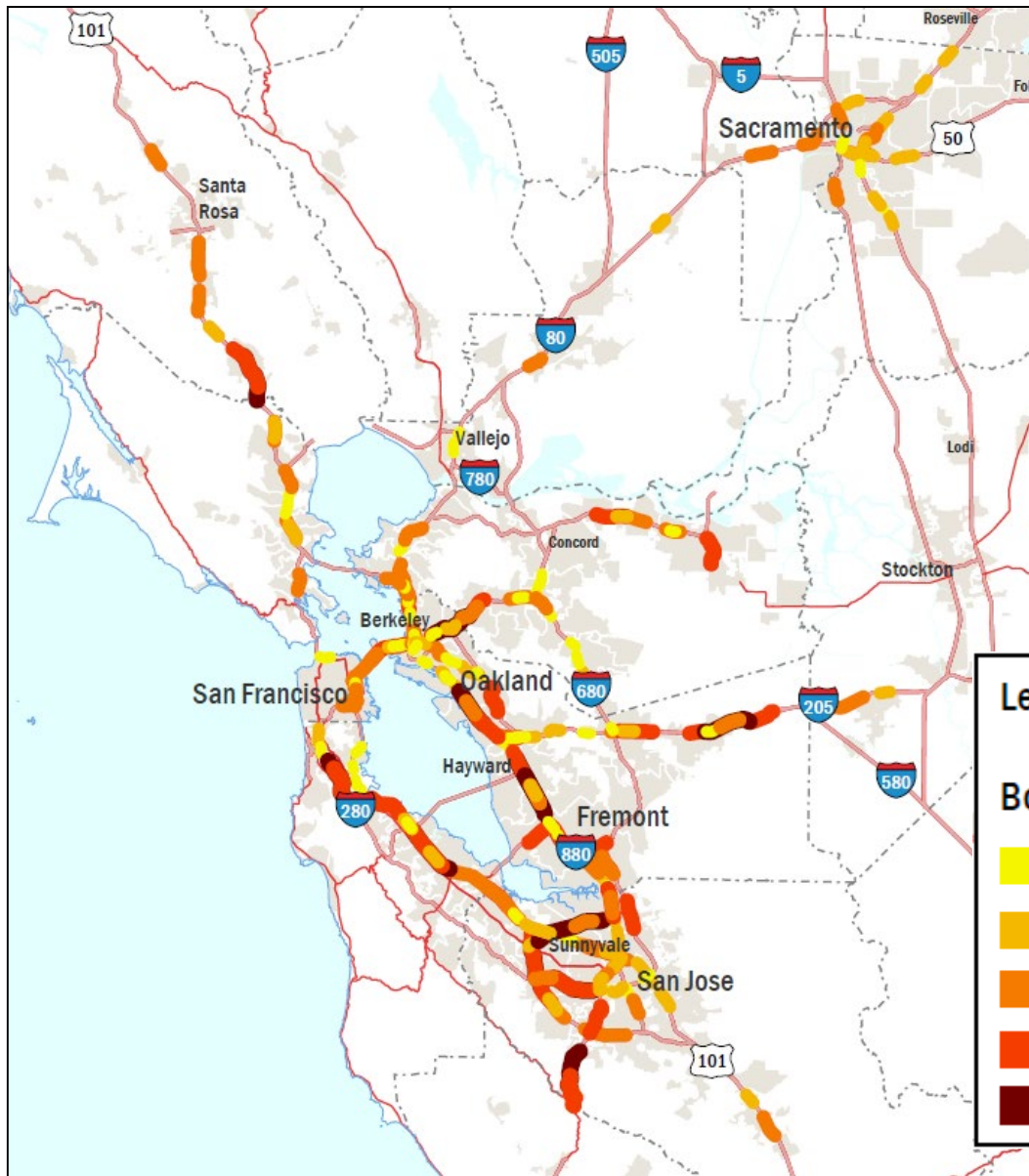
The Mega Commute on the I-580



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

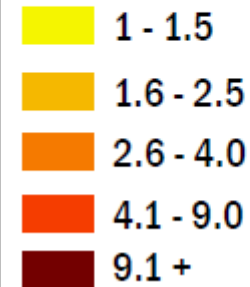
ValleyLink
Connecting People, Housing, and Jobs

Peak Bottlenecks

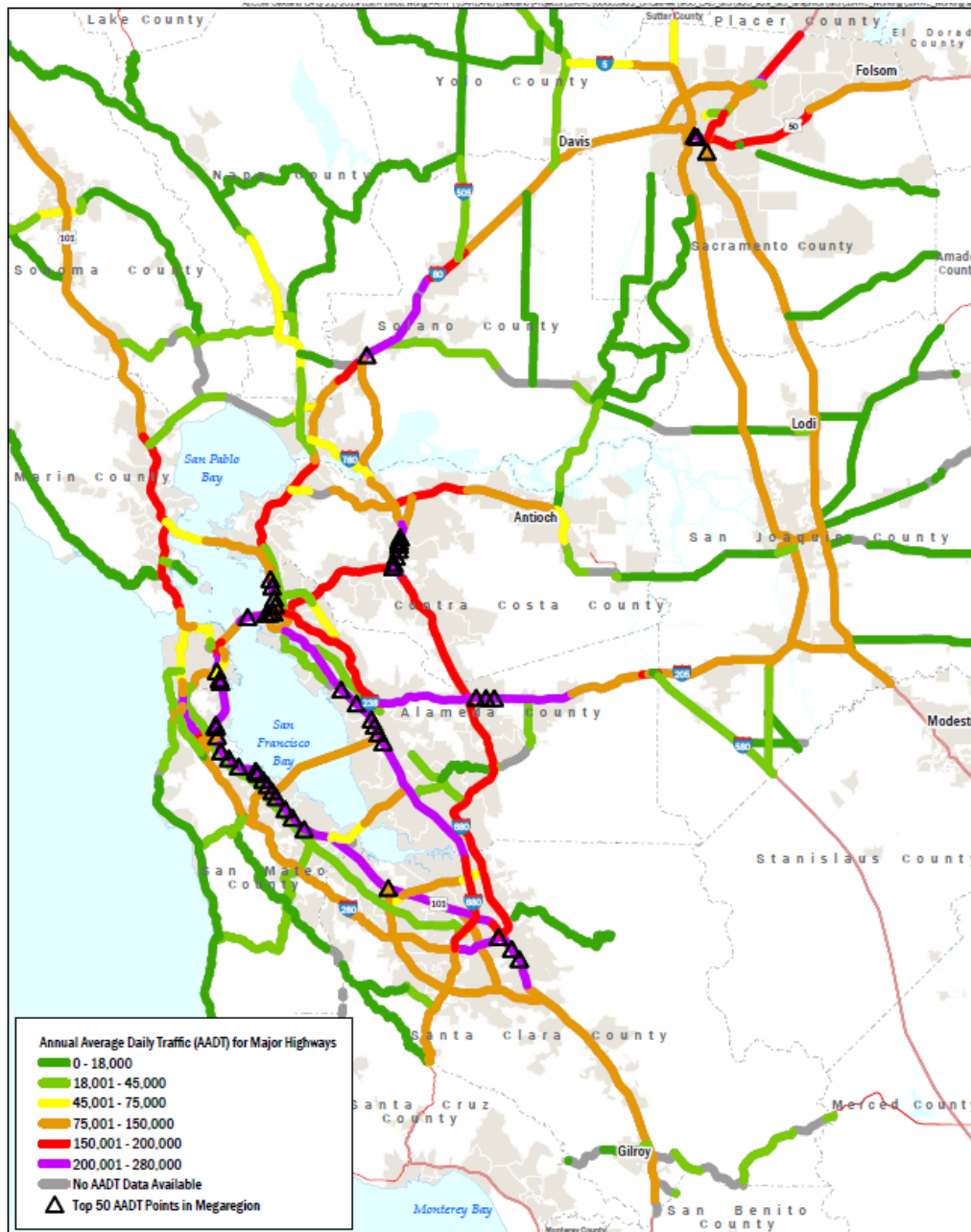


Legend

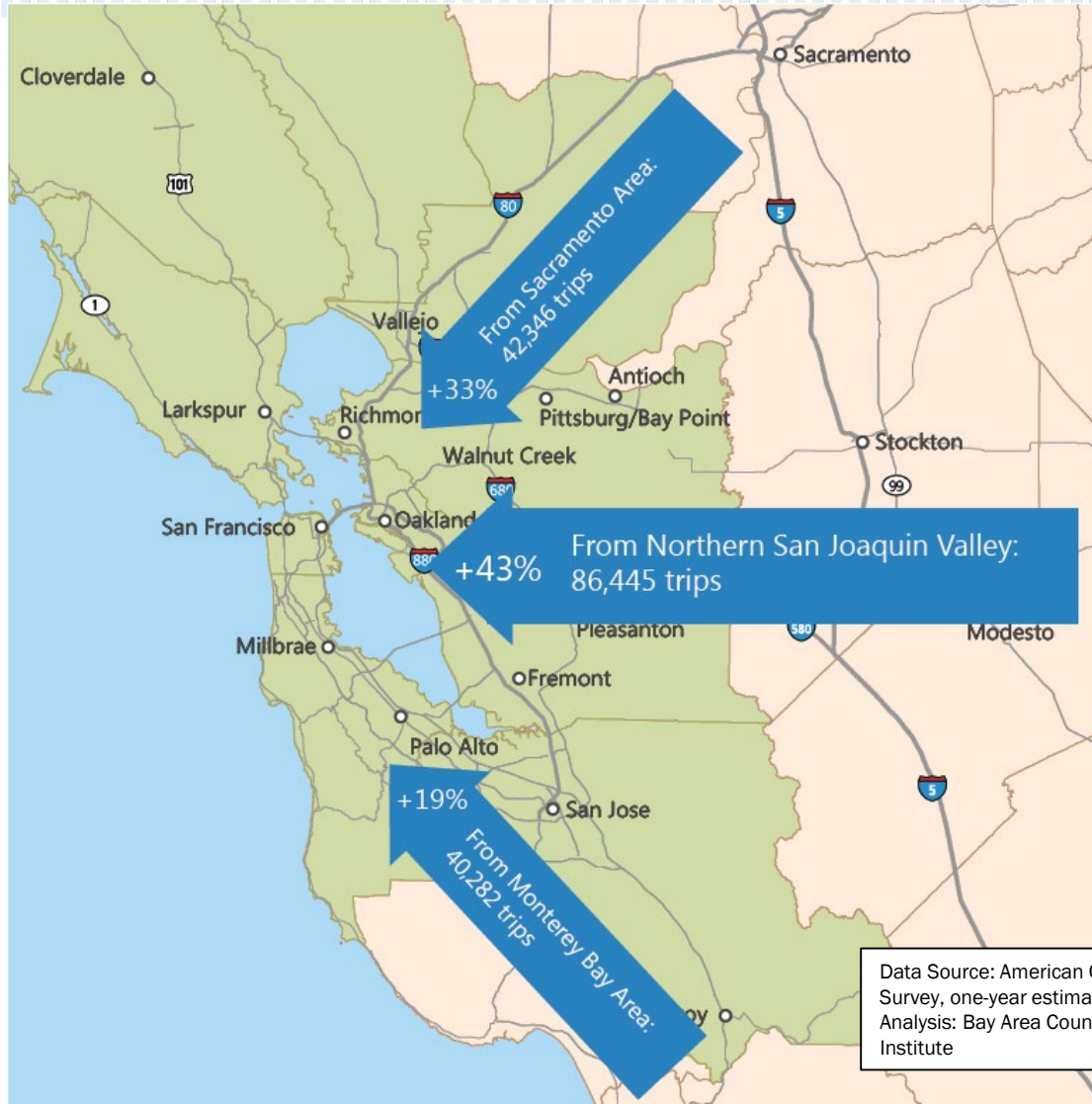
Bottlenecks (miles)



Annual Average Daily Traffic

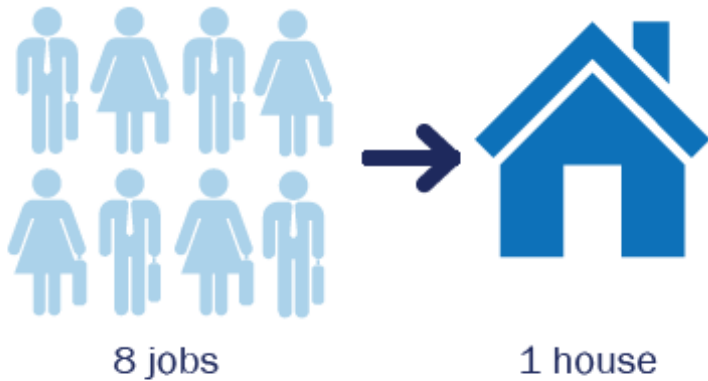


Daily Commute: Percent Change 2010–2017



Data Source: American Community Survey, one-year estimates, 2017
Analysis: Bay Area Council Economic Institute

THE BAY AREA GENERATES



BAY AREA UNSUSTAINABLE HOUSING COSTS



PEOPLE ON THE MOVE EVERYDAY



121,000

People from Tri-Valley and San Joaquin Valley

TRAFFIC WILL INCREASE

75%

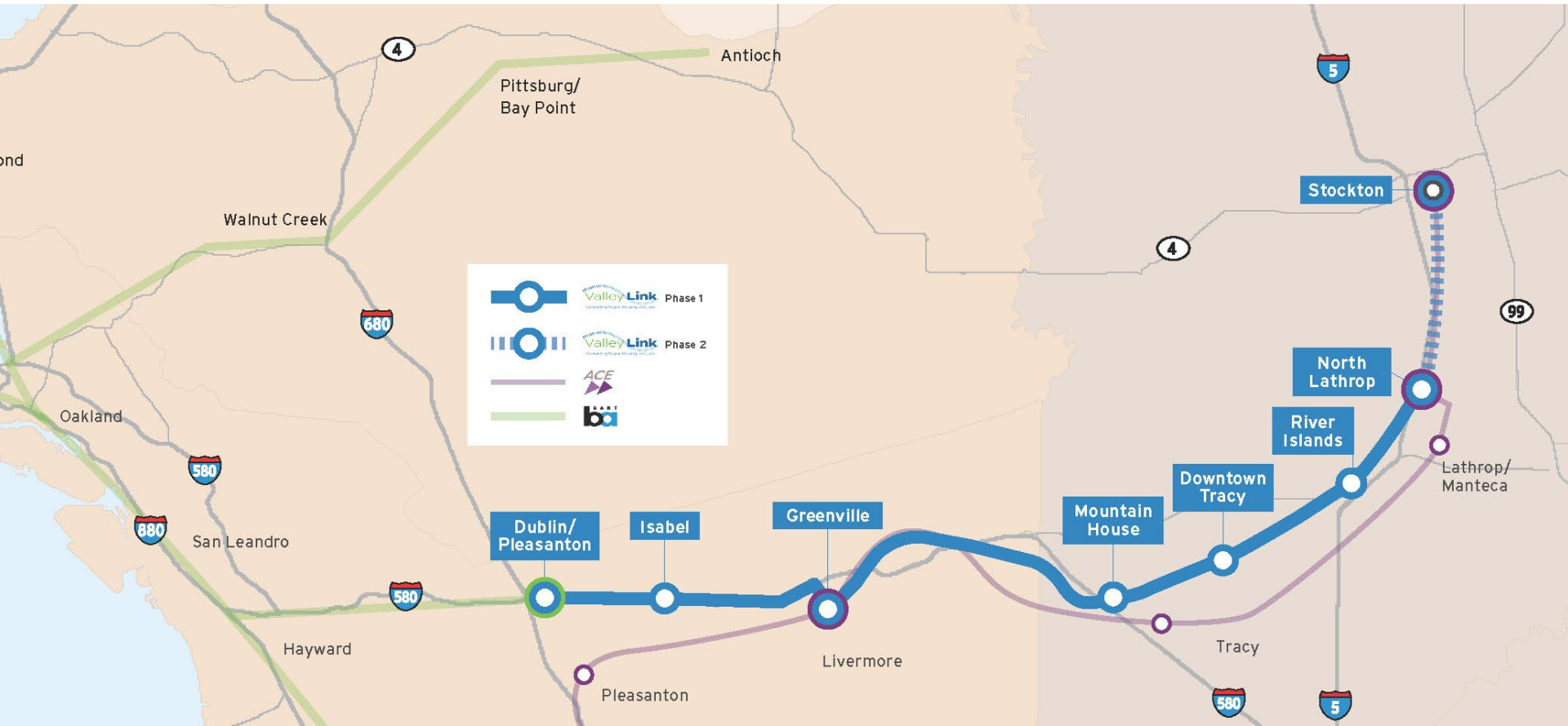


2016



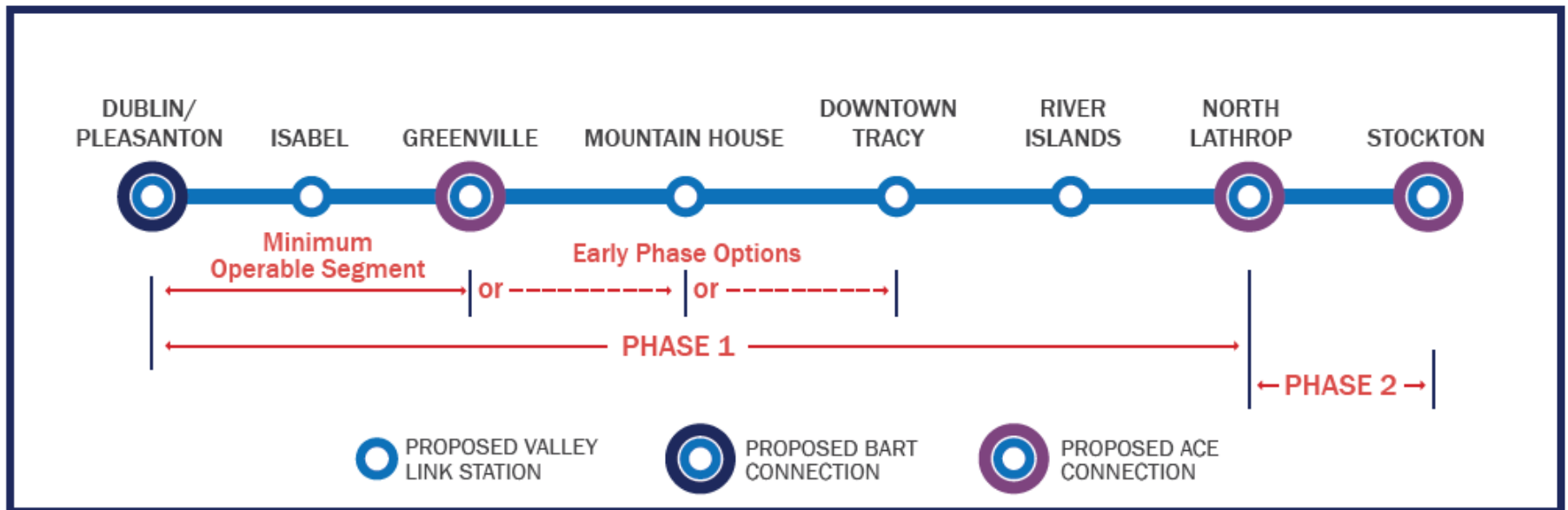
2040

Valley Link



Valley Link

Valley Link Proposed Phasing





Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

Valley Link will bridge the gap between ACE and BART

BART

Rapid transit with frequent service in both directions throughout the day



ACE

Commuter rail with 4 morning trips to Bay Area, 4 evening trips to San Joaquin Valley



Proposed Service Frequency

- “BART-like” service in Tri-Valley (BART plans to have 12-minute service after 2025)
- Robust service across Altamont Pass to and from San Joaquin County

	PEAK	OFF-PEAK*
BETWEEN BART DUBLIN/ PLEASANTON AND GREENVILLE	12 min (meeting every BART train)	30 min (meeting every other BART train)
BEYOND GREENVILLE	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)

* BART's core capacity plan includes future off-peak headways at 15 minutes.

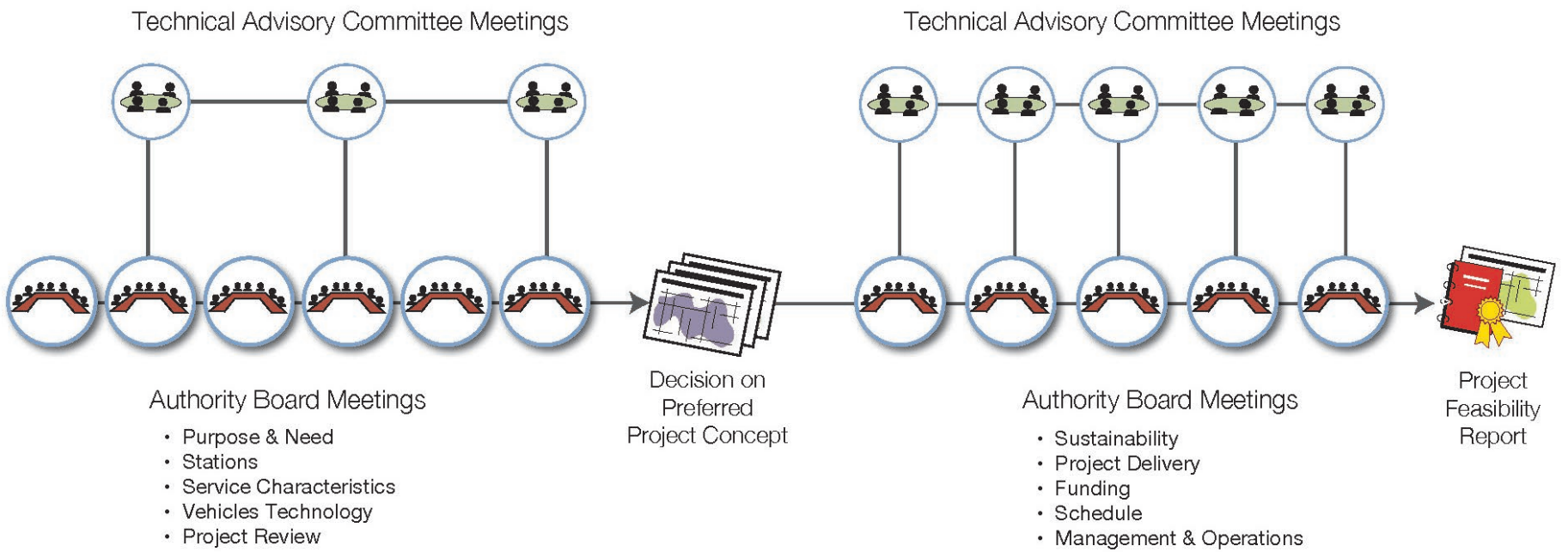


Valley Link: Work Program Timeline



PHASE ONE: IDENTIFY PREFERRED PROJECT CONCEPT

PHASE TWO: PREPARE PROJECT DELIVERY PLAN



COMMUNITY COMMUNICATIONS AND ENGAGEMENT

COMMUNITY COMMUNICATIONS AND ENGAGEMENT

Feasibility Report



DRAFT

June 2019

Project Feasibility Report

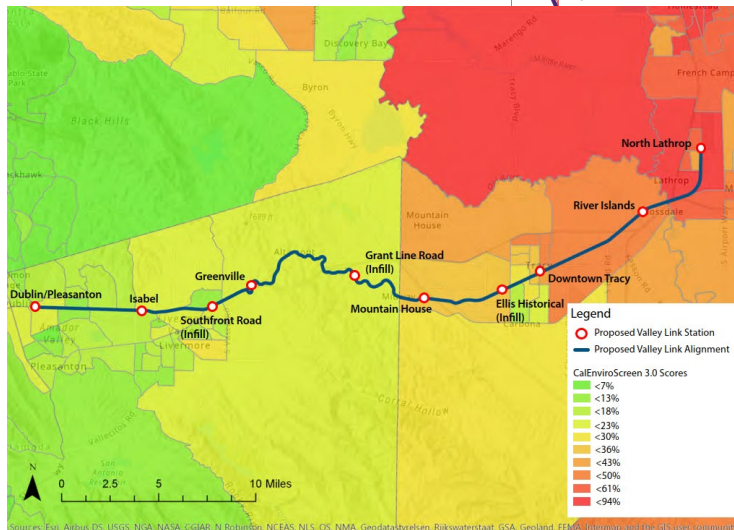
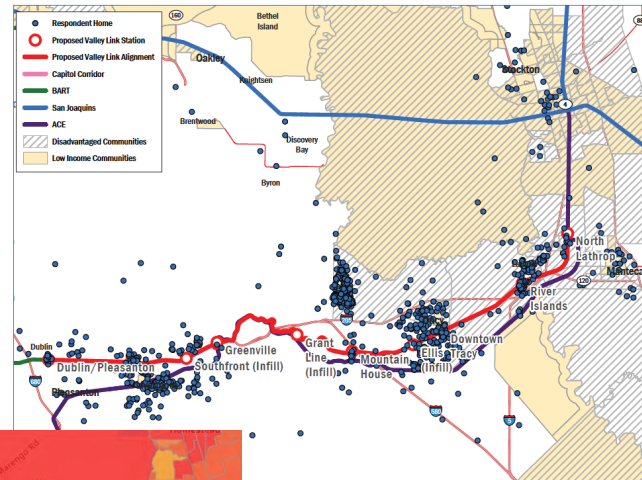
(Per Assembly Bill 758)



Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

- Feasibility Report on website June 7, fulfilling this AB 758 mandate
- Board of Directors receive the draft Valley Link Project Feasibility Report June 12
- The public will have through July 31, to provide comments
- Final Feasibility Report September Board Meeting

Equitable Access



Sustainability Policy Goals— Equitable Access:

- Encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households.
- Strive to maximize benefits to disadvantaged communities and low-income communities and households in project planning and design.

Sustainability Goal

100% Self-sufficiency

Key Policy

Be a model of sustainability in the design, construction and operation of the system.

Valley Link will strive for a system that can operate largely on its own stored and created energy.



Station Access

Key Policy Objectives

- Expand and improve connectivity through improved transit and/or feeder bus services.
- Promote active transportation.
- Encourage zero emission vehicles and shared rides.



Capital and Operating Costs

VALLEY LINK CAPITAL COST COMPONENT	CAPITAL COST (\$2018)
Alignment	\$1.28 billion
Stations	\$0.23 billion
OMF	\$0.08 billion
Hybrid DMU Vehicles	\$0.24 billion
Total Cost	\$1.8 billion

Valley Link Operations and Maintenance Costs by Implementation Scenario

OPERATING SCENARIO	2025 TRAIN MILES	2025 O&M COST (\$YOE)
Dublin/Pleasanton BART to Greenville	377,000	\$11.2 million
Dublin/Pleasanton BART to Mountain House	585,000	\$17.5 million
Dublin/Pleasanton BART to Downtown Tracy	719,000	\$21.5 million
Dublin/Pleasanton BART to North Lathrop	896,000	\$26.7 million

Altamont Corridor Vision



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



Connecting People, Housing, and Jobs

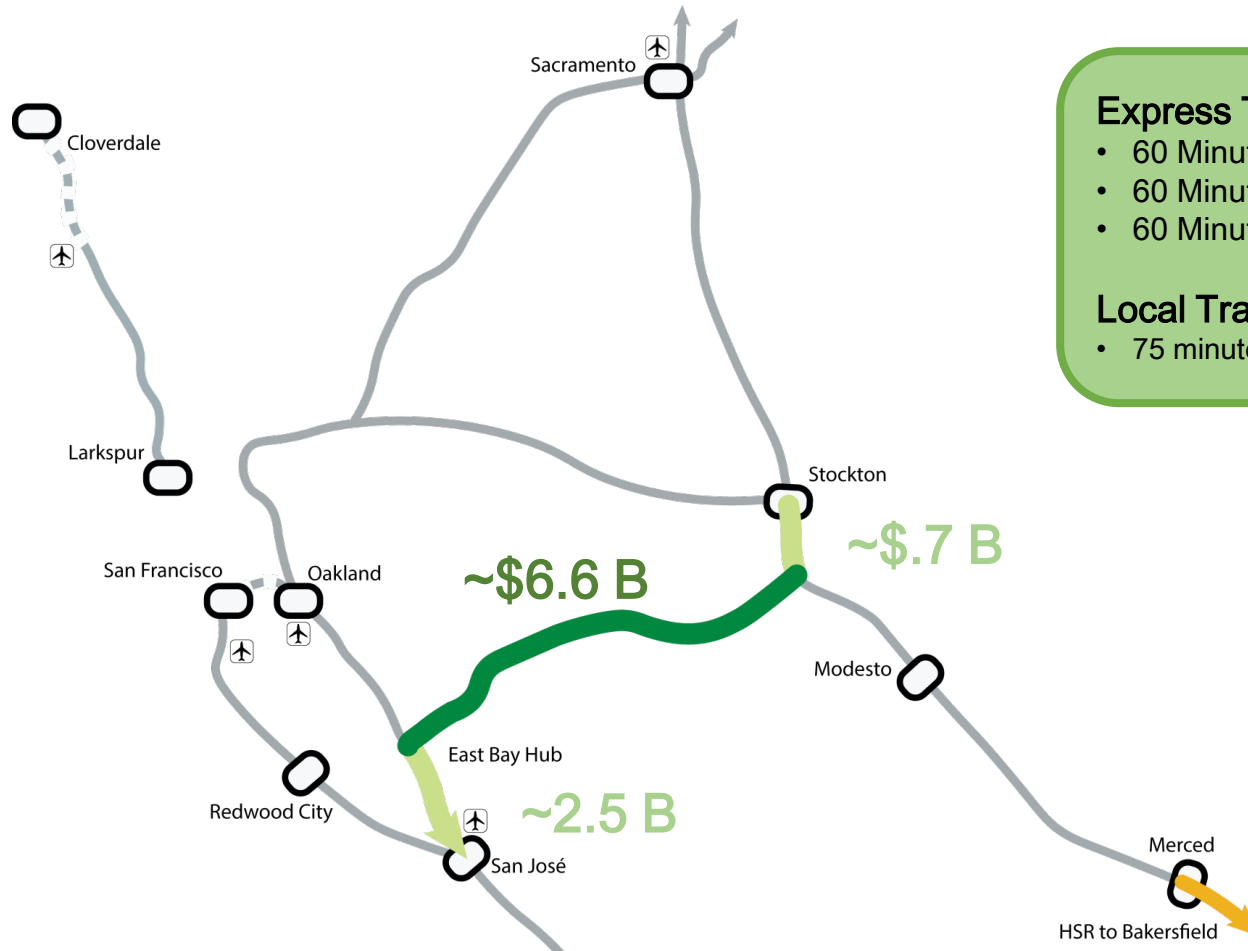


San Joaquin
Joint Powers Authority

SPUR Workshop - June 27, 2019



Universal corridors, shared facilities



Express Travel Times – One seat ride

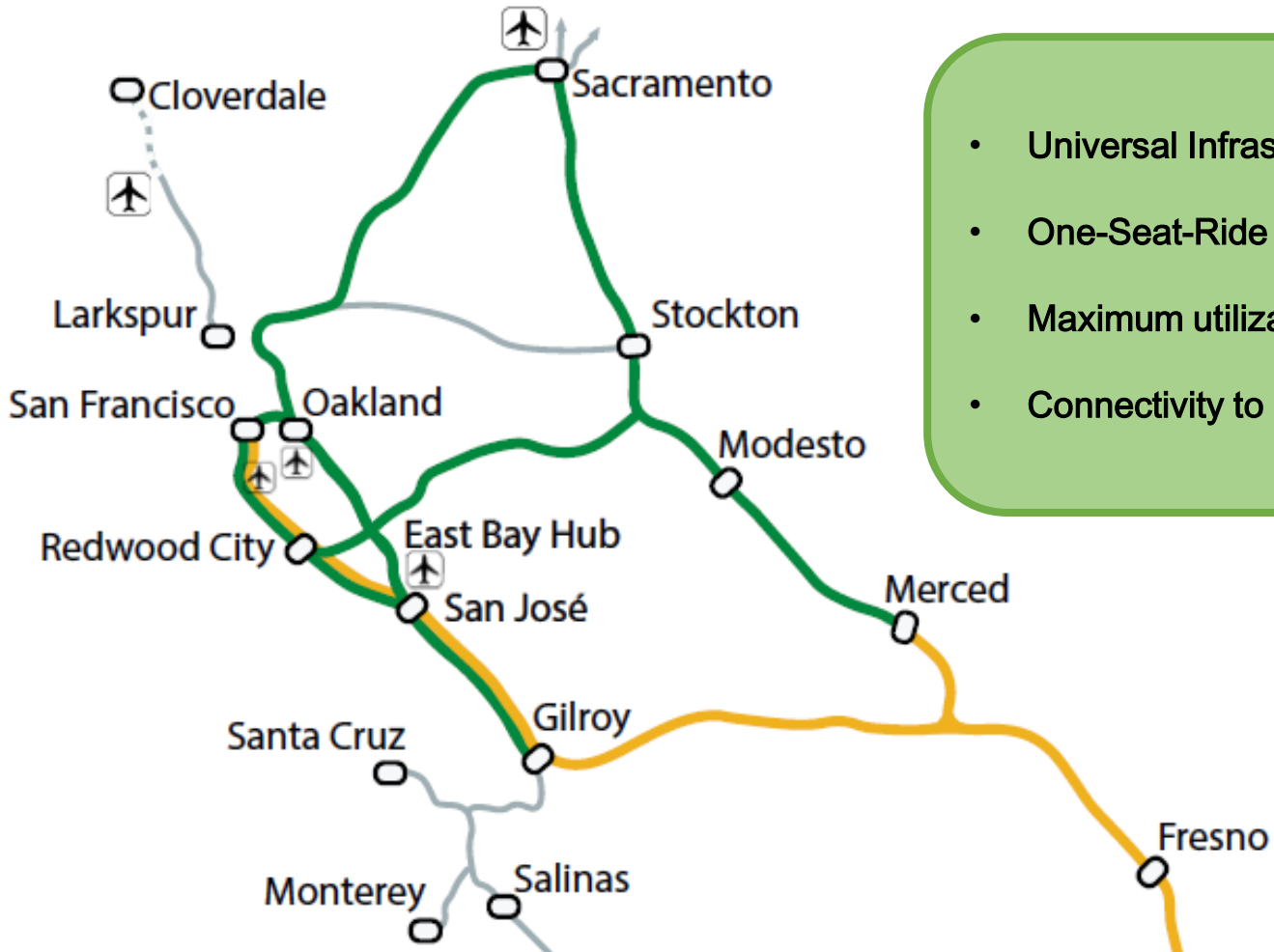
- 60 Minutes Stockton to San Jose
- 60 Minutes Stockton to Oakland
- 60 Minutes Stockton to Redwood City

Local Travel Times

- 75 minutes Stockton to San Jose



Megaregional Network Integration



- Universal Infrastructure
- One-Seat-Ride throughout the Megaregion
- Maximum utilization of new Bay Crossings
- Connectivity to High Speed Rail



Altamont Corridor Programs

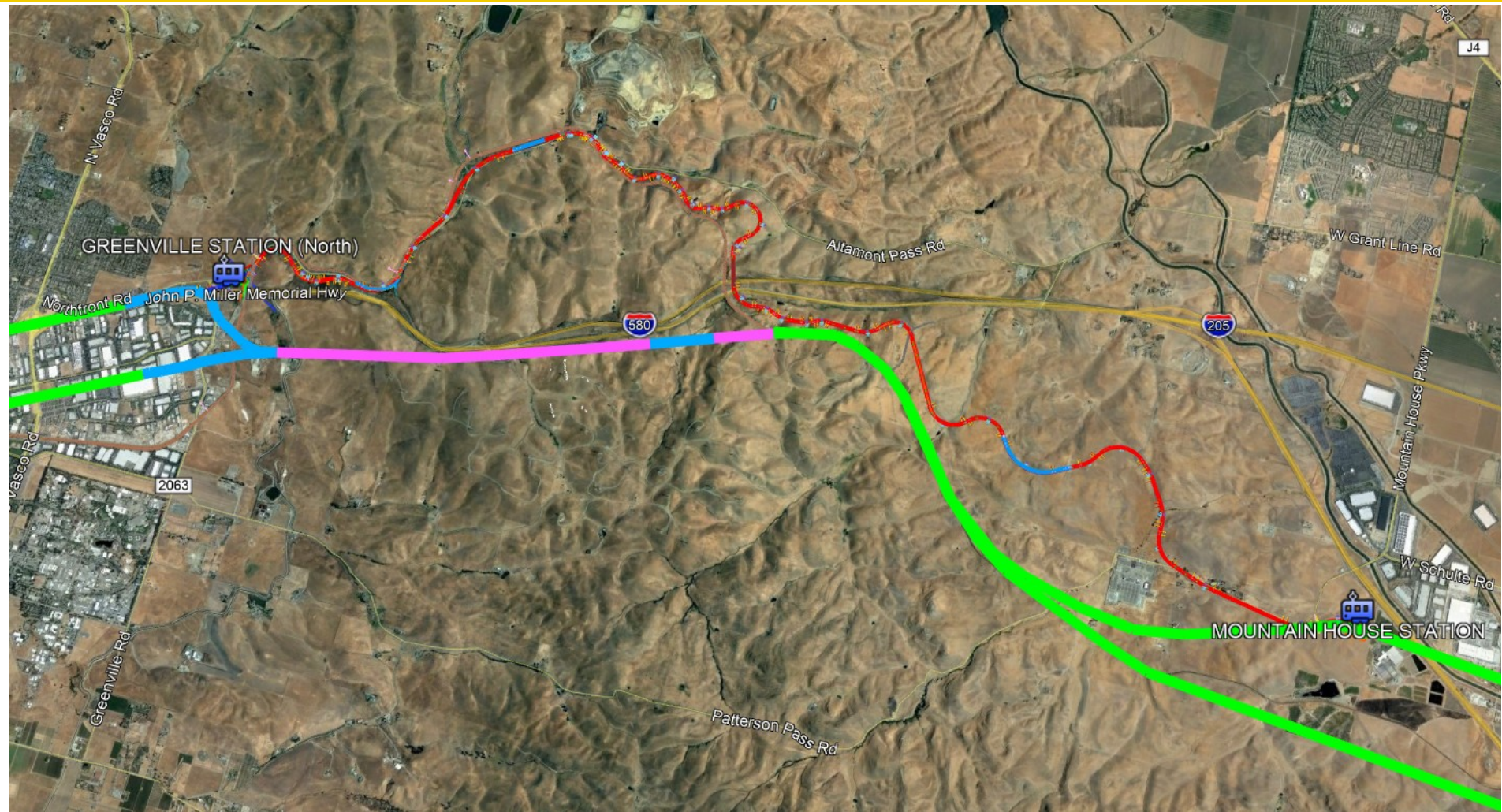
- **Near-term / Phase 1 Priority Improvements:**
 - 2 additional round-trips between SJV and San Jose via Altamont Pass & weekend service (6 daily round trips week days)
 - Valley Link initiated: Dublin/Pleasanton to North Lathrop (25 daily round trips)
 - Altamont Pass Tunnel/Alignment Improvements
- **Mid-term:**
 - 4 more round-trips between SJV and San Jose via Altamont Pass & weekend service (10 daily round trips week days)
 - Newark to Alviso improvements: capacity and resiliency
 - Valley Link extended to Stockton (30 daily round trips)
- **Longer-term “Vision”:**
 - 15 minute to ½ hour frequency during peak periods;
 - Dedicated Track – “Universal Corridor”
 - One seat ride SJV – San Jose/Oakland/SF/Peninsula

AGFA®

Altamont Corridor Vision



Straightening to Save Riders Time



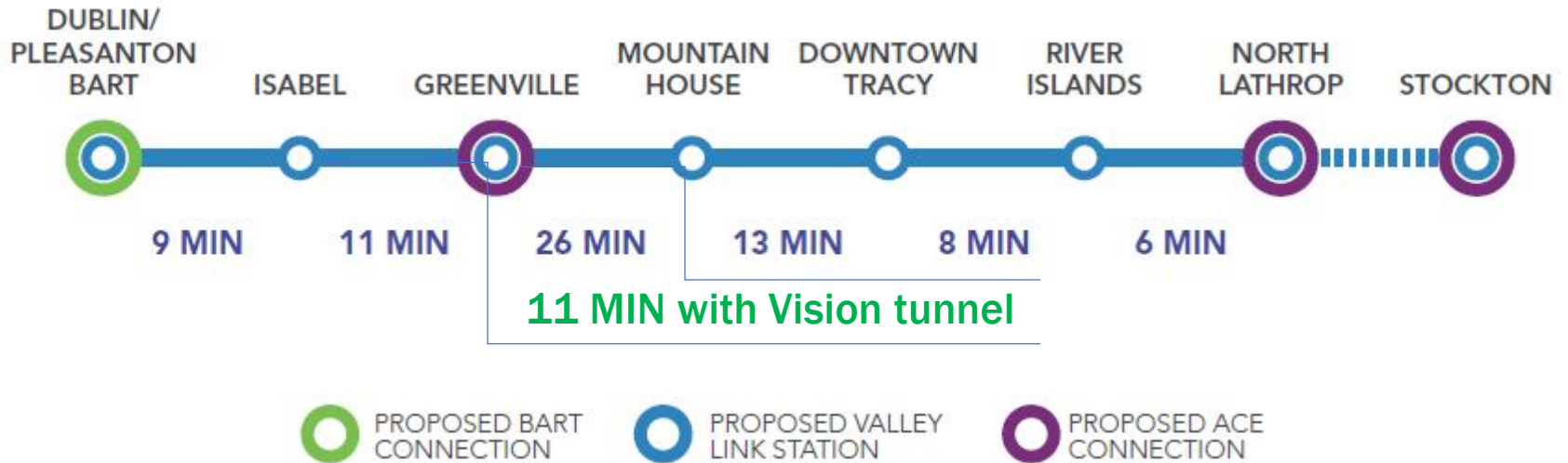
Altamont Corridor Vision



Valley Link with Vision Phase 1 Priority Improvements



Travel Times



Total Travel Time Valley Link: 73 MIN

Total Travel Time Altamont Vision: 58 MIN

- **With Vision Mountain House to BART: 31 MIN**

30%
savings

Bay Area Improvements

Phasing / Priorities – Phase 1

Element	Cost
Valley Link: BART to Livermore	\$0.6 billion
Altamont Pass Tunnel / Alignment (for ACE & Valley Link)	\$1.1 billion
ACE Station Improvements / Equipment / Infrastructure	\$0.2 billion
TOTAL	\$1.9 billion

✓ **Travel time savings:
11 to 15 minutes**



Approve a Resolution to Submit a Letter of Support

Fiscal Impact:

- There is no fiscal impact.

Recommendation:

- Approve a resolution of the Governing Board of San Joaquin Joint Powers Authority Authorizing the Chair to Submit a Letter of Support for the Altamont Corridor Vision Phase 1 Improvement Program.



Item 6

San Joaquins May 20, 2019 Schedule Performance Update

Paul Herman



San Joaquins Schedule Performance

- On May 20, 2019, SJJPA implemented a schedule change that returned the San Joaquins to 7 full-corridor daily round trips on a bi-hourly pulse pattern with the objective of improving on-time performance and the reliability of the service.
- Since the schedule change, the San Joaquins has seen a noticeable improvement in all-stations OTP and ridership and revenue have growth year-over-year.



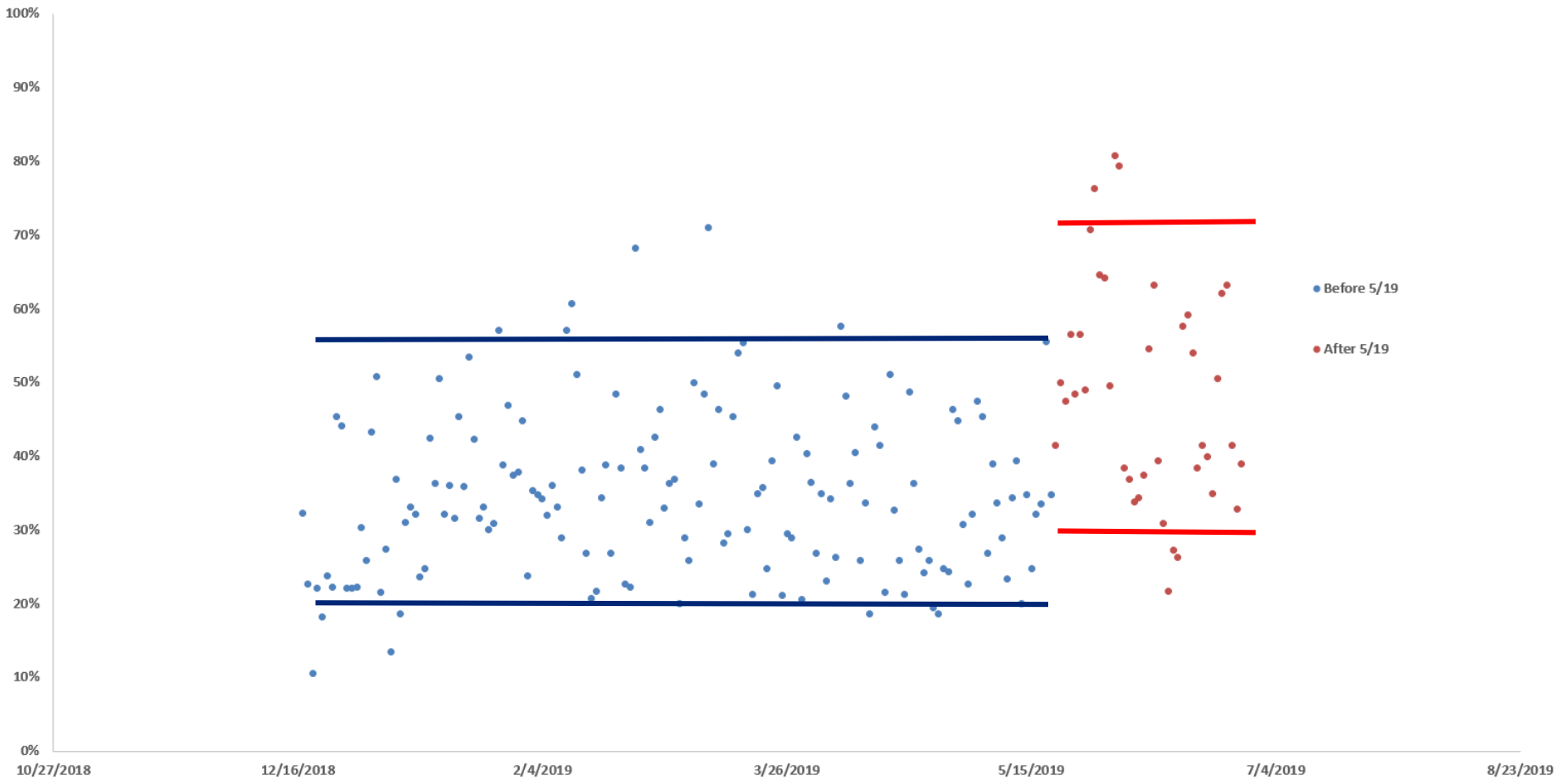
San Joaquins Schedule Performance

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



San Joaquins Schedule Performance

San Joaquins All-Stations On-Time Performance by Day with 6-minute Tolerance, 12/17/18 - 6/27/19





San Joaquins Schedule Performance

Next Steps:

- In August, Staff, Amtrak, BNSF, and DB E&C will convene a meeting to discuss the performance of the *May 20, 2019* Schedule Change and go over recommendations developed by the schedule performance monitoring team (DB E&C).

- In September, Staff will present recommendations to the Board for the *Fall 2019* San Joaquins Schedule Change.



Item 7

Madera Station Relocation Update

Dan Leavitt



Madera Station Relocation Update

- The “Valley Rail” Program includes over \$26 million for the Madera Station Relocation.
- The next step towards the implementation of the Relocated Madera Station is the formal environmental review process.
 - The contract for this work was approved at the May 31, 2019 SJJPA Board Meeting.
 - Funding secured/Process initiated in August.
 - During the environmental phase, the most viable alternatives will be studied.



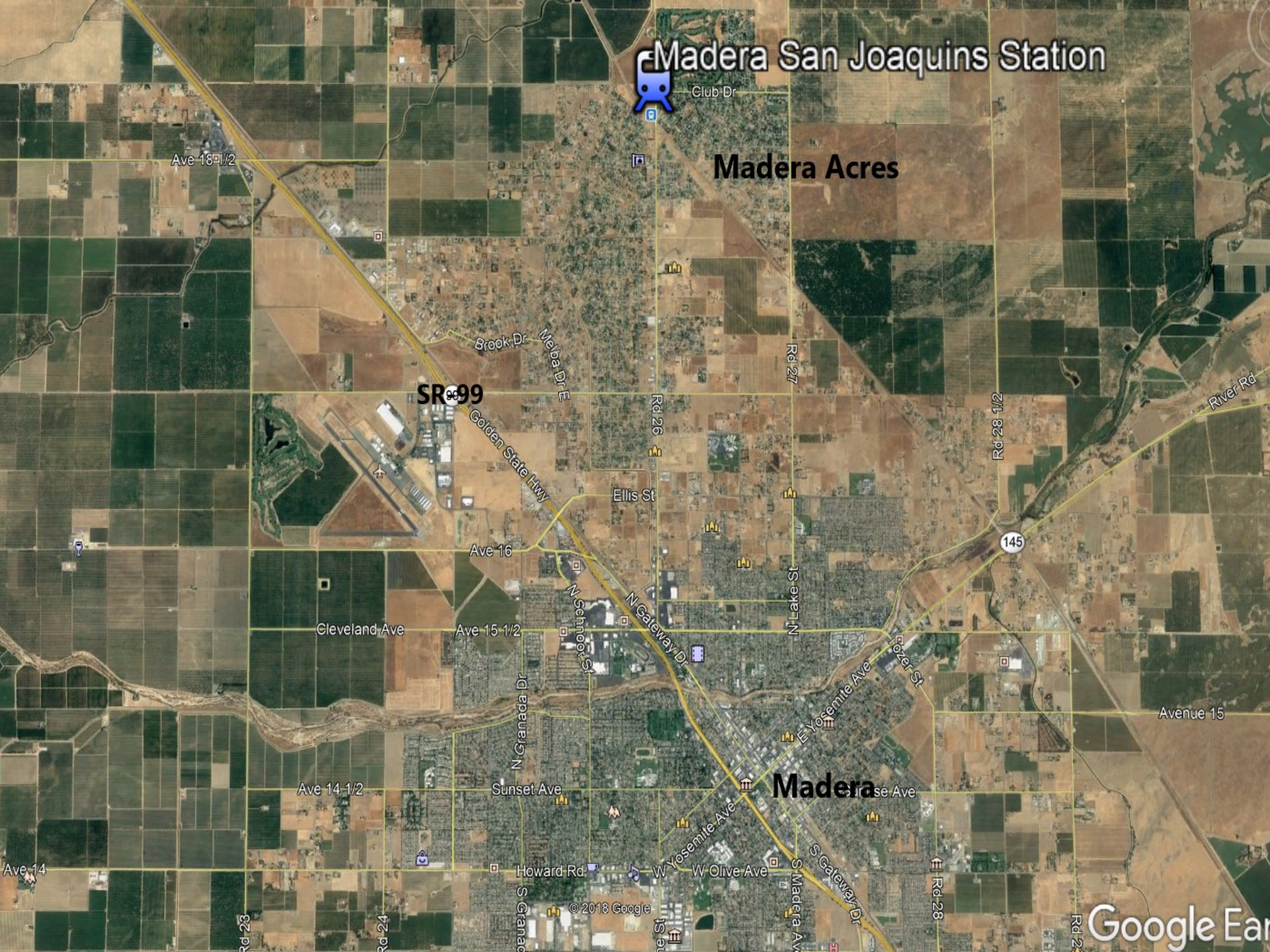
Background/Defining the Problem

- November 2016 Connectivity Report concluded Madera had worst connectivity of San Joaquins Stations.
- Numerous Issues Identified with Existing Location:
 - No fixed route transit to Existing (Madera Acres) Station
 - Worst ridership of any station served by 7 daily round-trips
 - Poor connectivity to SR-99 and Madera
 - Low transit-oriented development potential

Madera San Joaquins Station

Madera Acres

Madera



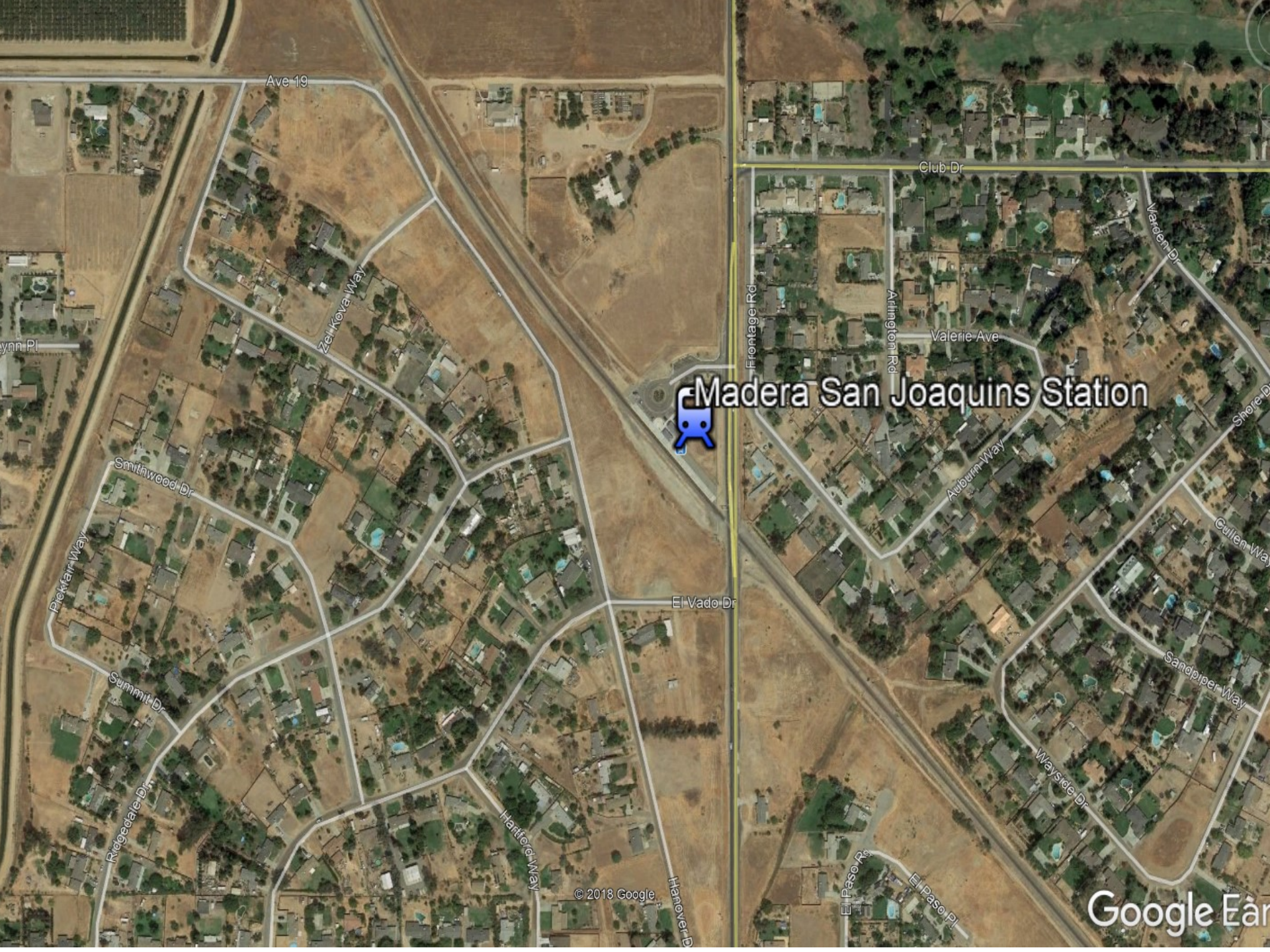
Ave 18 1/2

SR 99

145

© 2013 Google

Google Earth



Ave 19

Zeh Keva Way

Club Dr

Warren Dr

ynn Pl

Madera San Joaquins Station



Valerie Ave

Frontage Rd

Arlington Rd

Smithwood Dr

Auburn Way

Peckfar Way

Shore Dr

El Vado Dr

Cullen Way

Summit Dr

Sandpiper Way

Ridgegate Dr

Hartford Way

Wayside Dr

© 2018 Google

Hanover Dr

El Paso Rd

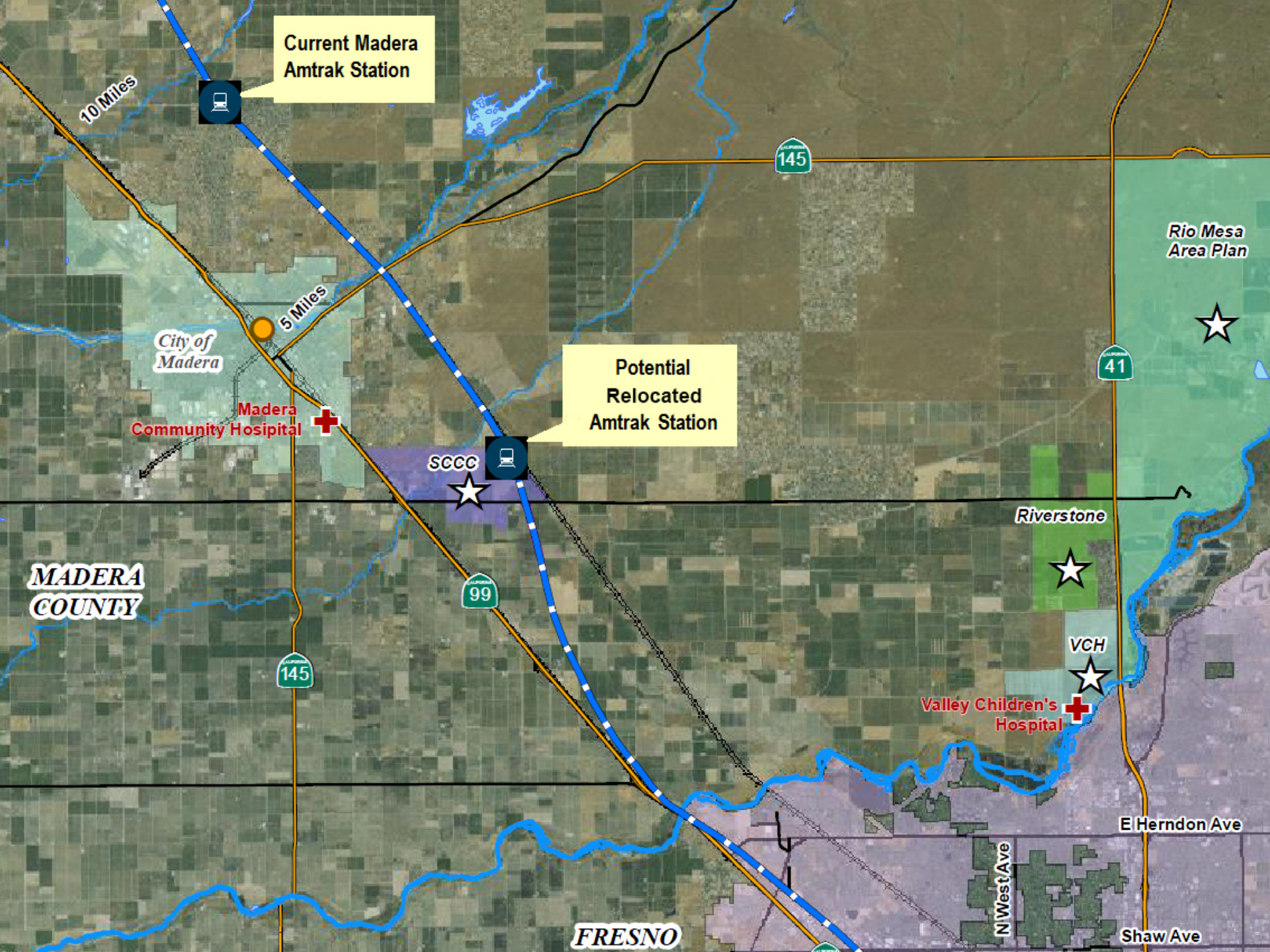
El Paso Pl

Google Earth



Identification of Ave. 12 Location

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



Current Madera Amtrak Station

Potential Relocated Amtrak Station

Rio Mesa Area Plan

City of Madera

Madera Community Hospital

SCCC

Riverstone

VCH

Valley Children's Hospital

MADERA COUNTY

FRESNO

E Herndon Ave

N West Ave

Shaw Ave

145

41

99

145

10 Miles

5 Miles



Benefits of Avenue 12 Location

- Numerous Benefits with Avenue 12 Location:
 - Ave. 12 is a primary existing transit route for Madera County
 - Has excellent access to SR-99 (new interchange)
 - Part of 1,867 acre State Center Community College Specific Plan – offers great opportunity for transit-oriented development
 - Station would be near State Center Community College
 - Location well serves existing and future growth for Madera County
 - Also serves North Fresno and Clovis – large catchment area



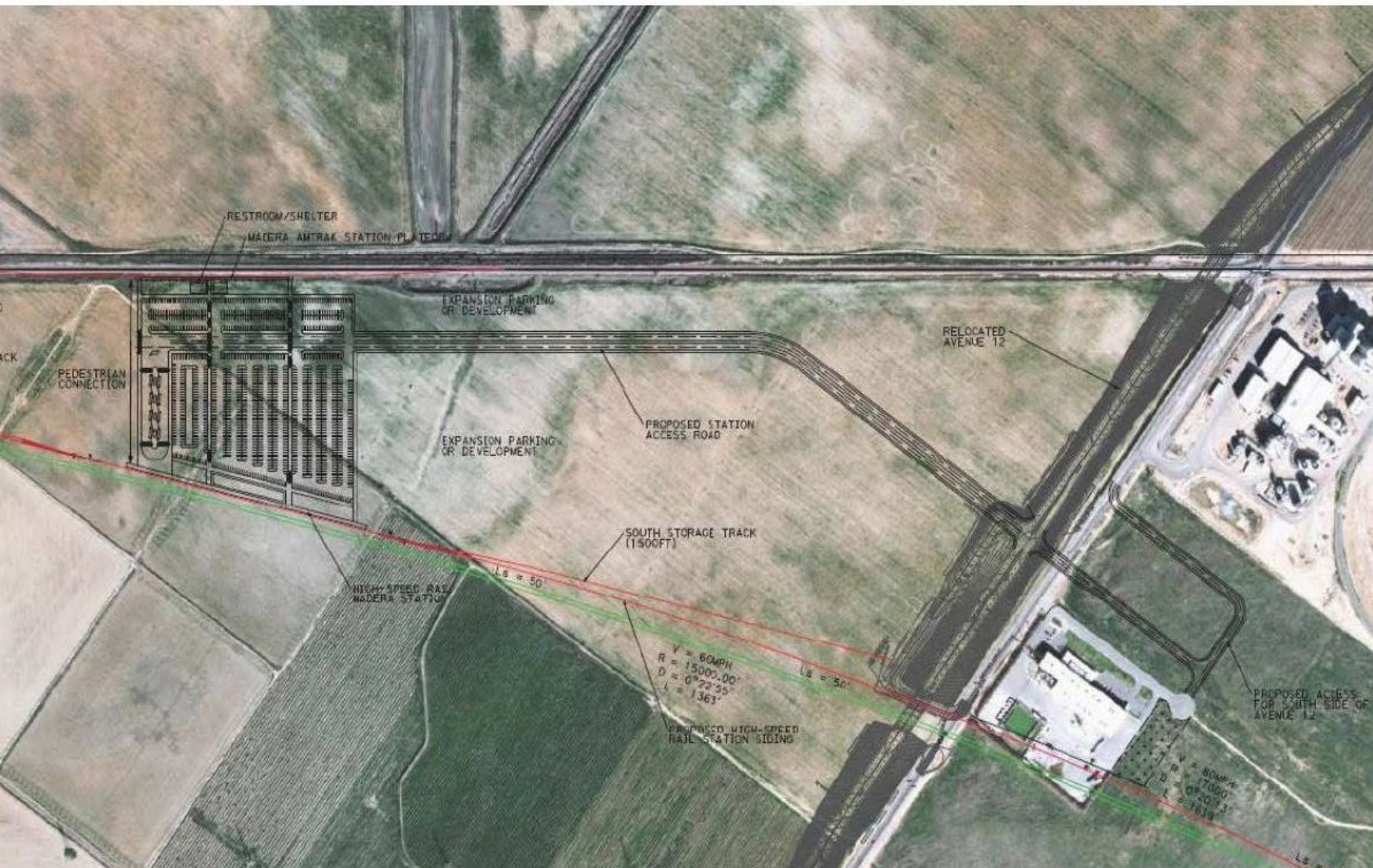
SJJPA Business Plans and TIRCP

- 2017 SJJPA Business Plan included SJJPA's desire to relocate Madera Station.
- May 2017 SJJPA Board Presentation on Madera Station Relocation identified Avenue 12 as a good location for the future Madera Station.
- At July 2017 SJJPA Board Meeting SJJPA took action to move forward with TIRCP application which included Madera Station Relocation (assumed to be at Ave. 12).
 - Madera CTC, Madera County, and City Council Member Oliver submitted letters of support for TIRCP application and relocation of Madera Station to Avenue 12.



Madera Station Relocation Update

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



RESTROOM/SHELTER
MADERA AMTRAK STATION PLATFORM

EXPANSION PARKING
OR DEVELOPMENT

RELOCATED
AVENUE 12

PEDESTRIAN
CONNECTION

EXPANSION PARKING
OR DEVELOPMENT

PROPOSED STATION
ACCESS ROAD

SOUTH STORAGE TRACK
(1500FT)

HIGH-SPEED RAIL
MADERA STATION

$V = 60MPH$
 $R = 15000.00'$
 $D = 0^{\circ}22'35''$
 $L = 1363'$

PROPOSED HIGH-SPEED
RAIL STATION SIDING

PROPOSED ACCESS
FOR SOUTH SIDE OF
AVENUE 12

$V = 60MPH$
 $R = 17000$
 $D = 0^{\circ}30'43''$
 $L = 3118'$



San Joaquin Joint Powers Authority

Item 8

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

Paul Herman



Thruway Bus Update

Route 3 Modifications

- In 2018, Staff began a ridership and revenue review of the San Joaquins Thruway Bus Network. Staff evaluated the financial performance of multiple thruway bus in a segmented process.
- Route 3, the route between Stockton, Sacramento, Chico, and Redding was evaluated in this segmented process. The evaluation showed a steep drop-off in revenue generation between Chico and Redding on the most Northern segment of Route 3.



Thruway Bus Update

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



Thruway Bus Update

Route 3 Modifications

- Based on the revenue and cost analysis performed, Staff requested the current Route 3 bus operator to provide a schedule and associated cost savings of reducing the amount of daily round-trips from 4 to 2 North of Chico. This modification of service would reduce the cost of this route by approximately \$400,000 annually.
- The modified Route 3 schedule will become effective with the implementation of the Fall 2019 San Joaquins Schedule Change.



Thruway Bus Update

Current Route 3 Schedule

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

Modified Route 3 Schedule

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



Thruway Bus Update

Route 3 Modifications – SRTA's Salmon Runner Service

- When SRTA's Salmon Runner service begins between Redding and Sacramento on the I-5 corridor, SJJPA's Route 3 will be truncated to Chico.
 - ▣ The associated cost savings from this truncation will allow SJJPA to be a funding partner with SRTA on the operation of the Salmon Runner service.



Thruway Bus Update

Route 34 Re-Establishment

- In the prior San Joaquins 7 Daily Round-Trips Schedule that ended in May 2018, the San Joaquins had a thruway bus connection from the Bay Area for the 2 daily Sacramento round-trips with a connection in Stockton. With the San Joaquins having now returned to a 7 full-corridor round-trips schedule, Staff has initiated the process of re-establishing this thruway bus route.



Thruway Bus Update

Route 34 Re-Establishment

- After evaluation of multiple route alternatives, Staff proceeded with returning to the I-80/I-580 corridor which served as the previous routing for Route 34.
- Stops include:
 - ▣ San Francisco Transbay Terminal
 - ▣ Emeryville
 - ▣ Oakland Jack London
 - ▣ Dublin-Pleasanton BART
 - ▣ Livermore
 - ▣ Tracy
 - ▣ Stockton Robert J. Cabral Station



Thruway Bus Update

Route 34 Re-Establishment

- Staff is considering different vehicle types to reduce operational costs of this service and will seek price proposals that have different costs structures associated with different vehicle types.
- Staff has directed Amtrak to release a Request for Proposals for the re-established Route 34, with the expected start of service to being with the implementation of the Fall 2019 San Joaquins Schedule Change.



Thruway Bus Update

Route 34 Re-Establishment

Conceptual Re-Established Route 34 Schedule

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

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



Thruway Bus Update

Madera – San Jose Thruway Bus Pilot

- Since Staff announced our intentions earlier this year to begin a new thruway bus service between Madera and San Jose via State Route 152, a lot of positive feedback has been received on the concept.
- Staff has been evaluating what the appropriate service levels should be in this pilot project, and what the impacts on revenue generation would likely be. Today, passengers traveling to and from San Jose are routed via Stockton on Route 6 (Stockton-San Jose).



Thruway Bus Update

Madera – San Jose Thruway Bus Pilot

- This pilot thruway bus service would significantly reduce the amount of travel time for San Joaquins passengers traveling to San Jose (by over 1 hour compared to today's schedule), but this new service could potentially reduce the amount of revenue generated by San Jose passengers because of the reduction in train revenue that a current passenger contributes on the current routing.
- This potential loss of revenue could be made up with additional ridership generated with a faster trip time, but Staff recognizes the pilot nature of this route and wants to take a cautious approach before making changes that could have a negative impact on overall San Joaquins revenue.



Thruway Bus Update

Madera – San Jose Thruway Bus Pilot

- With potential changes coming to the thruway bus network with the pending legislation of SB 742, which would allow for bus-only trips on the thruway bus network, understanding the potential operational and revenue impacts is crucial to the success of this route and the San Joaquins service.
- Staff will continue to evaluate the revenue implications of this pilot bus service. The Madera – San Jose Thruway Bus Pilot is slated to begin service with the Spring 2020 San Joaquins Schedule Change.



Thruway Bus Update

Madera – San Jose Thruway Bus Pilot

Conceptual Madera – San Jose Thruway Bus Schedule

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

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



San Joaquin Joint Powers Authority

Item 9

SB 742 Update

Dan Leavitt



SB 742 Update

- The purpose of SB 742 is to remove portions of Section 14035.55 of the CA Government Code which require state supported Amtrak Thruway bus passengers to have a rail trip as part of their ticket.
- Senator Galgiani and Assemblymembers Gray, Flora and Fong have agreed to co-author this bill.



SB 742 Update

- Amending Section 14035.55 provisions would enable the JPAs to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip.
- Amending Section 14035.55 provisions would:
 - Increase revenues for the state at virtually no additional cost
 - Provide improved access to priority and underserved communities
 - Reduce the amount of greenhouse gases and air pollution emissions, better utilize infrastructure and reduce congestion.



SB 742 Update

- Staff worked with Assembly Transportation Committee staff, Senator Allen's office, Greyhound, California Bus Association, and California Transit Association on amendments to SB 742 that were accepted by Senator Allen and amended into SB 742 before it was voted on by the Assembly Transportation Committee.
- As a result of this cooperative effort, Greyhound and the California Bus Association rescinded their opposition to SB 742 and now have a "neutral" position to the bill.



SB 742 Update

- The New Amendments:
 - ▣ Improve some of the previous language
 - ▣ Require the JPAs to do additional consultation with public and private bus operators before entering into contracts
 - ▣ Requires a JPA to submit a report to the Legislature on or before January 1, 2023 documenting the impacts of SB 742.

- The intent of SB 742 was not changed.



SB 742 Update

- SB 742 passed on the Senate Floor with a **37-0** vote on May 20, 2019.
- SB 742 passed in Assembly Transportation on July 8 with a **15-0** vote.
- The bill is expected to be heard by the Assembly Appropriation in mid-August, and then to the Assembly Floor.



SB 742 Update

- Staff has continued to work with Senator Allen's office and RailPac on SB 742.
 - Staff were a witness (along with Doug Kerr with RailPAC) in favor of SB 742 at the Assembly Transportation Committee Hearing on July 8
 - Staff have reached out to Assembly Appropriations Committee staff
 - Updated "Fact Sheet": Over 70 agencies/organizations have submitted formal letters of support. **No formal opposition.**



San Joaquin Joint Powers Authority

Item 10

Executive Director's Report

Stacey Mortensen



San Joaquin Joint Powers Authority

Item 11

Board Member Comments

Chair Chiesa



Item 12

Adjournment

Chair Chiesa