



San Joaquin

Joint Powers Authority

May 29, 2020 Board Meeting



San Joaquin Joint Powers Authority

Item 1

Call to Order

Pledge of Allegiance

Roll Call

Tips and Rules for Teleconferencing





Item 2

Consent Calendar

- 2.1 Approve Minutes from March 27, 2020 Board Meeting
- 2.2 Next Board Meeting Location
- 2.3 SJPA Operating Expense Report
- 2.4 Administrative Items



Item 3

Public Comments

Please use the GoToMeeting chat function to alert staff if you wish to make a Public Comment.

Alternatively, you can write in your public comment to publiccommentssjpa@sjpa.com and staff will read the comment aloud.



Item 4

Update on the San Joaquins Service Impacts Due to the Coronavirus (COVID-19)

Stacey Mortensen



CA Intercity Rail Service Reductions

Re-Cap on COVID-19 Related Service Reductions:

Capitols reduced from 14 to 5 roundtrips

Pacific Surfliners reduced from 14 to 7 roundtrips

San Joaquins reduced from 7 to 4 roundtrips



CA State Budget Directives for Intercity Rail

Service Level and Budget Recovery:

*“Despite the welcome federal assistance in containing state subsidies needed for intercity rail services between now and September 2020, the benefit of **this assistance is expected to be insufficient to allow a return to full service levels in the near future.**”*



CA State Budget Directives for Intercity Rail

Service Level and Budget Recovery, Cont.:

*“Due to the dramatic reduction in ridership and revenue across the statewide system, without significant cost and service reductions across all state services, **there is significant risk of complete service suspension due to lack of state funding** in the first half of 2021 if we do not manage to align service and costs with the available state funding.*

Such an outcome is possible even in scenarios with substantial cost reduction relative to this year’s costs and assumptions of return to significant ridership and revenue.”



CA State Budget Directives for Intercity Rail

Service Level and Budget Recovery, Cont.:

*“In order to avoid this shortfall in state funding for the service, we are requesting that **all intercity services plan for operating no more than 50-60% of the train miles currently approved in their business plans and pursue multiple categories of cost reduction until we have clarity that funding will be sufficient to support higher level of service.**”*

* 4 Round Trip Trains = 57% of Normal San Joaquin Service



CA Intercity Ridership Samples March - May

Intercity Daily Ridership	San Joaquins	Capitol Corridor	Pacific Surfliner
March 20	1036	668	944
April 19	455	125	152
May 17	599	211	497



Amtrak Dashboard for West Coast Services

7-Day Average	35 - Pacific Surfliner	36 - Cascades	37 - Capitol Corridor	39 - San Joaquins	Sub Total	Total State
Current week	8%	5%	8%	21%	10.2%	8.4%
Previous week	6%	4%	7%	19%	8.8%	7.2%
Change	2	0	1	3	1.4	1.2

Next Steps

Themes of the Great Aspects of the San Joaquins

- San Joaquins have greater coverage and more connections than any other transit system in the state
- Serves a very diverse group of riders, including the disadvantaged populations
- Ridership remained more intact during Corona Virus outbreak than all other rails services within the state and nationwide
- Serves students from numerous colleges and universities
- Provides unique scenery and a different personal social experience than driving
- Great ridership levels on weekends and holidays



San Joaquin Joint Powers Authority

Item 5

San Joaquins Operations and Ridership/Revenue Update

David Lipari

San Joaquins COVID-19 Service Adjustments

- Suspended Trains
 - 701, 702, 703, 704, 714, and 717
- Suspension of Café Car Service
- Closure of Stations
 - Hanford (HNF), Fresno (FNO), Merced (MCD), and Modesto (MOD).
 - Note: Trains are stopping at all closed stations.
- Reduction in Thruway Bus Service

San Joaquins COVID-19 Service Adjustments

Southbound San Joaquins Trains in Operation				
STATION	710	712	716	718
OAKLAND	7:36AM	9:36AM	1:36PM	5:36PM
EMERYVILLE	7:47AM	9:47AM	1:46PM	5:46PM
RICHMOND	7:55AM	9:55AM	1:55PM	5:55PM
MARTINEZ	8:25AM	10:25AM	2:25PM	6:25PM
ANTIOCH	8:50AM	10:50AM	2:50PM	6:50PM
STOCKTON	9:23AM	11:23AM	3:23PM	7:23PM
MODESTO	9:56AM	11:56AM	3:56PM	7:56PM
TURLOCK-DENAIR	10:12AM	12:12PM	4:09PM	8:09PM
MERCED	10:45AM	12:45PM	4:45PM	8:45PM
MADERA	11:19AM	1:19PM	5:19PM	9:19PM
FRESNO	11:49AM	1:49PM	5:49PM	9:49PM
HANFORD	12:24PM	2:24PM	6:24PM	10:24PM
CORCORAN	12:40PM	2:40PM	6:40PM	10:40PM
WASCO	1:17PM	3:17PM	7:17PM	11:12PM
BAKERSFIELD	1:57PM	3:57PM	7:57PM	11:57PM

Northbound San Joaquins Trains in Operation				
STATION	711	713	715	719
BAKERSFIELD	4:12AM	8:12AM	12:12PM	4:12PM
WASCO	4:39AM	8:39AM	12:39PM	4:39PM
CORCORAN	5:14AM	9:14AM	1:19PM	5:19PM
HANFORD	5:34AM	9:34AM	1:39PM	5:39PM
FRESNO	6:12AM	10:16AM	2:16PM	6:16PM
MADERA	6:38AM	10:42AM	2:42PM	6:42PM
MERCED	7:23AM	11:23AM	3:23PM	7:23PM
TURLOCK-DENAIR	7:45AM	11:45AM	3:45PM	7:45PM
MODESTO	8:03AM	12:03PM	4:03PM	8:03PM
STOCKTON	8:40AM	12:40PM	4:40PM	8:40PM
ANTIOCH	9:08AM	1:08PM	5:09PM	9:08PM
MARTINEZ	9:30AM	1:30PM	5:31PM	9:30PM
RICHMOND	9:54AM	1:54PM	5:55PM	9:56PM
EMERYVILLE	10:09AM	2:14PM	6:14PM	10:17PM
OAKLAND	10:27AM	2:27PM	6:27PM	10:29PM

- Sacramento is being served by all trains via Thruway Bus at Stockton.

San Joaquins COVID-19 Health and Safety Response

Stations

- Disinfection – Disinfection wipe downs are being performed multiple times a day on all high touch surfaces including but not limited to: counters, doors, seats, ticket windows, electronic ticket kiosks, and vending machines
- Signage – Social Distancing and other related health notices are posted throughout the station area for stations that are open.

San Joaquins COVID-19 Health and Safety Response

Stations

- Employee and Passenger Protection – All Amtrak Employees are wearing masks even when behind the ticket window. Visitors to stations are required to wear masks.
- Hand Sanitizer – Hand sanitizer is available in the station for passengers.
- No Cash – Cash is not currently accepted to limit exchange of items from passengers to employees and vice versa.

San Joaquins COVID-19 Health and Safety Response

Onboard

- Disinfection – Trains are misted with medical grade disinfectant on all seats and surfaces. All hard surfaces are wiped down.
- Signage – Social Distancing and other related health notices are posted through the train.
- Employee and Passenger Protection – Conductors and other onboard staff are wearing masks. Passengers are required to wear masks.

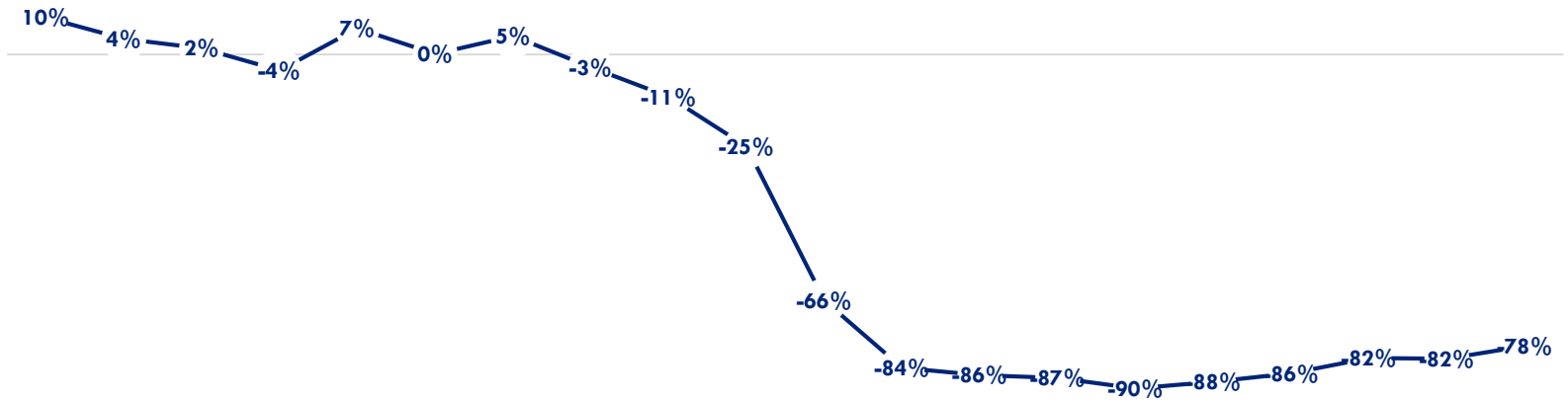
San Joaquins COVID-19 Health and Safety Response

Onboard

- Suspension of Café Service – Café Service is suspended to limit passenger movement and food handling.
- Contactless Ticket Lifting – Amtrak’s ticketing system does require conductors to touch passenger tickets.
- Hand Sanitizer – Hand sanitizer is available onboard for passengers.

San Joaquins Ridership and Revenue Update

SAN JOAQUINS COVID-19 RIDERSHIP COMPARISON
YEAR OVER YEAR COMPARISON BY WEEK



	Wk of Jan 6	Wk of Jan 13	Wk of Jan 20	Wk of Jan 27	Wk of Feb 3	Wk of Feb 10	Wk of Feb 17	Wk of Feb 24	Wk of Mar 2	Wk of Mar 9	Wk of Mar 16	Wk of Mar 23	Wk of Mar 30	Wk of Apr 6	Wk of Apr 13	Wk of Apr 20	Wk of Apr 27	Wk of May 4	Wk of May 11	Wk of May 18
— Riderhip % Diff. YoY	10%	4%	2%	-4%	7%	0%	5%	-3%	-11%	-25%	-66%	-84%	-86%	-87%	-90%	-88%	-86%	-82%	-82%	-78%

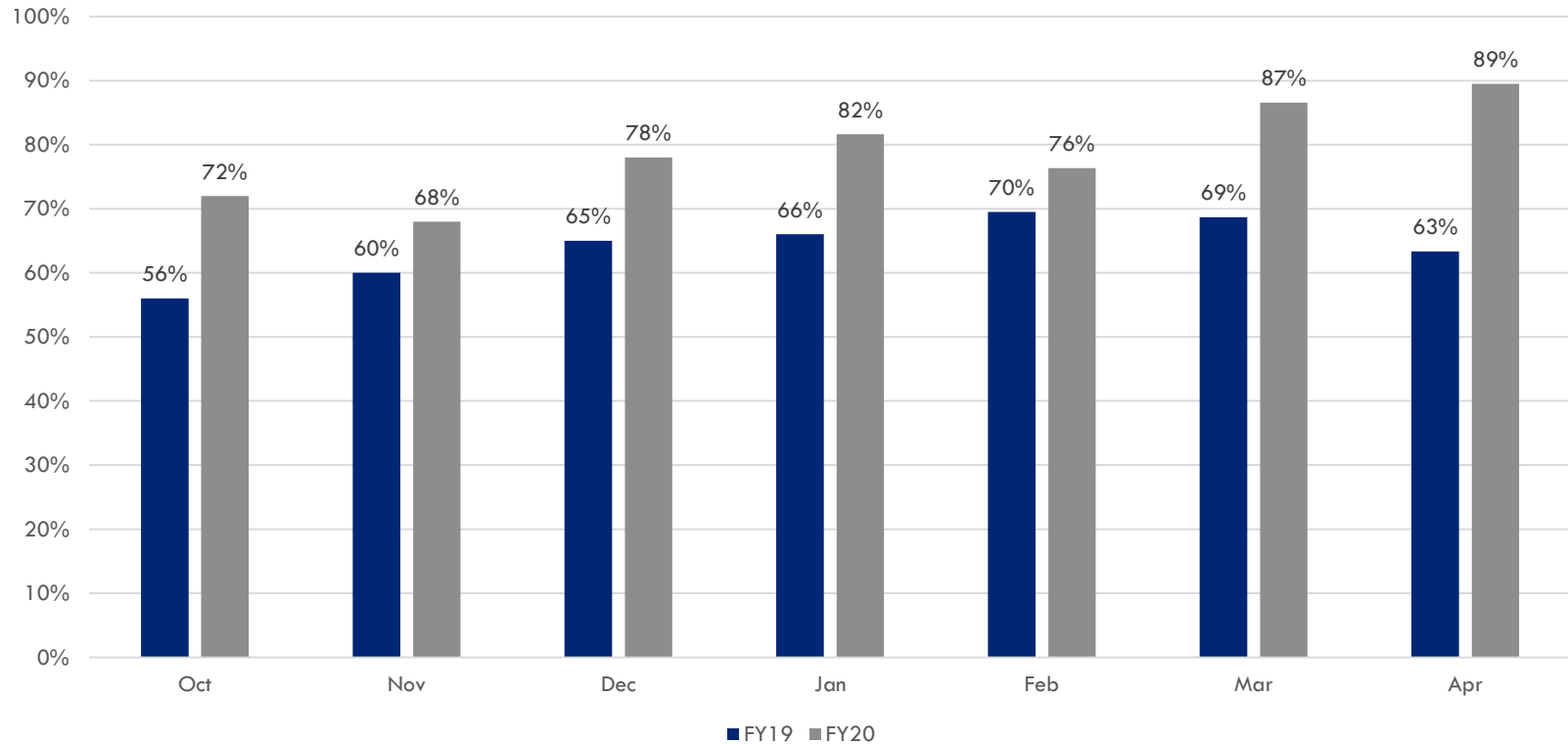
- Significant ridership declines began in early March.
- The bottom of the decline occurred the Week of April 13.
- The San Joaquins have begun a slow trend upward.
- San Joaquins have consistently been one of the busiest services in the nation.

San Joaquins Ridership and Revenue Update

San Joaquins Ridership and Revenue (Year Over Year FY20 vs. FY19)						
Month	Ridership			Ticket Revenue		
	FY20	FY19	% change	FY20	FY19	% change
Oct-19	82,211	84,358	-2.55%	\$2,368,328	\$2,480,787	-4.53%
Nov-19	92,427	99,946	-7.52%	\$2,979,245	\$3,253,885	-8.44%
Dec-19	94,488	91,578	3.18%	\$3,226,628	\$2,949,028	9.40%
Jan-20	78,348	74,907	4.59%	\$2,342,531	\$2,312,775	1.28%
Feb-20	75,527	69,988	7.91%	\$2,123,935	\$2,072,049	2.50%
Mar-20	46,323	90,261	-48.67%	\$1,339,884	\$2,658,760	-49.60%
Apr-20	11,650	93,129	-87.49%	\$450,855	\$2,712,873	-83.38%
Total YTD	480,974	604,167	-20.39%	\$14,831,405	\$18,440,157	-19.57%

San Joaquins OTP Update

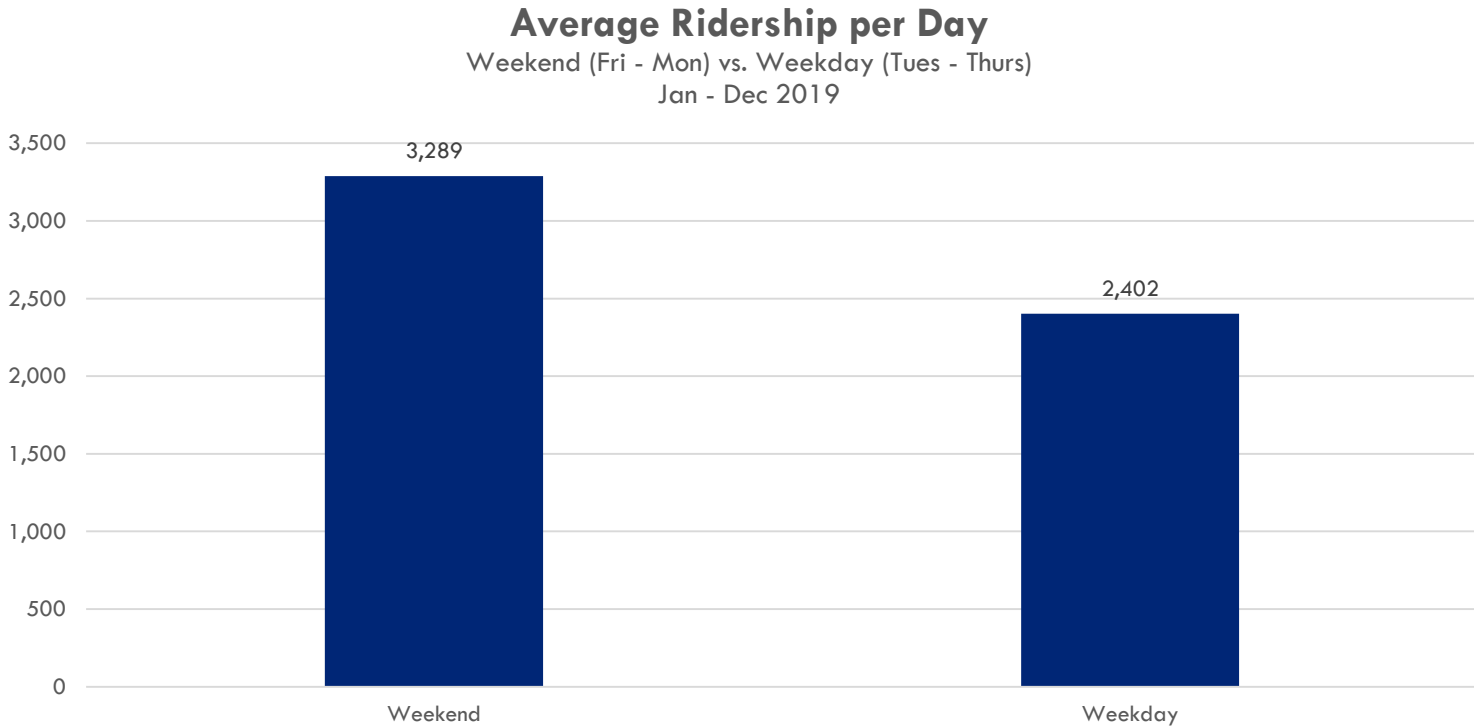
San Joaquins Endpoint OTP (Year Over Year OCT - APR FY20 vs. FY19)



San Joaquins Performance Midweek vs. Weekend

- As staff looks toward future service restoration recommendations, the San Joaquins performance during the midweek and weekend has been a key data analysis direction.
 - Midweek: (Tuesday – Thursday)
 - Weekend: (Friday – Monday)
- This analysis may help inform whether future service should be concentrated in the weekend period to maximize ridership and revenue opportunity, as well as, provide higher service levels when passengers are currently clustered.

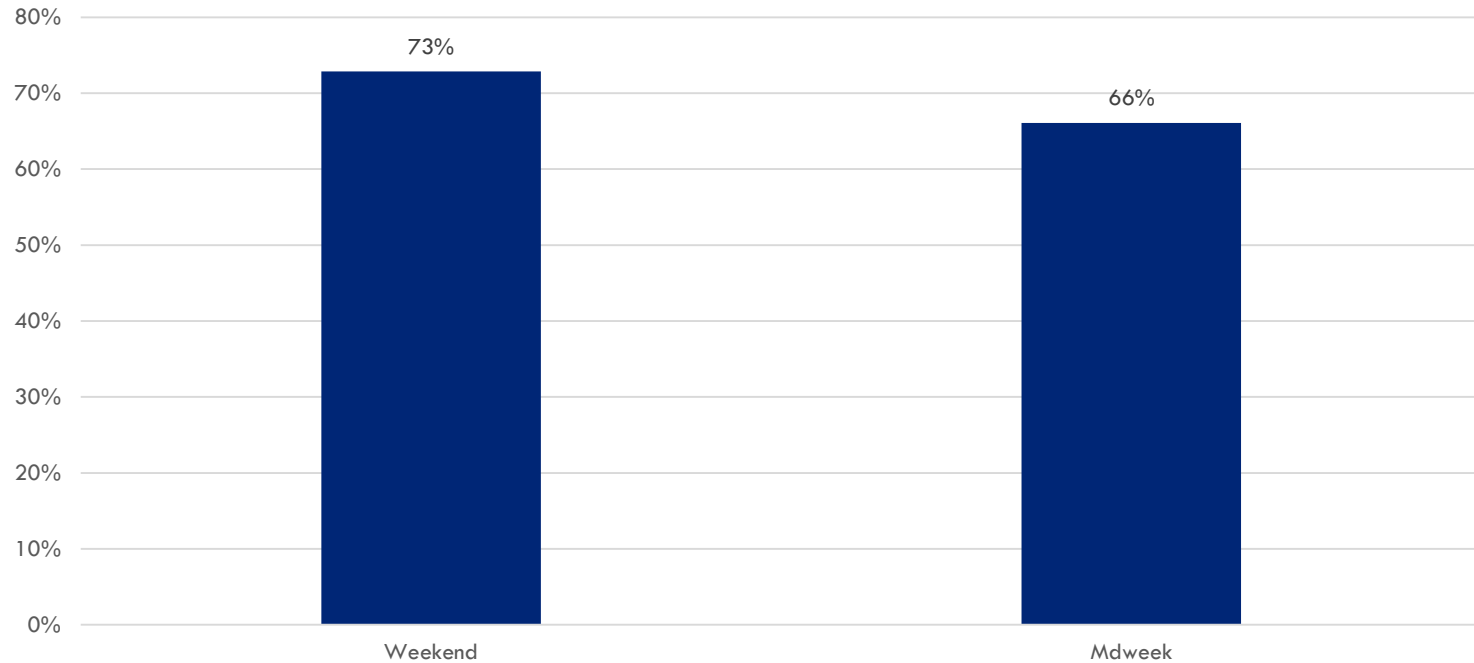
San Joaquins Performance Midweek vs. Weekend



San Joaquins Performance Midweek vs. Weekend

On-Time Performance

Weekend (Fri-Mon) vs. Midweek (Tues-Thur)
Jan - Dec 2019



San Joaquins Performance Midweek vs. Weekend

- Staff plans to continue to perform analysis in this direction to determine recommendations for future service restoration plans.
- Areas of future analysis:
 - Ridership
 - Revenue
 - OTP
 - Cost



San Joaquin Joint Powers Authority

Item 6

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021

Paul Herman

Approve 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.

Approve the 2020 SJJPA Business Plan

- A public review draft of the 2020 SJJPA Business Plan (Business Plan) was released on March 6, 2020, allowing for Board, agency, and public input.
- The draft 2020 SJJPA Business Plan was unanimously approved by the Board at the March 27, 2020 SJJPA Board Meeting.
- The Final version of Business Plan was included in the Board Packet for approval.

Key Changes/Additions from 2019 SJJPA BP

- Updates to ridership and financial figures were 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 intention to connect to this initial operating segment to the San Joaquins at a multi-modal station at downtown Merced.

Key Changes/Additions from 2019 SJJPA BP

- 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).

Key Changes/Additions from 2019 SJJPA BP

- 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 Thruway bus service can support the Cross-Valley Corridor efforts.

Key Changes/Additions from 2019 SJJPA BP

- 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.

Key Changes/Additions from Draft 2020 SJJPA BP

- Staff is recommending additional language regarding the COVID-19 pandemic and its impact on the Operations Budget for the upcoming fiscal year and are recommending the following edits to the Final Business Plan to be submitted to the State.
 - Page 8, Executive Summary, under Annual Funding Requirement and on Page 51, Chapter 10: Annual Funding Requirement added the following paragraph **“The budget presented below was drafted prior to the current recognized public health crisis of COVID-19 and represents expenditures based on the pre COVID-19 legislative budget for the State of California and the planned operational activity of the San Joaquins service. The San Joaquin Joint Powers Authority (SJJPA) has currently requested an extension for submittal for the Operations budget to the California State Transportation Agency (CalSTA) as the current ridership and revenue figures during the COVID-19 environment are realized and estimates for the 2021 fiscal year are refined. SJJPA will update the operations request to reflect changes and will communicate such updates with the Board at a date no later than September 30, 2020.”**

Approve 2020 Draft Business Plan

Fiscal Impact:

- Approval of the 2020 SJJPA Business Plan is required for the SJJPA to continue managing the San Joaquins and receive funding from the State for the administration, marketing, and operations for the San Joaquins.

Recommendation:

- Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2020 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2020/2021.



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 Execute Any and All Changes Needed to Reduce Costs Associated with the San Joaquins Thruway Bus Network during the COVID-19 State of Emergency

Dan Leavitt

Recommended Changes for Thruway Bus Routes

- The COVID-19 crisis has decimated public transportation ridership throughout California.
 - San Joaquins ridership and revenue dropped by over 90% in April.
- Although San Joaquins ridership is beginning to rise, the COVID-19 pandemic has created a major recession and it will take time to for California to fully recover.

Recommended Changes for Thruway Bus Routes

- The San Joaquins rail service operations have been reduced by nearly half of what it was.
- In addition, SJJPA has already suspended or significantly reduced thruway bus service on several routes.
- The San Joaquins remain an essential public transportation service for California, but additional cuts and cost-savings measures are needed.

Recommended Changes for Thruway Bus Routes

- The San Joaquins Thruway Bus Network is massive.
- The Thruway Bus Network has operated largely unchanged for decades.
- Thruway Bus ridership and revenue has been declining since 2013 while the cost to operate these services has been increasing substantially.
- Many of the San Joaquins Thruway Bus routes are no longer cost-effective.

Recommended Changes for Thruway Bus Routes

- Costs can be cut substantially without losing significant potential San Joaquins ridership and revenue and the Thruway Bus Network will remain a vital part of the San Joaquins operations.
- SJJPA will work with Amtrak on the contracts currently held by Amtrak to make sure that routes that are truncated, suspended, or terminated are altered in accordance with the contracts provisions.

Recommended Changes for Thruway Bus Routes

- SJJPA will work with Caltrans to find other funding opportunities and partnerships with public and private providers to enable markets that have service cut or reduced to continue to be connected to the San Joaquins service and statewide intercity passenger rail network.

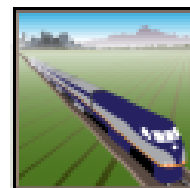
Principals for Action

Immediate Actions

- Retain High Performing Lifeline Routes
 - Suspend Indefinitely or Terminate Poor Performing Routes
- Pursue Cost Savings Through
 - Reduced Frequency
 - Truncation of Routes

Near-Term Actions

- Pursue Cost Savings Through
 - Partnerships with Local Transit Operators
 - Partnerships with Private Operators
- Opportunities for Restructuring of Bus Management
- Synchronizing with Cal-ITP Principals



San Joaquin
Joint Powers Authority

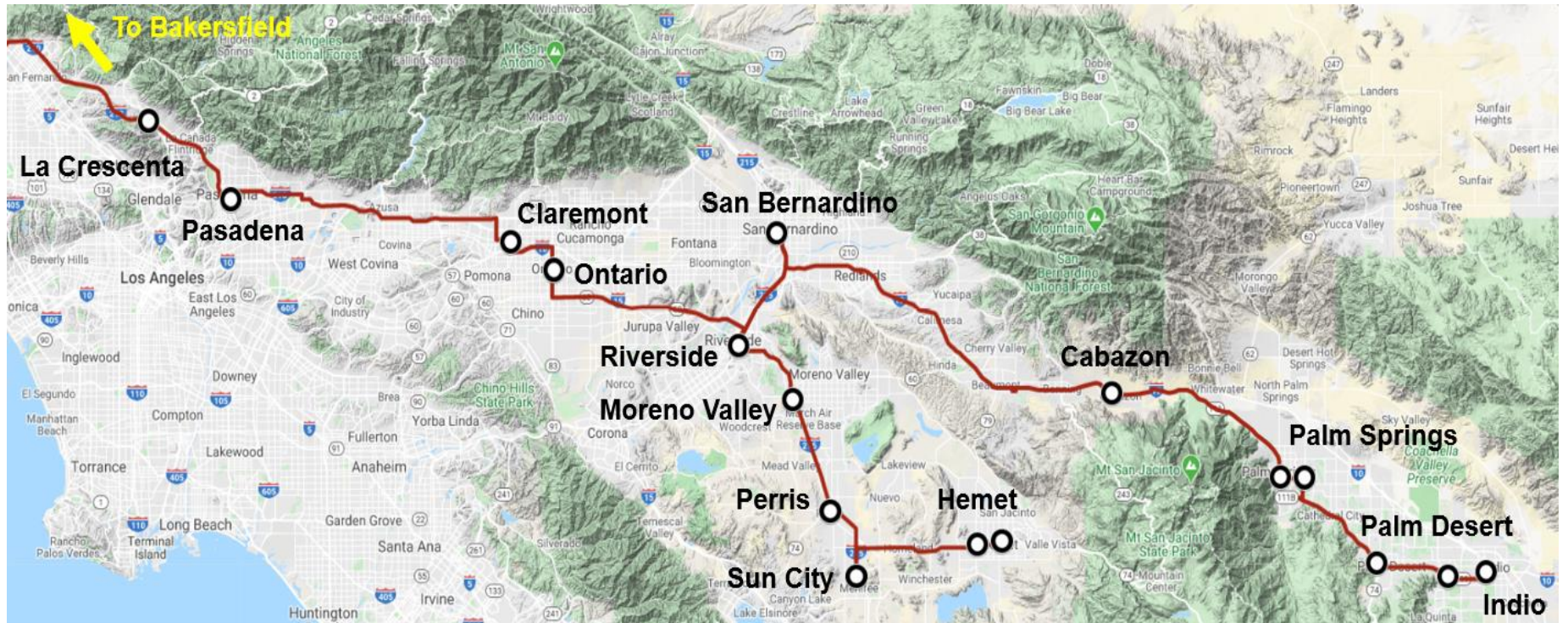
Recommended Changes for Thruway Bus Routes

1. **Route 1a (Fresno-Bakersfield-Los Angeles-San Diego):** By far the highest priority for San Joaquins. No major changes recommended.
2. **Route 3 (Stockton-Sacramento-Chico-Redding):** Truncate Route 3 at Chico. Work with Butte CAG to develop a partnership for them to take over Route 3 operations. Support Salmon Runner (Sacramento to Redding) when it is deployed. Eliminate Martinez to Sacramento early morning bus route (CCJPA portion of the route).
3. **Route 99b (Emeryville-San Francisco):** Truncate Route 99 at Salesforce Transit Center. Work with CCJPA to see if a partnership can be formed with AC Transit for Route 99.

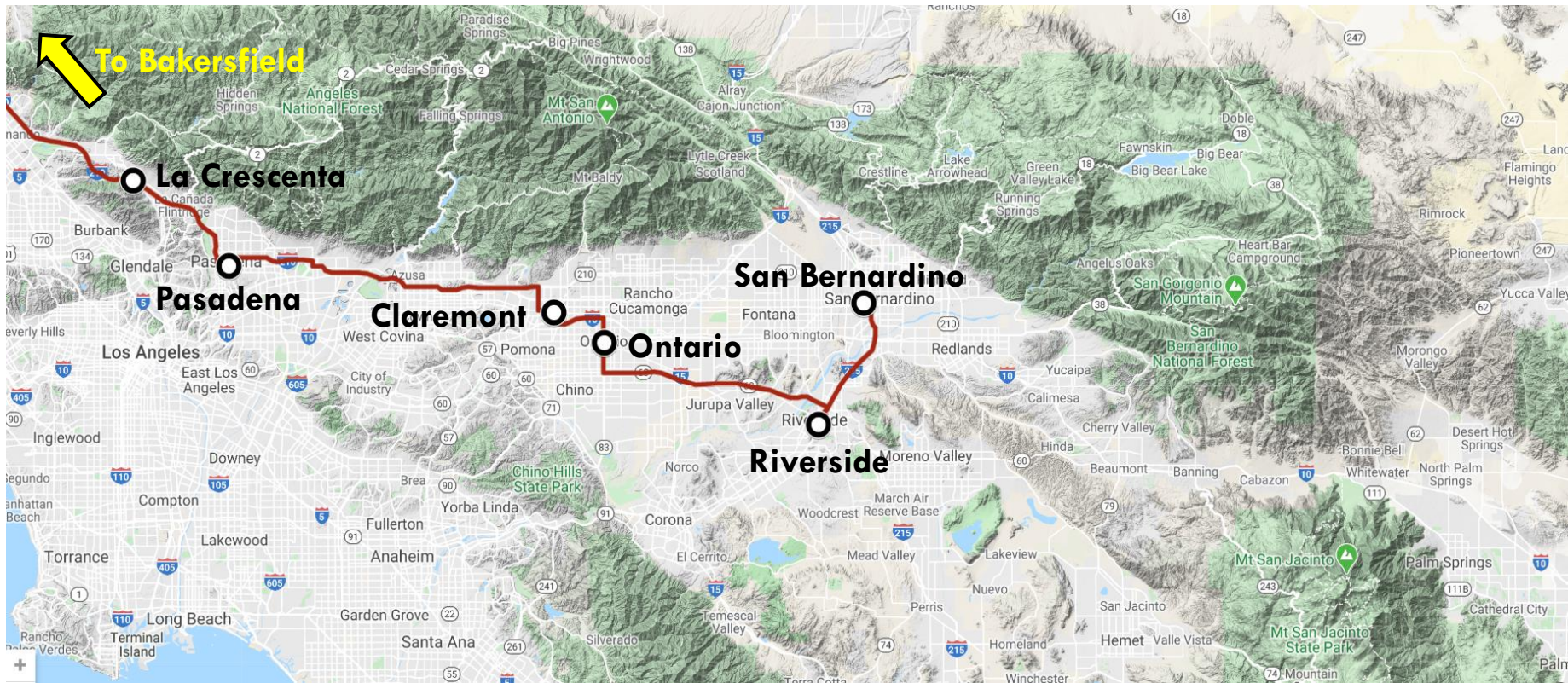
Recommended Changes for Thruway Bus Routes

4. **Route 7 (Martinez-Napa-Santa Rosa-Eureka-McKinleyville):** Truncate Route 7 at Arcata (eliminates McKinleyville bus stop). Eliminate stops at Rio Del-Scotia, Leggett, and Laytonville.
5. **Route 1b (Bakersfield-Los Angeles-Long Beach-San Pedro):** Truncate Route 1b at Los Angeles.
6. **Route 19 (Bakersfield-Riverside-Hemet/Bakersfield-Riverside-Palm Springs-Indio):** Truncate Route 19 at San Bernardino.
7. **Route 6/56 (Stockton – San Jose):** Pursue a partnership with SJ RTD for taking over operations between Stockton and San Jose. Further evaluate markets and consider replacing some or all of Route 6/56 with Route 40 (Merced – San Jose).

Route 19



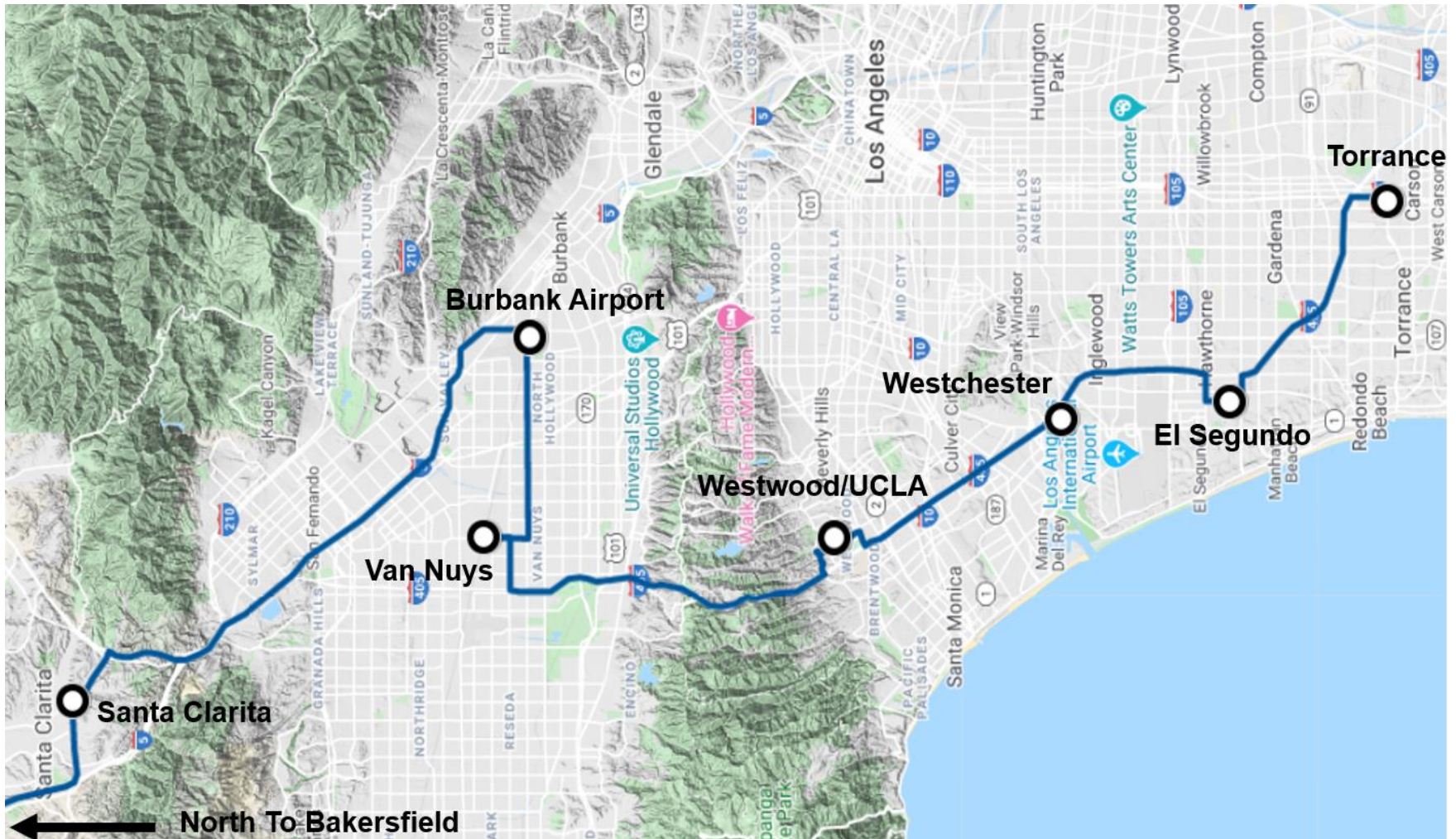
Route 19



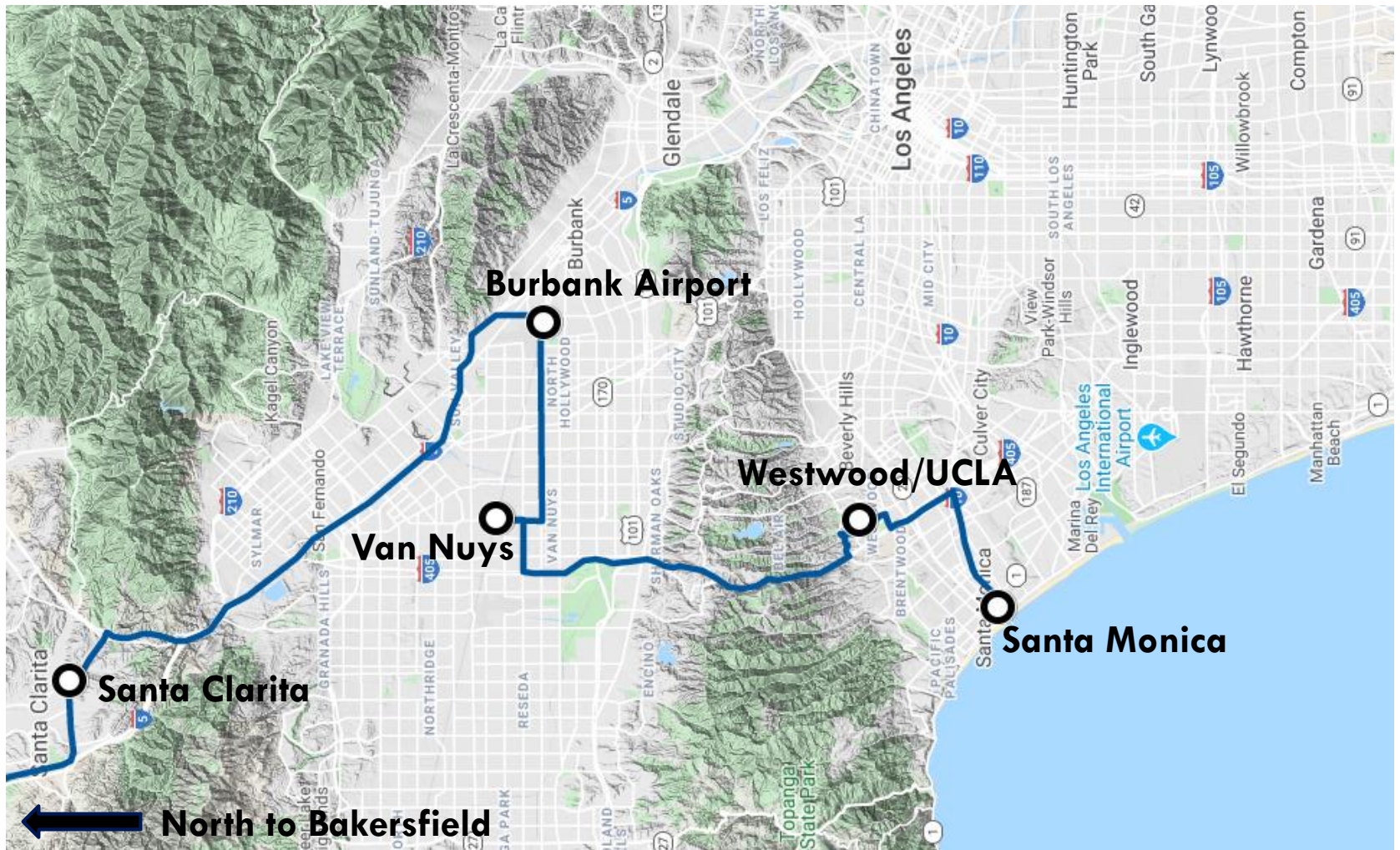
Recommended Changes for Thruway Bus Routes

8. **Route 1c (Bakersfield-Van Nuys-Torrance):** Truncate Route 1c at Santa Monica (eliminate Westchester, El Segundo, and Torrance stops, add a stop at Santa Monica).
9. **Route 10 (Bakersfield-Oxnard-Santa Barbara):** Suspend indefinitely or terminate route. Consider truncating Route 10 at Oxnard in the future and bundling with Route 1a.
10. **Route 9 (Bakersfield-Las Vegas):** Indefinitely suspend or terminate Route 9.
11. **Route 18a & 18b (Visalia-Hanford-San Luis Obispo-Santa Maria):** Indefinitely suspend or terminate 18a Hanford –Santa Maria. Pursue a partnership with KART to have them operate Route 18b service between Hanford-Visalia (and potentially to Lemoore and Kettleman City).

Route 1c



Route 1c



Recommended Changes for Thruway Bus Routes

12. **Route 12 (Bakersfield-Victorville):** Indefinitely suspend or terminate Route 12.
13. **Route 15a & 15b (Merced-Mariposa-Yosemite Valley/Fresno-Yosemite Valley):** With assistance from Caltrans, renegotiate contract with YARTs which could include paying on a per-passenger served basis. Terminate Route 15a & 15b if a better contract arrangement with YARTs can't be agreed upon.
14. **Route 34 (Stockton-Oakland-San Francisco):** Indefinitely suspend or terminate Route 34.

Recommended Changes for Thruway Bus Routes

- It is important to note that the Executive Director may make additional changes to Thruway Bus service as may be necessary during the pandemic.
- Finally, the delegation of authority to the Executive Director to make changes to Thruway Bus service will automatically end when the Covid-19 State of Emergency ends.

Recommended Changes for Thruway Bus Routes

Fiscal Impact:

- There would be significant costs savings by reducing or eliminating low-performing portions of the San Joaquins Thruway Bus Network.

Recommendation:

- Approve a resolution of the Governing Board of the SJJPA authorizing and directing the Executive Director to execute any and all changes needed to reduce costs associated with the San Joaquins Thruway Bus Network during the Covid-19 State of Emergency.



Item 8

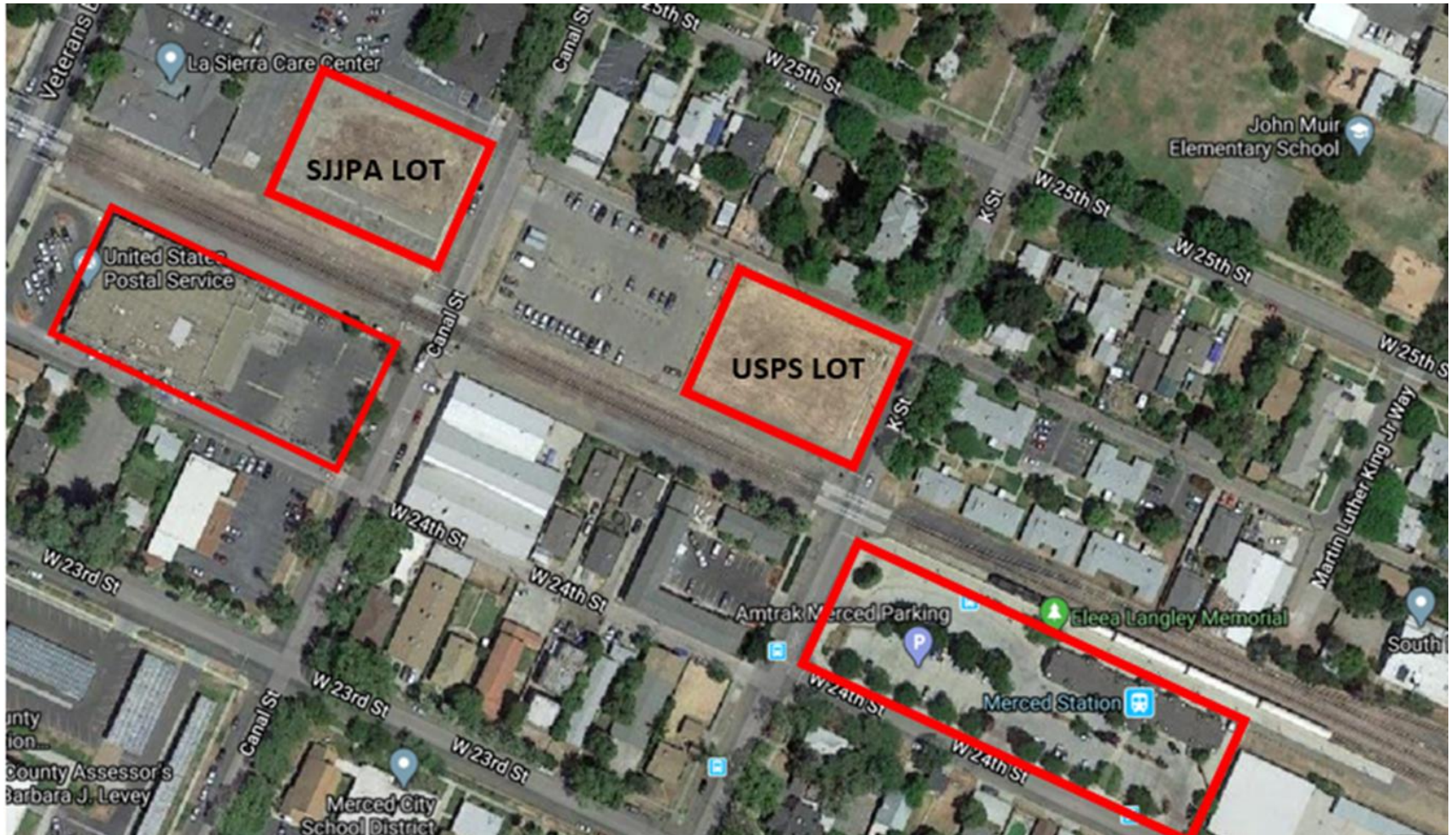
Update on Merced Station Parking Lot Expansion

Rene Gutierrez/ Paul Herman

Merced Station Update

- At the January 25, 2019 SJJPA Board meeting, Resolution 18/19-017 was approved. Giving the Governing Board of the San Joaquin Joint Powers Authority Authorization to the Executive Director to Enter an Appropriate Purchase Agreement to a 43,560-square foot property located on Canal St. between 25th & 24th Street in Merced, along the BNSF right of way.
- On behalf of the San Joaquin Joint Powers Authority (SJJPA), the Director of Capital Projects submitted a Letter of Interest to explore exchanging properties with the United States Postal Service (USPS) APN 030-104-008 with SJJPA's parcel APN 030-102-012-000 in Merced, CA, 95340.

Merced Station Update



Merced Station Update

- SJJPA staff is coordinating with the USPS to enter into a Real Estate Exchange Agreement
 - ▣ Pursuant to which the SJJPA will subdivide the USPS Property into the USPS Lot and USPS Retained Parcel
 - ▣ SJJPA will improve the SJJPA Lot
 - ▣ SJJPA will acquire the USPS Lot from the USPS and USPS will acquire the improved SJJPA Lot from the SJJPA

Merced Station Update

- Proposed project schedule for the additional parking near the Merced Amtrak Station:

Project Milestone	Proposed
Begin Design	June 2020
End Design Phase (Ready to List for Advertisement Milestone)	Aug 2020
Begin Right of Way Phase	Aug 2019
End Right of Way Phase (Right of Way Certification Milestone)	Aug 2020
Begin Construction Phase (Contract Award Milestone)	Oct 2020
End Construction Phase (Construction Contract Acceptance Milestone)	Dec 2020

Merced Station Update

Merced Station Second Platform



Merced Station Update





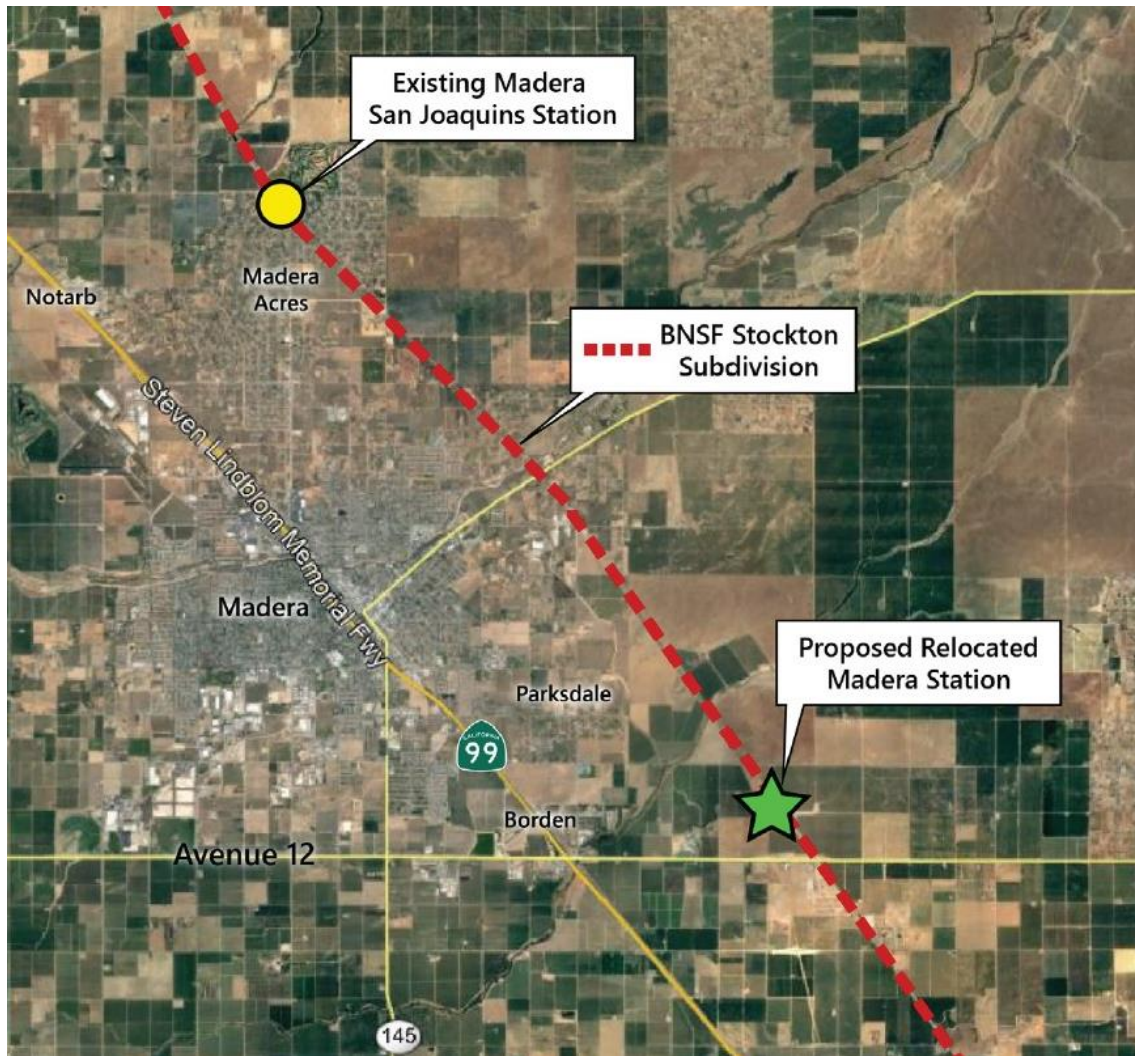
San Joaquin Joint Powers Authority

Item 9

Update on Madera Station Relocation

Dan Leavitt

Madera Station Project Background



- Existing Madera San Joaquins Station located in vicinity of Madera Acres
- Proposed Station located just north of Avenue 12 along the existing BNSF tracks

Madera Station Update

Project History – How Did We Get Here?

- In late 2016, SJJPA analysis identified Madera Station as lacking any public transportation connections.
- Additional analysis showed poor access to SR 99, very low ridership, and limited transit-oriented development potential .
- It was determined that the station location was a major contributing factor for the lack of connectivity and low ridership.



Madera Station Update

Project History – How Did We Get Here?

The Avenue 12 location has the following advantages:

- Excellent connectivity to SR 99 due to a new interchange at Route 99/Avenue 12 recently completed and planned further improvements to Avenue 12.
- Two existing bus lines already run along Avenue 12, providing great public transportation access to the new station.
- Central to the fast growing region of Madera County.
- Within the Madera State Center Community College (SCCC) Specific Plan, which envisions TOD in the immediate station area.

Madera Station Update

Project History – How Did We Get Here?

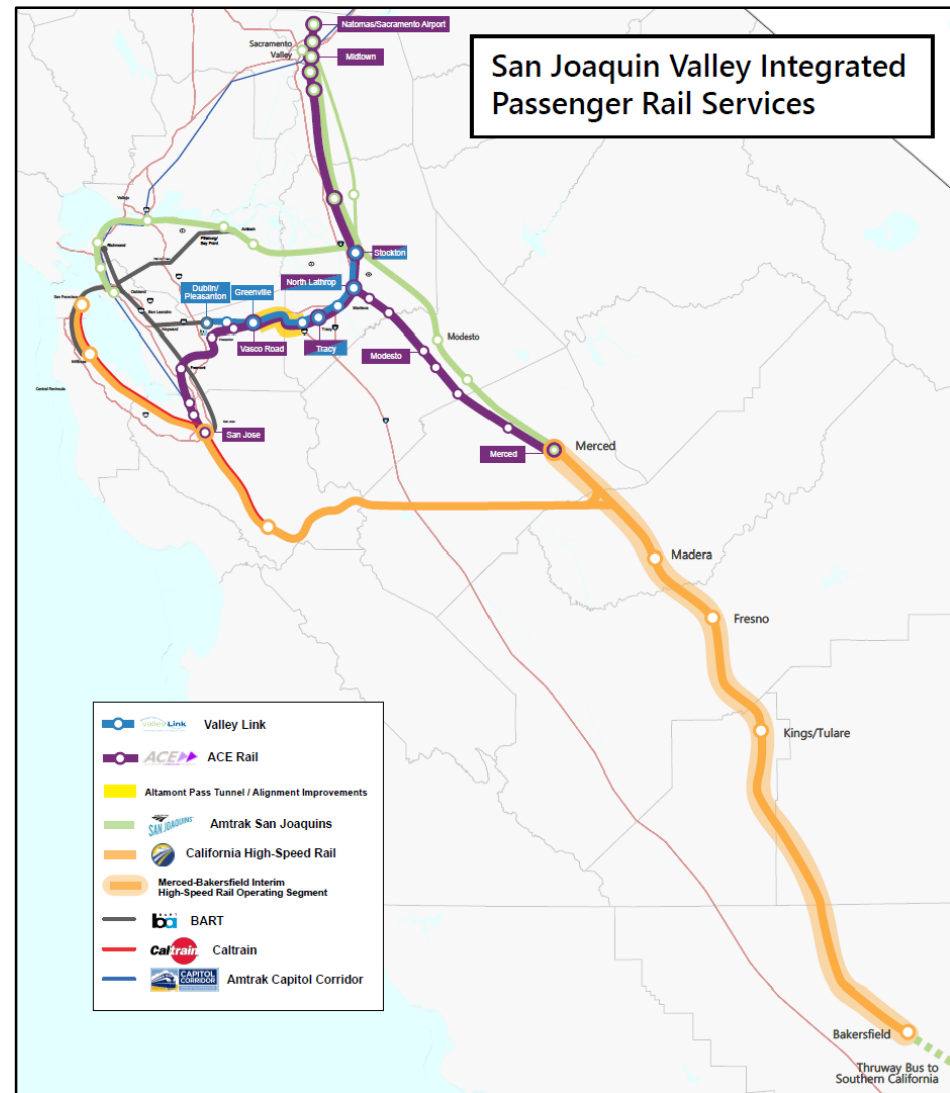
Funding for the Project

- In January 2018, SJJPA submitted an application for a grant as part of the State of California's Transit and Intercity Rail Capital Program (TIRCP).
 - The TIRCP was strongly supported by Madera County, Madera CTC, and Councilmember Oliver.
- A TIRCP grant was awarded on April 26, 2018, which included \$26 million to relocation of Madera San Joaquins Station to the Avenue 12 site.

Madera Station Update

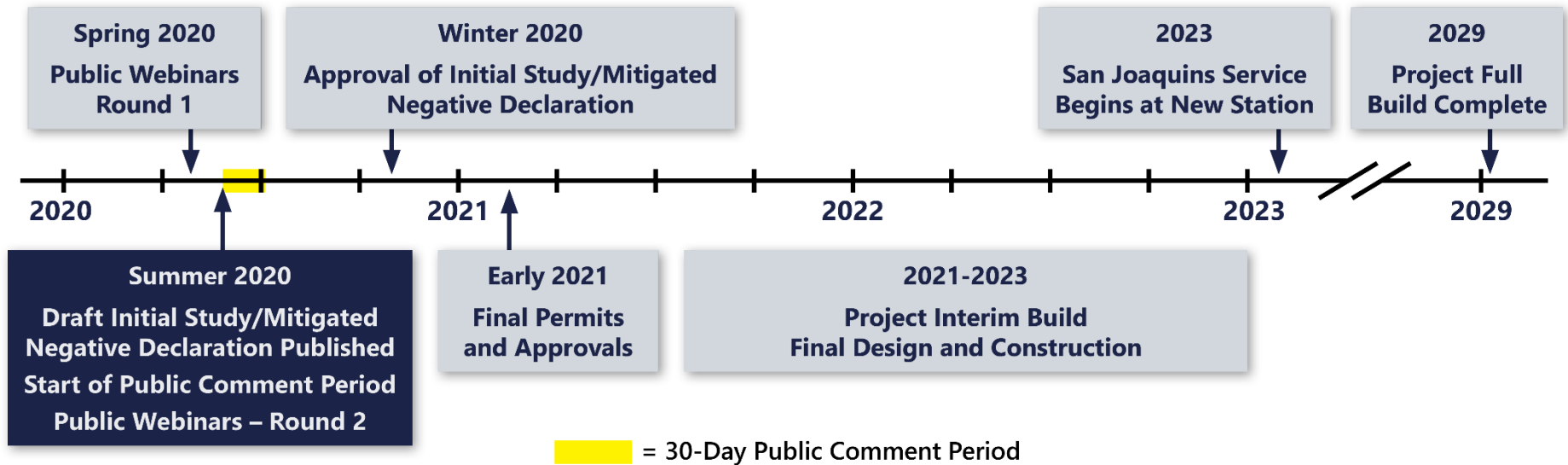
Integration with High-Speed Rail

- By 2028/29, San Joaquins service is planned to terminate in Merced, once high-speed rail service is operating.
- This project includes environmental clearance of facilities needed to enable this station to be served by high-speed rail as part of the interim operating segment.



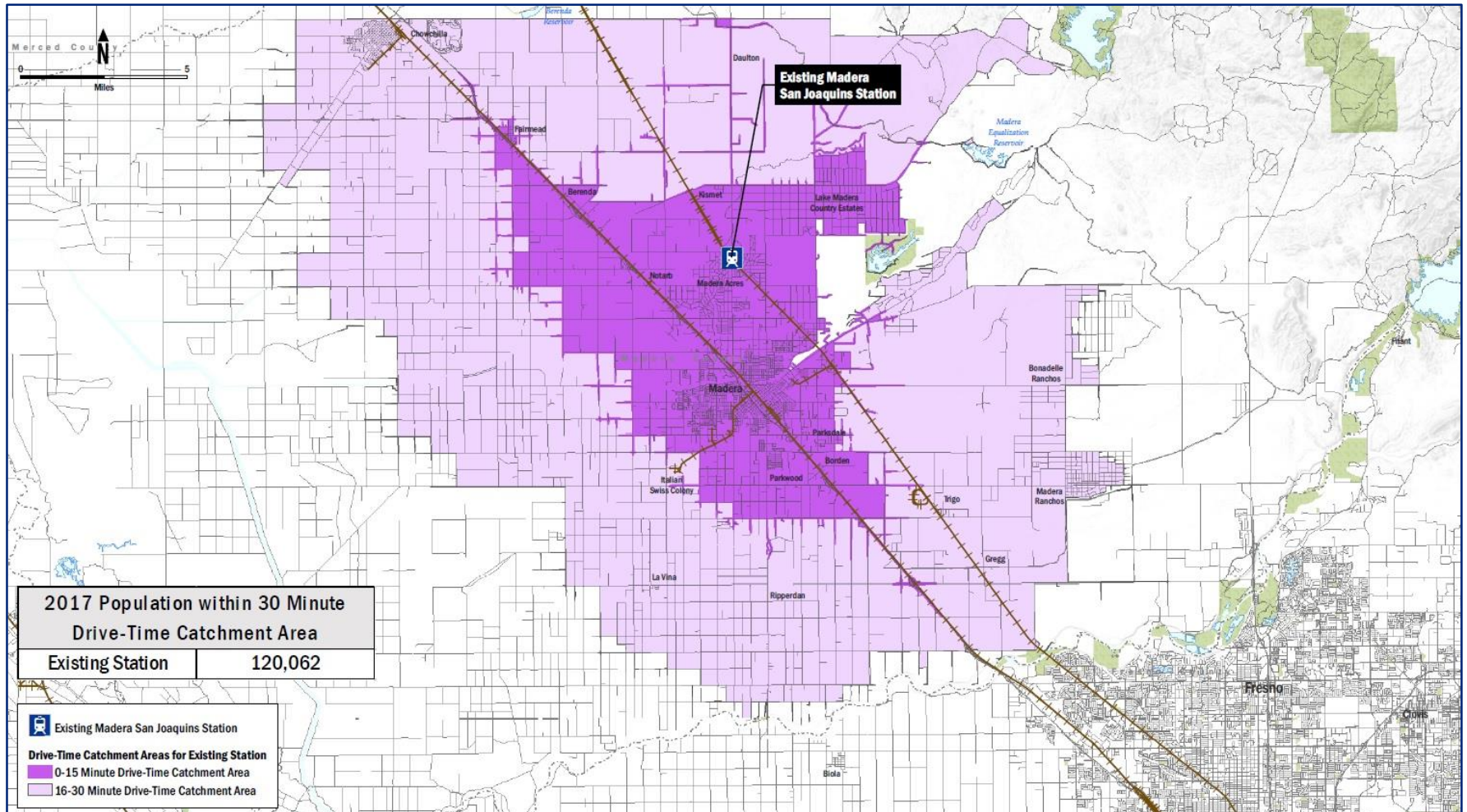
Madera Station Update

Project Timeline



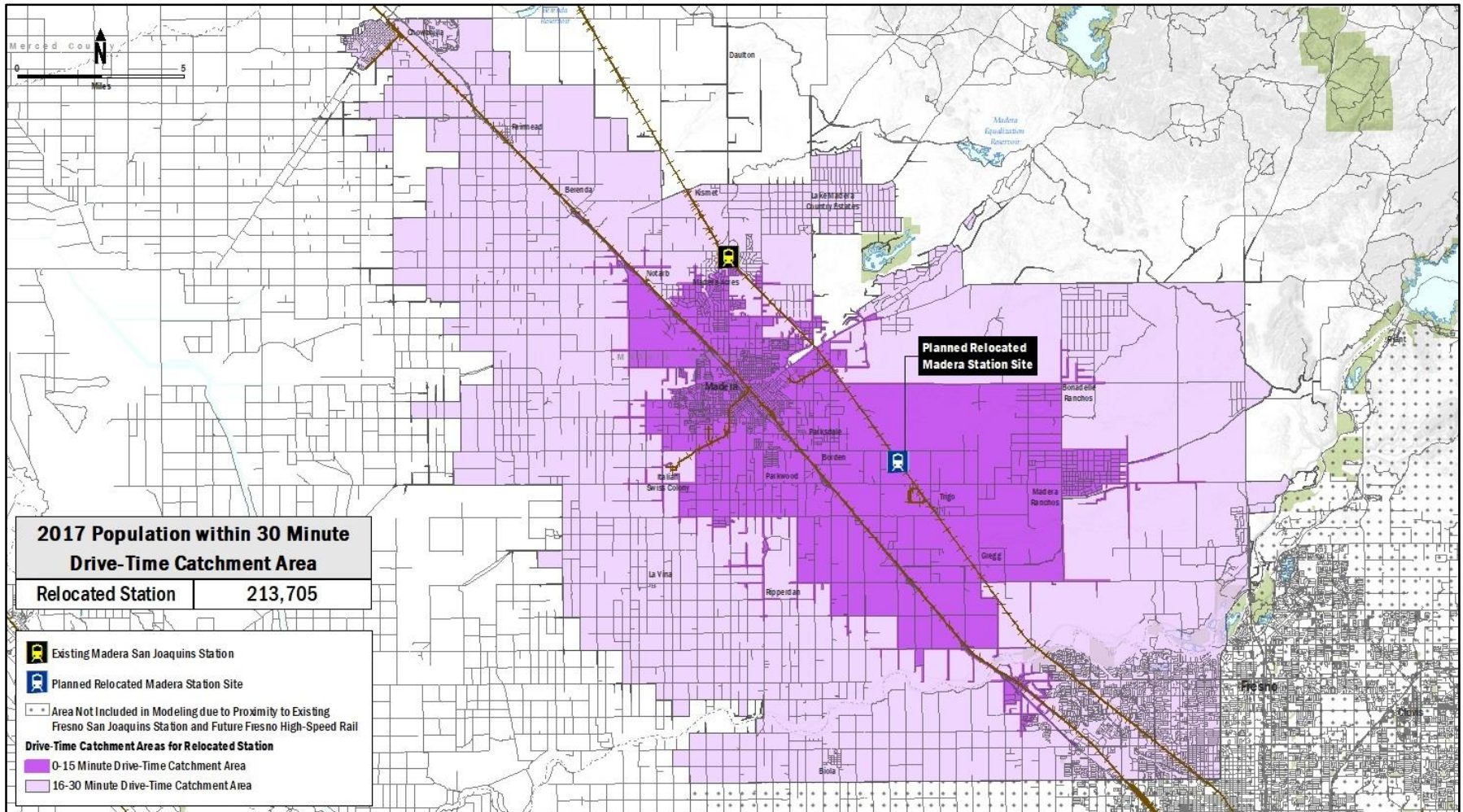
Madera Station Update

Catchment Area Analysis – Existing Station

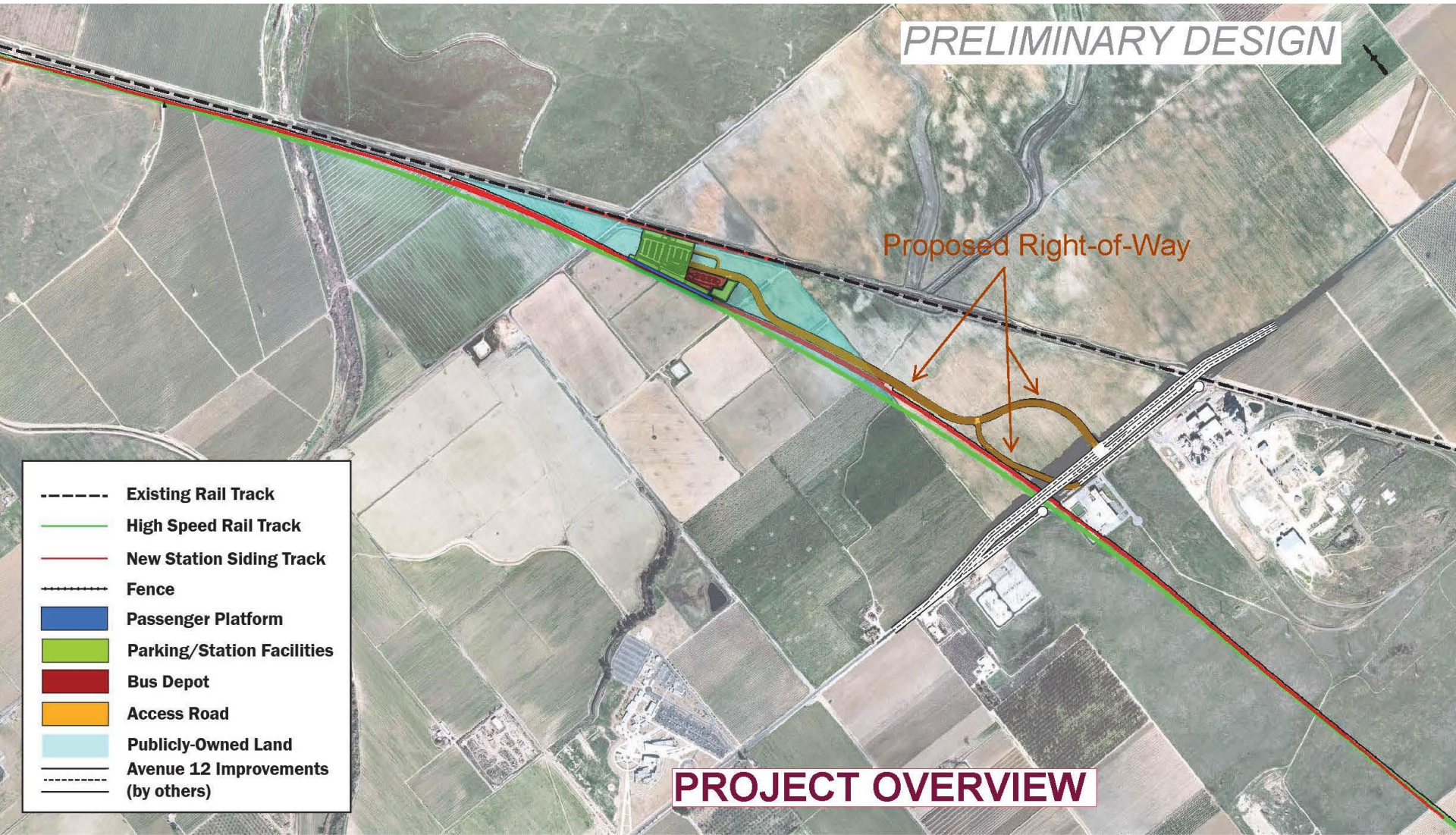


Madera Station Update

Catchment Area Analysis – Proposed Station



Madera Station Update



Madera Station Update

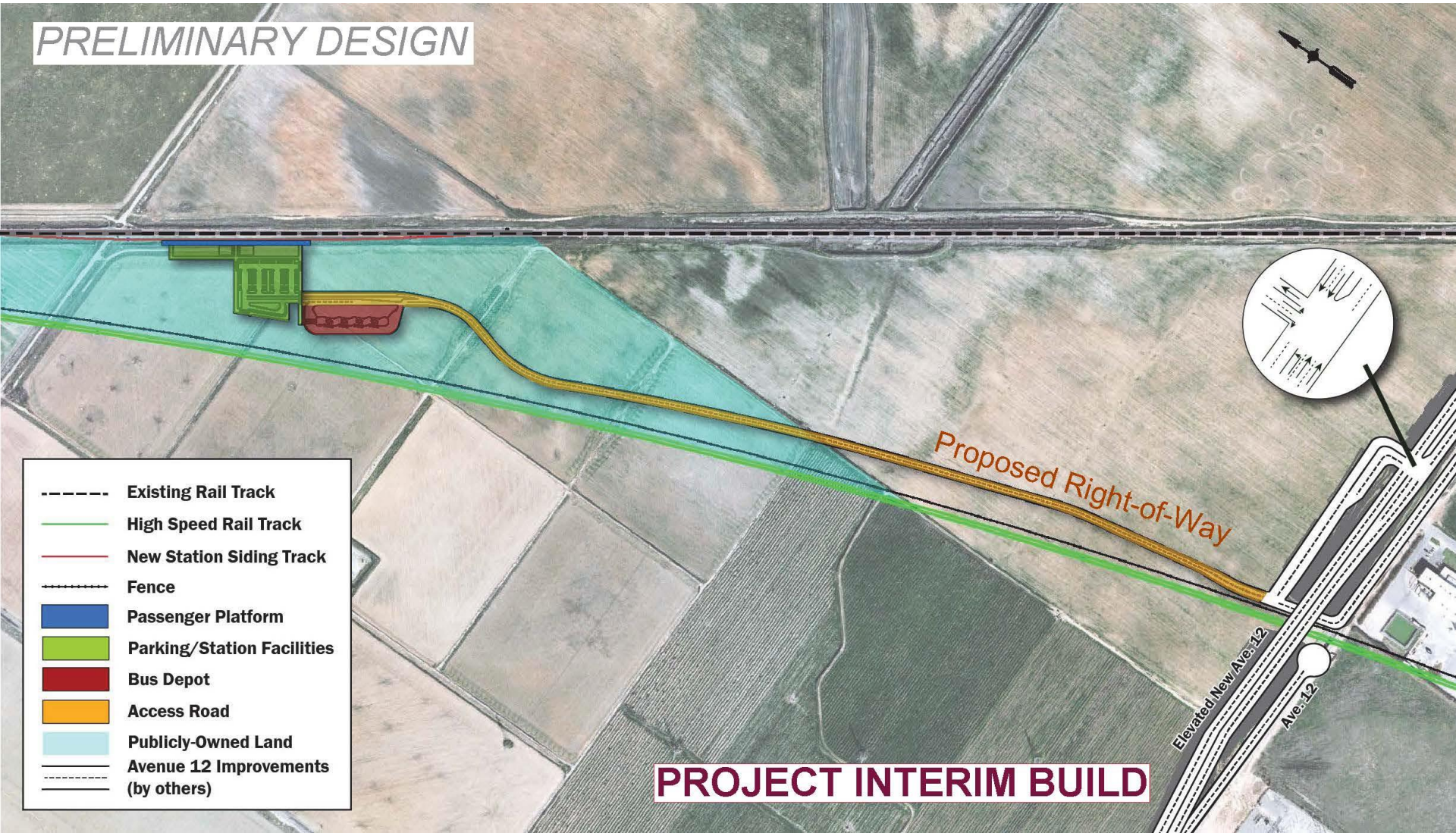
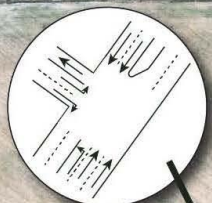
PRELIMINARY DESIGN

- Existing Rail Track
- High Speed Rail Track
- New Station Siding Track
- Fence
- Passenger Platform
- Parking/Station Facilities
- Bus Depot
- Access Road
- Publicly-Owned Land
- Avenue 12 Improvements (by others)

Proposed Right-of-Way

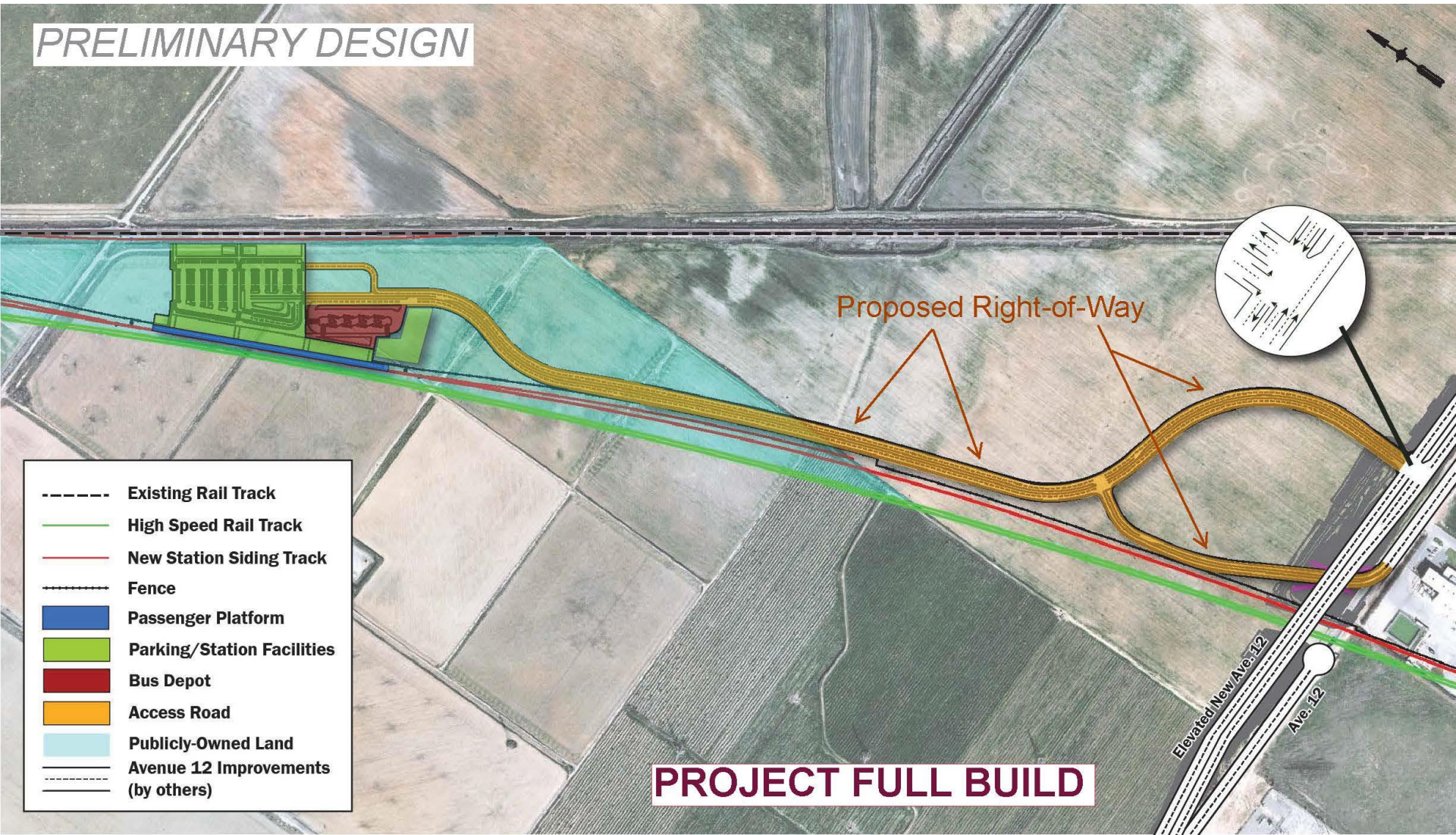
Elevated New Ave. 12
Ave. 12

PROJECT INTERIM BUILD



Madera Station Update

PRELIMINARY DESIGN

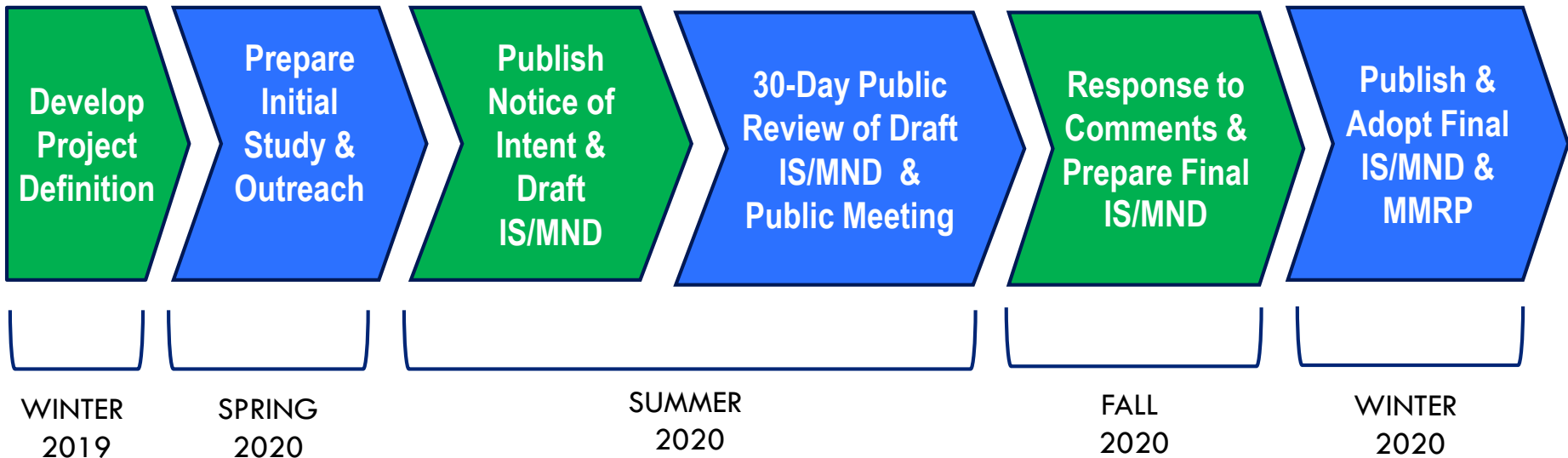


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PROJECT FULL BUILD

Madera Station Update

Environmental Process Opportunities for Public Input



Madera Station Update

Environmental Process

Topics to be Evaluated in Initial Study

- Aesthetics & Visual Quality
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, Seismicity & Paleontological Resources
- Greenhouse Gases
- Hazards & Hazardous Materials
- Hydrology & Water Resources
- Land Use & Development
- Mineral Resources
- Noise & Vibration
- Population & Housing
- Public Services
- Recreation
- Transportation
- Tribal Resources
- Utilities & Service Systems
- Wildfires
- Mandatory Findings of Significance

Madera Station Update

For more information, visit the project webpage at:

<https://sajpa.com/madera-station-relocation-project/>

Questions?

Contact SJJPA's Madera Station Relocation Project Manager:

Dan Leavitt, Manager of Regional Initiatives

San Joaquin Joint Powers Authority

dan@sajpa.com

(209) 944-6266



San Joaquin Joint Powers Authority

Item 10

Executive Director's Report

Stacey Mortensen



Item 11

Board Member Comments

Chair Chiesa



Item 12

Adjournment

Chair Chiesa