



San Joaquin
Joint Powers Authority



March 5th, 2021 Meeting



San Joaquin Valley Rail Committee

Item 1

Call to Order

Pledge of Allegiance

Roll Call

Introductions/New Members





San Joaquin Valley Rail Committee

Item 2

Public Comment

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

Alternatively, you may write in your public comment to rene@sjjpa.com. Public comments should be limited to two minutes and no more than 240 words.



San Joaquin Valley Rail Committee

Item 3

Update on the San Joaquins Operations, Ridership, Revenue and Service Impacts Due to COVID-19

David Lipari

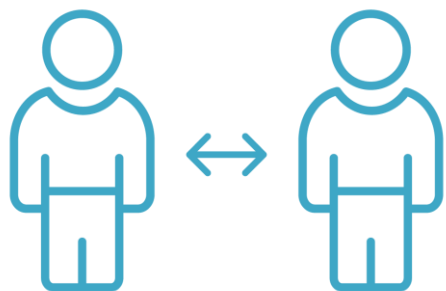
Currently Operating Trains

Southbound San Joaquins Trains				
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

Currently Operating Trains

Northbound San Joaquins Trains				
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

Health and Safety Response



**Social Distancing
Policy**



**Facial Covering
Requirement**



Hand Sanitizer



Contactless Ticketing



**Advanced Cleaning
Protocols**

San Joaquins Operations and Ridership/Revenue Update

San Joaquins Second Stimulus Funding

- On December 27, 2020, the Consolidated Appropriations Act of 2021 was signed into law. This single bill includes annual appropriations for Fiscal Year 2021 and relief funding to address impacts related to COVID-19.
- Within the relief funding package, Amtrak received \$174.85M to support the State Supported Services.

San Joaquins Operations and Ridership/Revenue Update

San Joaquins Second Stimulus Funding

- The funding will be allocated to each route as a credit that states can apply to their invoice(s). The legislation specifies that the funding is allocated to each route using a two-step formula:
 - All routes will be allocated an amount equal to 7% of their FY19 operating expenses; and
 - Remaining funds will be allocated proportionally to FY19 revenue
- This approach is an attempt to balance both the operating and revenue impacts of the pandemic.
- The preliminary subsidy for the 3 California state supported routes is \$47M, of which the San Joaquins would be apportioned \$11-14M.

San Joaquins Operations and Ridership/Revenue Update

Return of Cash on the San Joaquins

- Through much of the pandemic, the San Joaquins have been operating without any cash payments in station or onboard.
- Staff have been working with the other JPAs, the State, and Amtrak to reinitiate cash on the State Supported Services in California.
- A significant portion of San Joaquins ticket revenue is generated by cash payments – approximately of 15%.

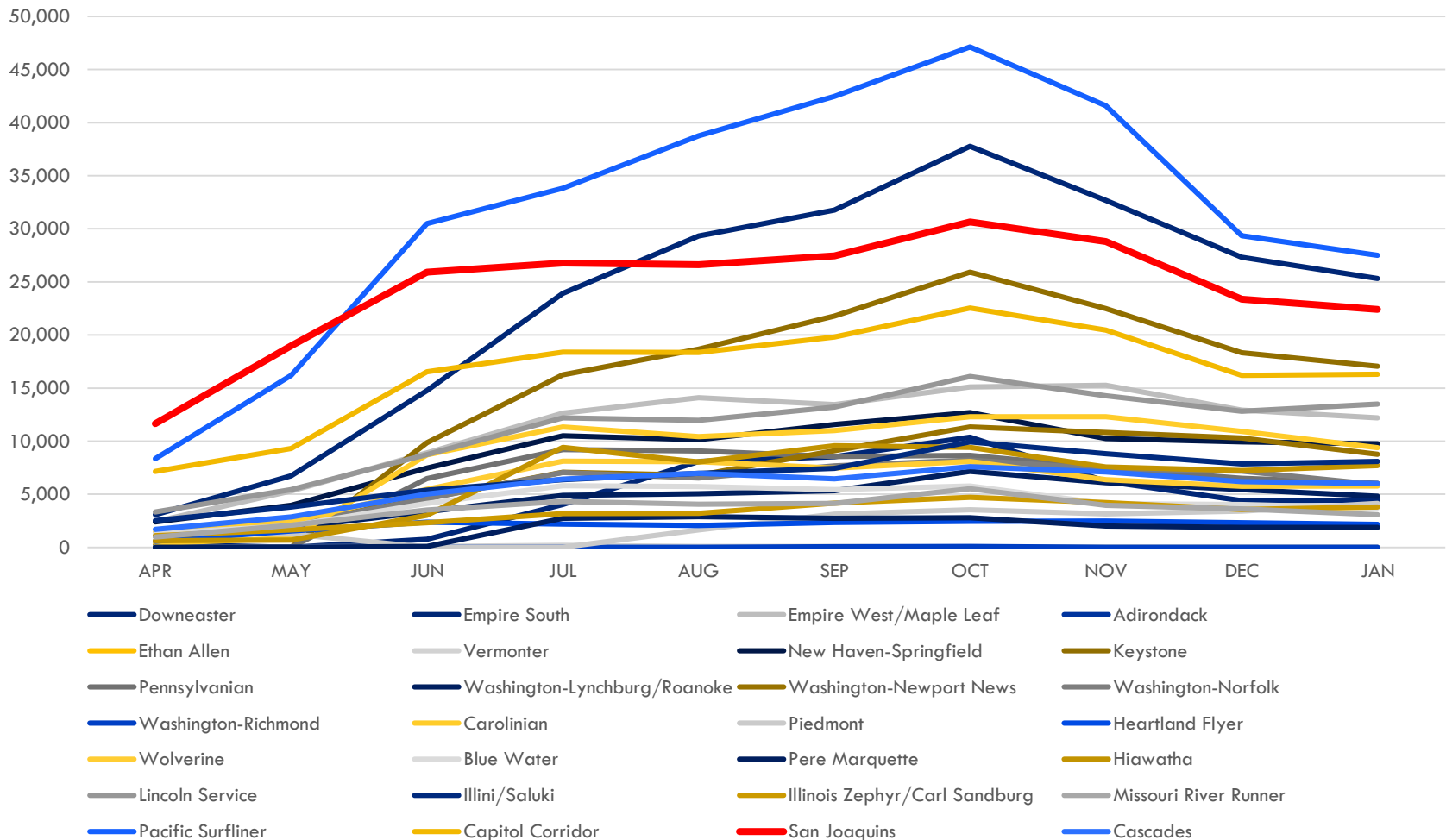
San Joaquins Operations and Ridership/Revenue Update

Return of Cash on the San Joaquins

- The lack of cash sales on the corridor can have a negative revenue affect but more importantly the unbanked and underbanked passenger is severely impacted by this policy.
- With Health and Safety measures now in place at the stations, all three parties have agreed on a safe way to reintroduce cash sales.
- Cash sales are anticipated to resume mid-Apr.

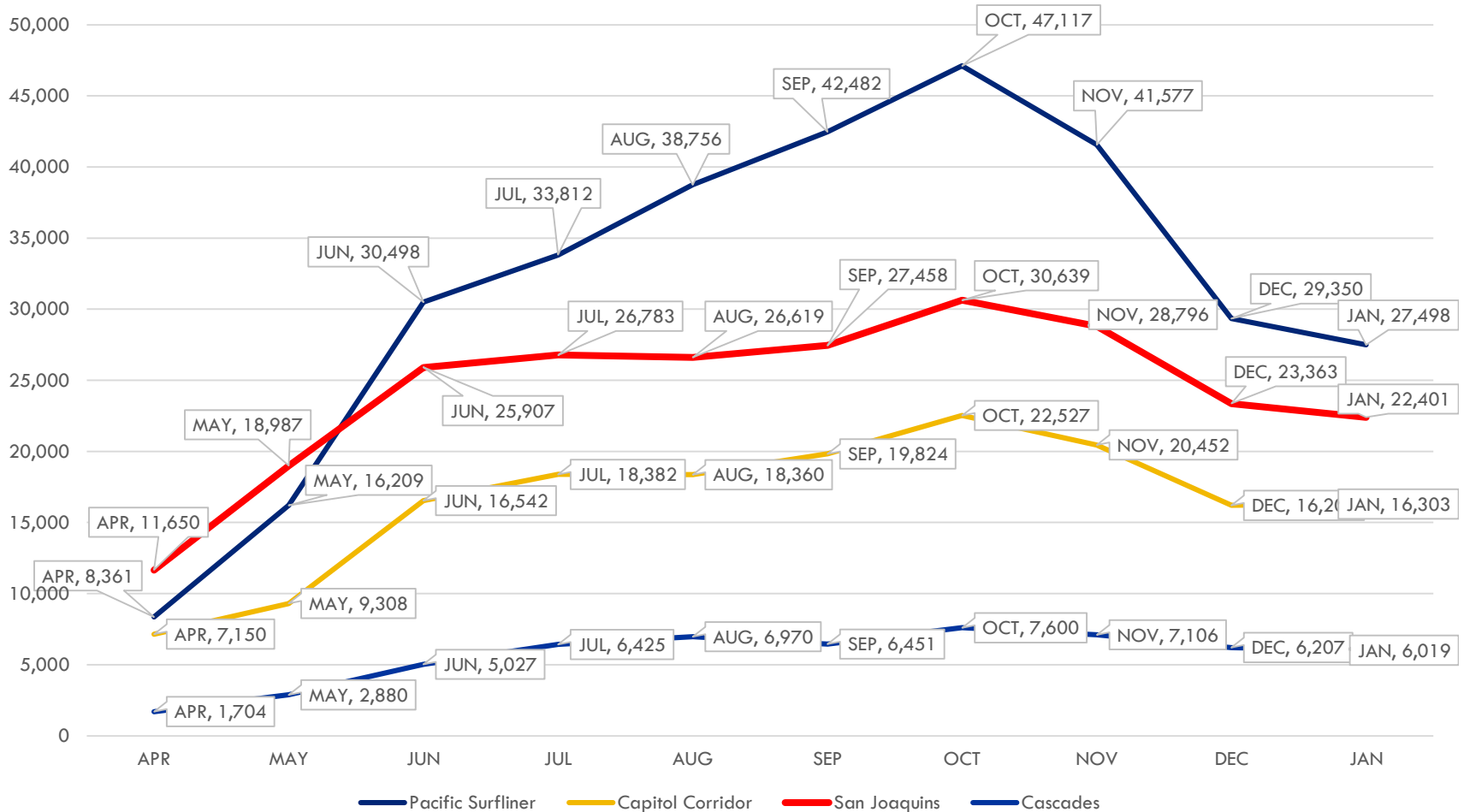
San Joaquins Ridership and Revenue

State Supported Ridership APR 2020 - DEC 2020



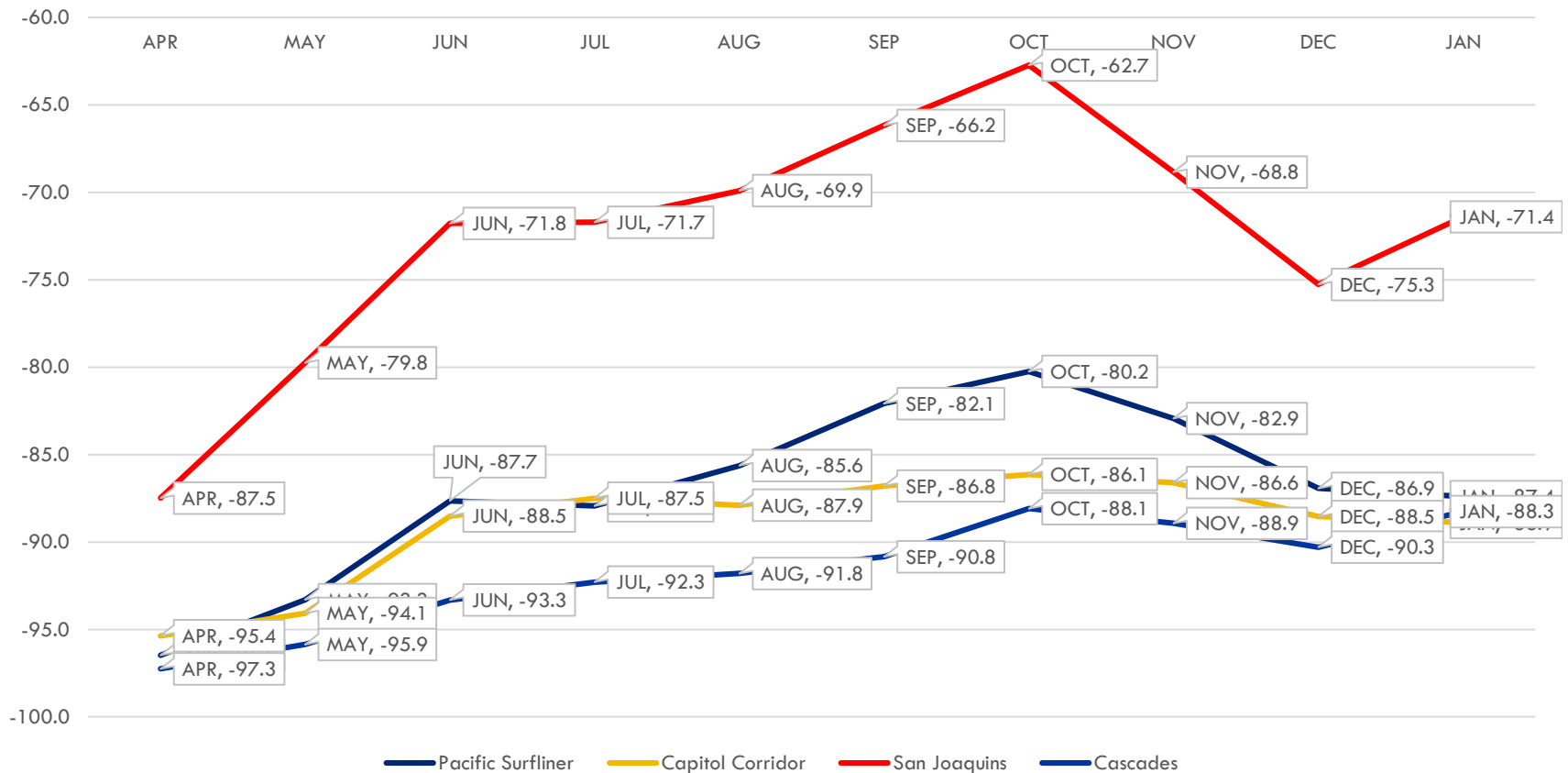
San Joaquins Ridership and Revenue

Western Routes Ridership APR 2020 - JAN FY2021



San Joaquins Ridership and Revenue

Western Routes Ridership by % Year of Year OCT - DEC FY21 vs FY20





San Joaquin Valley Rail Committee

Item 4

Update on the Draft 2021 SJJPA Business Plan

Paul Herman

2021 SJJPA Business Plan

- ❑ The Annual Business Plan must be submitted to the Secretary of CalSTA in draft form by April 1st of each year, and final form by June 30th of each year.
- ❑ The primary purpose of the Annual Business Plan is to identify SJJPA's intentions for the next two State Fiscal Years.
- ❑ The Annual Business Plan is reviewed and approved by the State and used to develop annual appropriation requests to the State Legislature.



SAN JOAQUIN JOINT POWERS AUTHORITY DRAFT 2018 BUSINESS PLAN UPDATE

PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FISCAL YEARS 2018/19 & 2019/20

Update on the 2021 SJJPA Business Plan



- A public review draft of the 2021 SJJPA Business Plan (Business Plan) will be released March 2021, 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 26, 2021 SJJPA Board Meeting.
- The 2021 Business Plan is an update of the 2020 Business Plan.

Key Changes/Additions Proposed



- The COVID-19 pandemic has had considerable impacts on intercity rail services throughout the State, including the San Joaquins service.
- The Business Plan will outline those impacts from a ridership and revenue perspective, as well as the budgetary actions taken over the last fiscal year in response to the pandemic.
- The Business Plan will discuss plans for potential restoration of services starting this upcoming Summer of 2021 and throughout the 2021/22 Fiscal Year.

Key Changes/Additions Proposed



- Emphasis on SJJPA's coordination and integration with California High-Speed Rail Authority's (CHSRA) plans for the Merced – Bakersfield High Speed Rail (HSR) Interim Operating Segment and SJJPA's intention to connect to this initial operating segment to the San Joaquins at a multi-modal station at downtown Merced.
- Future San Joaquins service improvements would focus on increasing service from Merced to the north.

Key Changes/Additions Proposed



- At the November 2020 SJJPA Board Meeting, the Board approved a Memorandum of Understanding (MOU) with the CHSRA that outlines the framework for coordination between the two agencies for the starting of Merced-Bakersfield HSR Interim Operation Service.
 - As part of this MOU, SJJPA will seek additional funding from CalSTA for planning and operational support to advance this effort over the next several years.

Key Changes/Additions Proposed

- As part of SJJPA's 2018 Transit and Intercity Rail Capital Program (TIRCP) award, the San Joaquins Intercity Rail Service was approved and funded for an 8th and 9th Round Trips.
 - Staff will be recommending as part of the Business Plan approval a change in the service recommendation which previously called for one of the five Bakersfield-Oakland daily roundtrips to be redirected to Sacramento with a connecting train in Stockton that would have gone to Oakland.

Key Changes/Additions Proposed



- This Business Plan will put greater emphasis on transit connectivity at stations, connectivity to disadvantaged/priority communities, and will outline the potential for a future means-based fare program with local and regional partners.

Key Changes/Additions Proposed



- In partnership with Butte County Association of Governments (Butte CAG), this Business Plan will outline joint efforts to support the planning for extending Valley Rail services (San Joaquins and ACE) North of Natomas to Butte County, which could be implemented in the Mid-Term planning horizon instead of Long-Term as discussed in previous Business Plans.

Key Ongoing and Upcoming Tasks



- San Joaquins Infrastructure Needs Analysis for future expansions of service and integration with High-Speed Rail Interim Service starting in 2028/29
- Thruway Bus Network Improvements & Planning
- South of Merced Integration Studies of Rail Corridor and Regional Bus Opportunities
- Sacramento Connections at Sacramento Valley Station, Sacramento International Airport, and Midtown Station



San Joaquin Valley Rail Committee

Item 5

SJVRC Feedback on the Draft 2021 SJJPA Business Plan

Steve Cohn



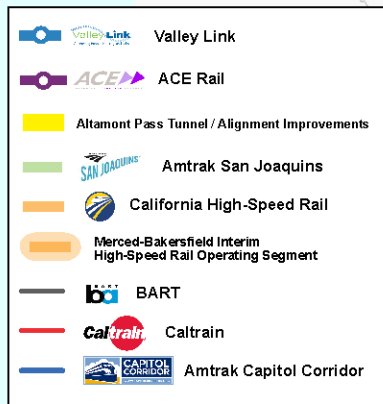
San Joaquin Valley Rail Committee

Item 6

Update on Network Integration Studies

Dan Leavitt/Paul Herman

San Joaquin Valley Integrated Passenger Rail Services



California Statewide Integrated Passenger Rail and Bus Services Planned for 2028



Legend

- ACE Rail
- San Joaquins
- California High-Speed Rail Merced-Bakersfield Interim Operating Segment
- Valley Link
- BART
- Caltrain
- Capitol Corridor
- Pacific Surfliner
- Victorville to Las Vegas High-Speed Rail
- Connecting Bus Route

Benefits of Integrated Passenger Rail:

- Corridor-wide ridership increasing from 2.6 million passengers in 2019 to 8.8 million passengers in 2029. Results in reduced state subsidies for passenger rail services.
- Improves air quality in the Central Valley and reduces GHG emissions by shifting from diesel to clean, electrically powered trains.
- Projected to generate about \$38 billion in total economic activity and over 200,000 job-years of employment.
- Early testing of high-speed operations.



Network Integration Ongoing and Upcoming Tasks:

- San Joaquins Infrastructure Needs Analysis for future expansions of service and integration with High-Speed Rail Interim Service starting in 2028/29
- ACE Infrastructure Needs Analysis for future expansions of service over the Altamont Pass and into the Tri-Valley, East Bay, and Silicon Valley
- Thruway Bus Network Management Reorganization and Planning
- South of Merced Integration Studies of Rail Corridor and Regional Bus Opportunities
- Sacramento Connections at Sacramento Valley Station, Sacramento International Airport, and Midtown Station
- Valley Rail North Extension Studies
- First and Last Mile Access Plan for Valley Rail Stations





San Joaquin Joint Powers Authority

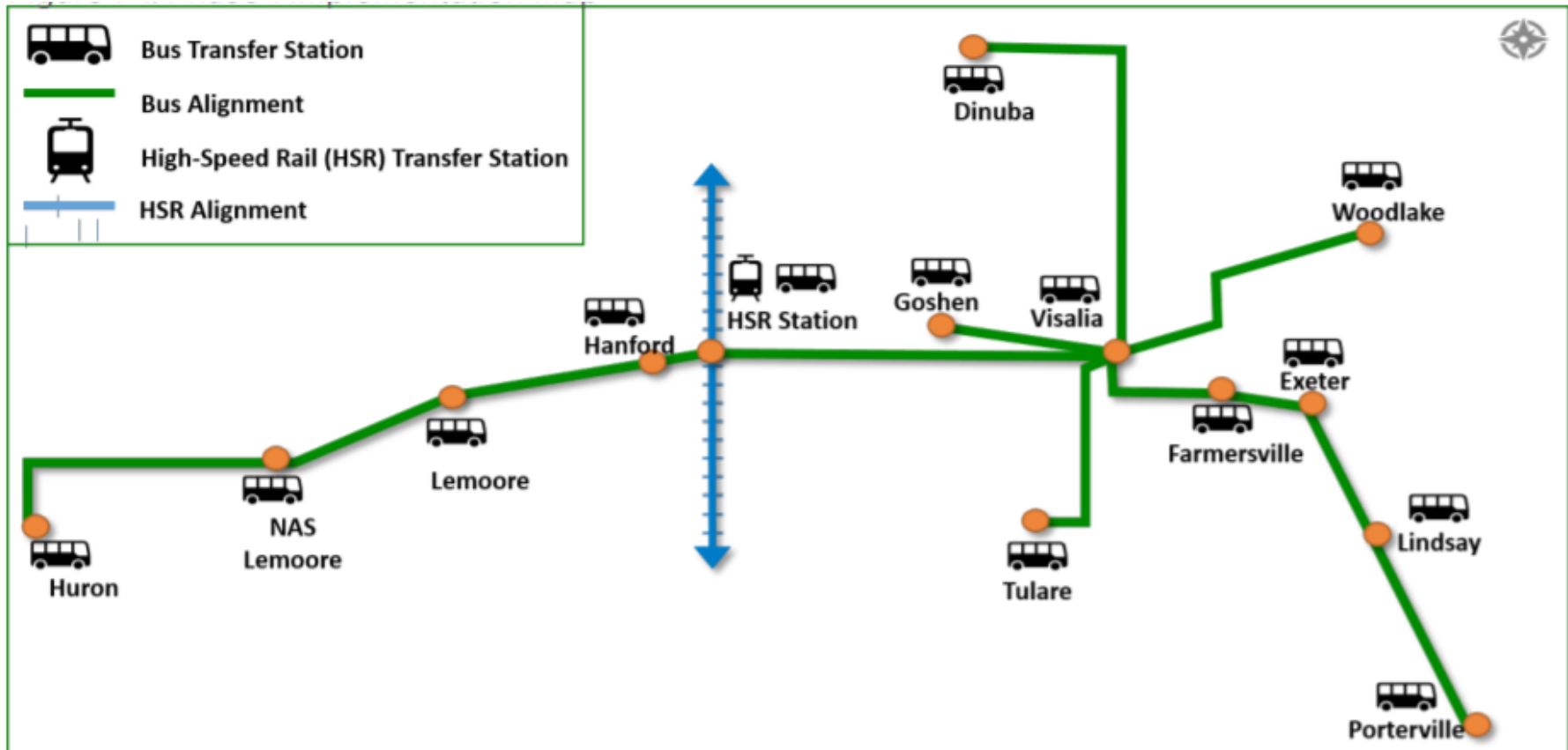
South of Merced Studies:

- Connect Hanford, Corcoran, and Wasco to the future High-Speed Rail system (since these cities will lose direct passenger rail service when the San Joaquins terminate in Merced)
- Explore feasibility of utilizing BNSF corridor south of Merced for commuter/regional rail
- Coordinate with the proposed Cross Valley Rail Corridor

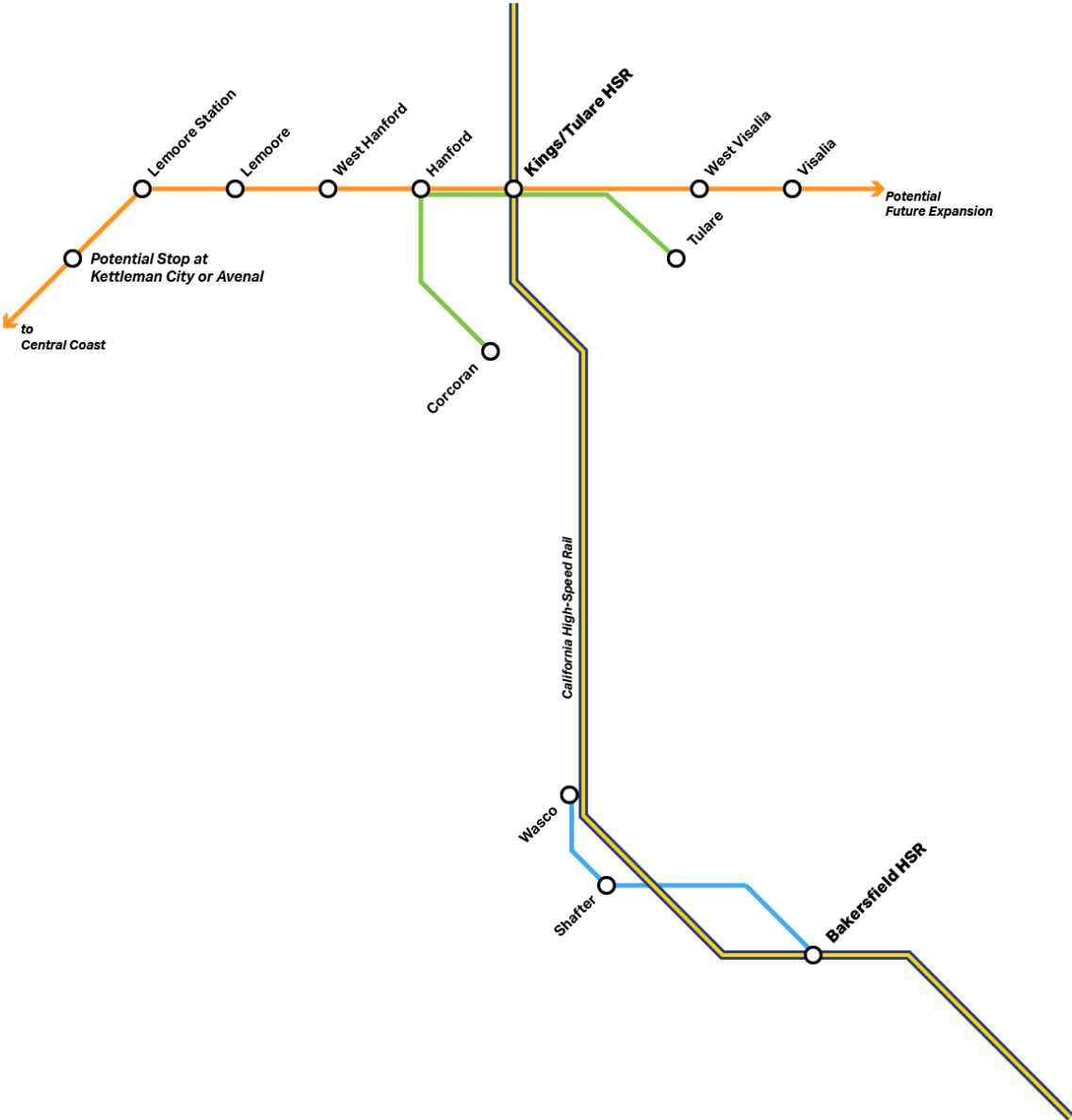
Possible Future Bus Routes Connecting to Kings/Tulare HSR Station



Cross Valley Corridor Plan – Phase 1 Bus Network



Potential
Wasco – HSR
Connection
Bus Service:





San Joaquin Valley Rail Committee

Item 7

Approve SJVRC Letter of Support to CHSRA

Dan Leavitt

Sample Letter of Support



Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Mariposa, Merced, Sacramento, San Joaquin, Stanislaus, Tulare
Partners: Amtrak, Caltrans Division of Rail, BNSF Railway Company, Union Pacific Railroad
REPRESENTING COUNTIES ALONG THE SAN JOAQUIN RAIL CORRIDOR

February 24, 2021

Tom Richards, Chair
California High-Speed Rail Authority (CHSRA)
boardmembers@hsrc.ca.gov
770 L Street, Suite 620
Sacramento CA 95814

RE: Support for CHSRA Revised Draft 2020 Business Plan

Dear Honorable Chair Richards,

The San Joaquin Valley Rail Committee (SJVRC) strongly supports CHSRA's Revised Draft 2020 Business Plan (released February 9, 2021) that includes pursuing Merced-Fresno-Bakersfield Interim Service with stops at Kings/Tulare and Madera to provide electrified, high-speed rail (HSR) service to Californians at the earliest possible time. Independent peer review has confirmed the Merced-Fresno-Bakersfield corridor, which includes HSR service and improvements in supporting Altamont Corridor Express (ACE) and San Joaquins rail and bus services, obtains the highest forecast gain in ridership and does so at the lowest increase in cost. The 171-mile electrified Interim Operating Segment extending north to Merced and south to Bakersfield coordinated with improvements aligned with the State Rail Plan north of Merced to Sacramento and to the Bay Area and bus connections south of Bakersfield to Southern California will create significant benefits including:

- Merced-Fresno-Bakersfield HSR Interim Service will leverage the maximum degree of connectivity to other rail services, while important project development work also continues in other parts of the state.
- Merced to Bakersfield HSR Interim Service will generate significant economic benefits, with over \$38 billion in total economic activity and over 200,000 job-years of employment.
- Reduces travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes.

- Provides much faster, more frequent, and more reliable passenger rail service than is currently available in this corridor; more than doubling service frequency – more than doubling passenger rail ridership in the corridor.
- Improves access and connectivity to other California destinations through better connections with expanded ACE and San Joaquins rail services to the north at a multimodal hub in Merced and Thruway Bus Service at Bakersfield for travel to Southern California.
- Corridor-wide ridership increases from 2.6 million passengers in 2017 to 8.8 million passengers in 2029 that results in reduced state subsidies for passenger rail services.
- Electrified HSR improves air quality in the Central Valley and reduces GHG emissions by shifting from diesel to clean, electrically powered trains.
- Provides an overall infrastructure configuration offering significant benefits to both passenger and freight movement.
- Allows for early testing of electrified high-speed operations and passenger use and reduces ramp-up time for future extensions.
- Interim service unlocks the socio-economic benefits associated with electrified high-speed rail passenger service prior to the completion of the Silicon Valley to Central Valley Line.

Rail passengers in California will greatly benefit from slashing 90 to 100 minutes off train travel between Southern California and the Sacramento and Bay Area regions in the north. Direct connections in Merced to ACE and the San Joaquins will also translate into faster connections to the Capitols, Caltrain, BART, SacRT, Valley Link and VTA systems, which will also experience higher ridership. The success of this early interim HSR service is essential towards implementing the ultimate HSR rail system between the Bay Area, Sacramento, San Joaquin Valley and Southern California.

The SJVRC also strongly supports the Revised Draft 2020 Business Plan recommendation that \$4.1 billion in remaining Prop 1A HSR bond funds be directed to complete delivery of the 119-mile electrified Central Valley Segment, and the remaining \$100 million in HSR bond funds be used for early design and completing environmental review on San Francisco to Los Angeles Phase 1 segments. This funding is required to implement Merced-Fresno-Bakersfield HSR Interim Service and to extend HSR to San Francisco and Southern California in the future.



San Joaquin Valley Rail Committee

Item 8

Update on Valley Rail Program and Stockton Diamond Grade Separation

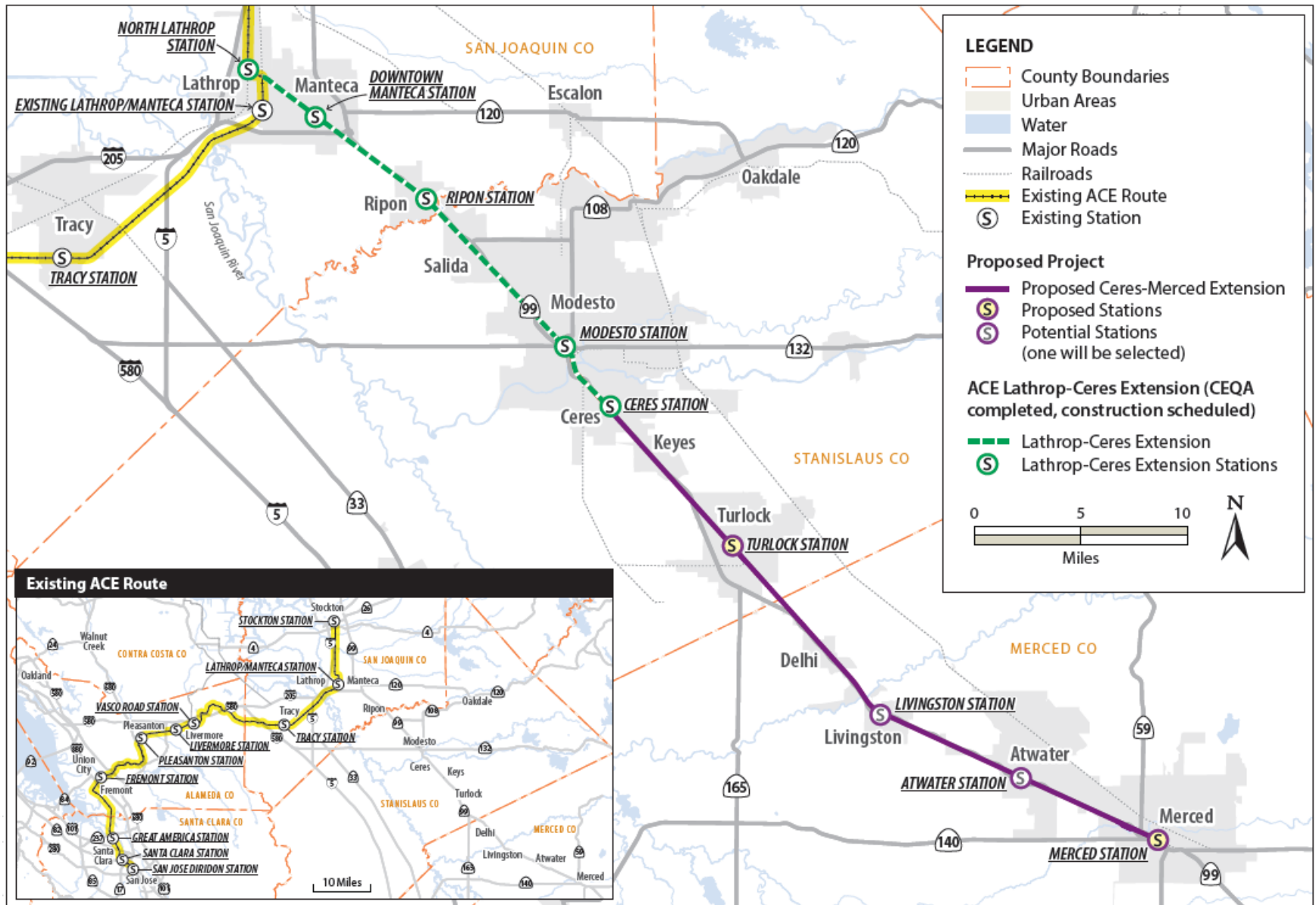
Dan Leavitt



- Valley Rail Program includes expansion of both ACE and the San Joaquins Services
- Valley Rail is funded by the Transit and Intercity Rail Capital Program (TIRCP) and other state funding sources.

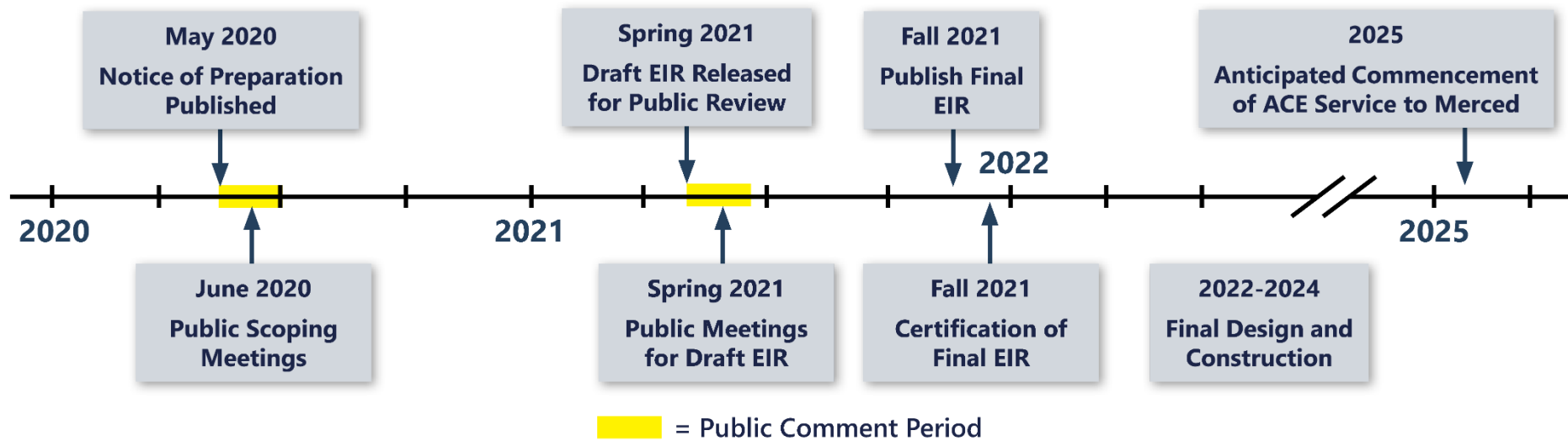


Project Overview: Project Location





Key Project Milestones and Timeline



New Charger Locomotives



ACE Charger Pulling 10-Car Set



New San Joaquins Siemens Venture Cars



New San Joaquins Siemens Venture Cars



Next Steps:

- Final Design nearing completion for ACE Extension to Ceres.
- Final Design initiated for Extension to Sacramento.
 - Environmental studies underway for Elk Grove Station
- Deployment Goals:
 - First ACE round-trip to Modesto/Ceres by 2022.
 - First ACE round-trip to Natomas (Sacramento) by 2023.
 - First ACE round-trip to Merced by 2025.





STOCKTON
DIAMOND

SJVRC Meeting

March 5th, 2021
11 a.m.



San Joaquin
Joint Powers Authority



STOCKTON DIAMOND GRADE SEPARATION PROJECT

Part 1 of video series

English:

- stocktondiamond.com/video/English

Spanish:

- stocktondiamond.com/video/Spanish

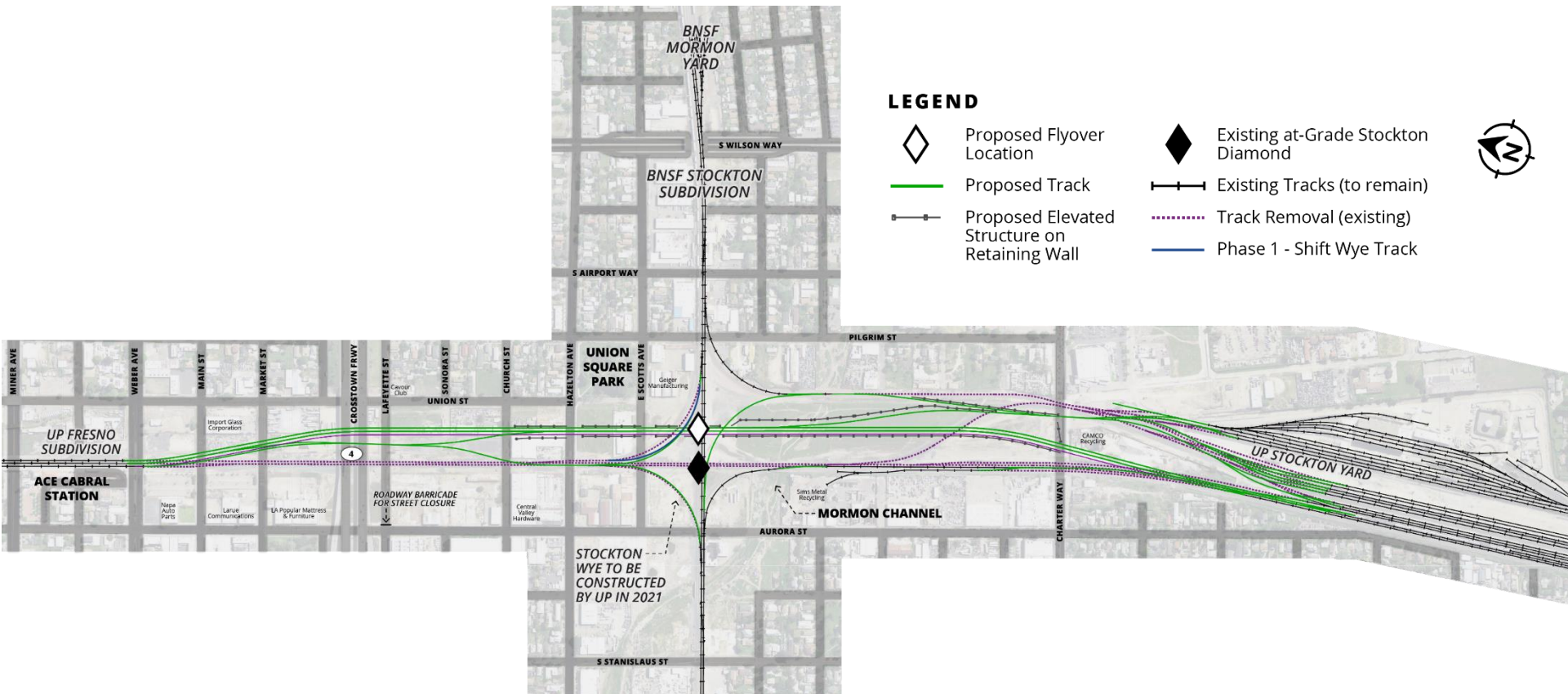


HELP US PROMOTE!

Share the links via your networks...
(*YouTube channels, websites, social media platforms, etc.*)



Proposed Flyover Bridge Location

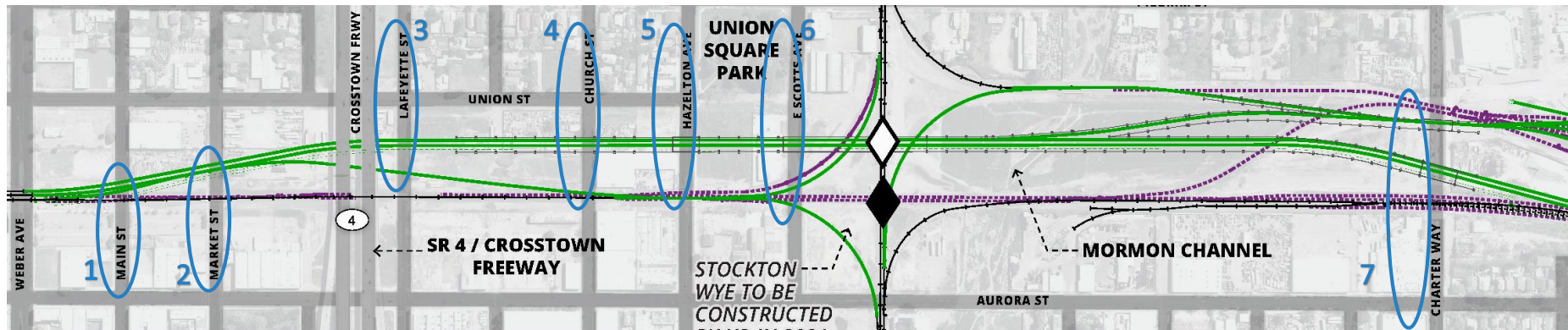


Proposed Flyover Bridge & Local Road Crossings

- Revised alignment, rail connections and flyover bridge will impact several local east-west city streets
- Currently evaluating grade separation and closures at several crossings
- Changes to local roads to be determined through analysis and input

Potential Local Roadway Modifications:

- | | |
|------------------------|-----------------------|
| 1. E. Main Street | 5. E. Hazelton Avenue |
| 2. E. Market Street | 6. E. Scotts Avenue |
| 3. E. Lafayette Street | 7. E. Charter Way |
| 4. E. Church Street | |



Flyover Concept Rendering

Design & materials to be determined through planning process



Hazelton Grade Separation from Union Park



Flyover Structure Options





STIMULATE MOBILITY: Improve rail efficiency and reliability



ENHANCE SAFETY: Improve track crossings



ECONOMIC VITALITY: Increased throughput



INSPIRE CONNECTIONS: Support service expansion linking residents to jobs



SUSTAINABILITY: Improve air quality with emission reduction



- Current estimated project cost = **\$237 million**
- Project awarded funding from local, state & federal sources
 - **\$100M Awarded Dec. 2020**
(Trade Corridor Enhancement Program through CA SB 1)
 - **\$20M Awarded Sept. 2020**
(Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program)
- SB 132 & Interregional Transportation Improvement Program funding already secured to match project funds



Preferred project concept analyzed within:


- California Environmental Quality Act (CEQA)
 - **CEQA Lead Agency** = San Joaquin Regional Rail Commission
- National Environmental Policy Act (NEPA)
 - **NEPA Lead Agency** = California High Speed Rail Authority under assignment by Federal Railroad Administration



Preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA)

- EIR/EA assess potential impacts to physical, human and natural environment



Steps	Activity
1	Notice of Preparation of EIR/EA
2	Scoping 45-Day Public Comment Period (Public Mtgs. 8-19 – 10-3-20)
 3	Draft EIR/EA Development
4	Draft EIR/EA Minimum 30-day Public Comment Period (Public Mtgs. Spring 2021)
5	Development of Final EIR/EA (includes response to comments)
6	SJRRC Board EIR Approval/Adoption (Public Hearing Summer 2021) CHSRA Board EA Approval/Adoption (Public Hearing Fall 2021)

While public is being engaged throughout CEQA/NEPA process, steps 2, 4 & 6 represent formal public comment periods.



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San Joaquin Valley Rail Committee

Item 9

Election of Chair and Vice Chair



San Joaquin Valley Rail Committee

Item 10

Adjournment