



San Joaquin
Joint Powers Authority



October 9th, 2020 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 Service Impacts Due to the Coronavirus (COVID-19)

David Lipari

CA Intercity Rail Service Reductions



Re-Cap on COVID-19 Related Service Reductions:

Capitols reduced from 14 to 8 roundtrips

Pacific Surfliners reduced from 14 to 6 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 Joaquins Service

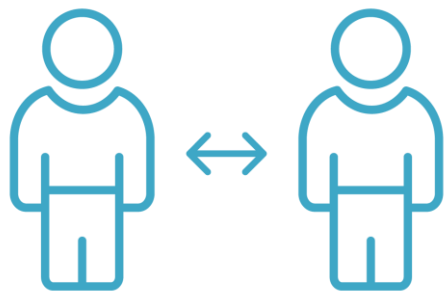
Currently Operating Trains

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



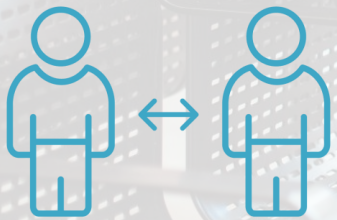
Contactless Ticketing



**Advanced Cleaning
Protocols**









San Joaquins Operations and Ridership/Revenue Update

Reopening of San Joaquins Stations

- On March 23, 2020, as a part of the operational changes in response to COVID-19, the Hanford, Fresno, Merced, and Modesto stations lobbies were closed.
- As staff has evaluated the operational environment, it has agreed with Amtrak to reopen the stations on October 5, 2020.
- Amtrak's internal cleaning and safety protocols will continue to keep passengers safe with the stations reopening.
- Passengers will regain the ability to purchase tickets (credit card only) and wait socially distanced indoors.
- This will be a helpful step for riders returning to the service, especially in advance of the Holiday Season and colder months.

San Joaquins Operations and Ridership/Revenue Update

Reopening of San Joaquins Stations

- The stations reopening is a part of a larger plan to align the service for FY21.
- On October 5, 2020, many of the San Joaquins and shared stations will begin operating with reduced hours and workforce that is aligned with the current reduced schedule to meet the needs of the passengers.

San Joaquins Operations and Ridership/Revenue Update

Reopening of San Joaquins Stations

New San Joaquin and Shared Station Hours		
Station	Previous Station Hours	October 5, 2020 Station Hours
BAKERSFIELD	3:45A-10:30P	3:45A-10:30P
HANFORD	5:15A-9:00P	9:00A-6:30P
FRESNO	3:45A-10:00P	5:45A-6:15P
MERCED	5:00A-9:00P	10:15A-7:30P
MODESTO	7:00A-10:00P	7:30A-4:45P
STOCKTON	7:00A-8:30P	8:10A-8:45P
SACRAMENTO*	5:00A-11:59P	5:00A-12:00A
MARTINEZ*	5:15A-11:30P	5:30A-11:00P
EMERYVILLE*	4:50A-11:00P	6:00A-10:30P
OAKLAND*	5:00A-11:59P	6:00A-10:30P
*Shared Stations – Stations that are shared with Capitol Corridor and Amtrak Long Distance Service.		

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 Valley Rail Committee

Item 4

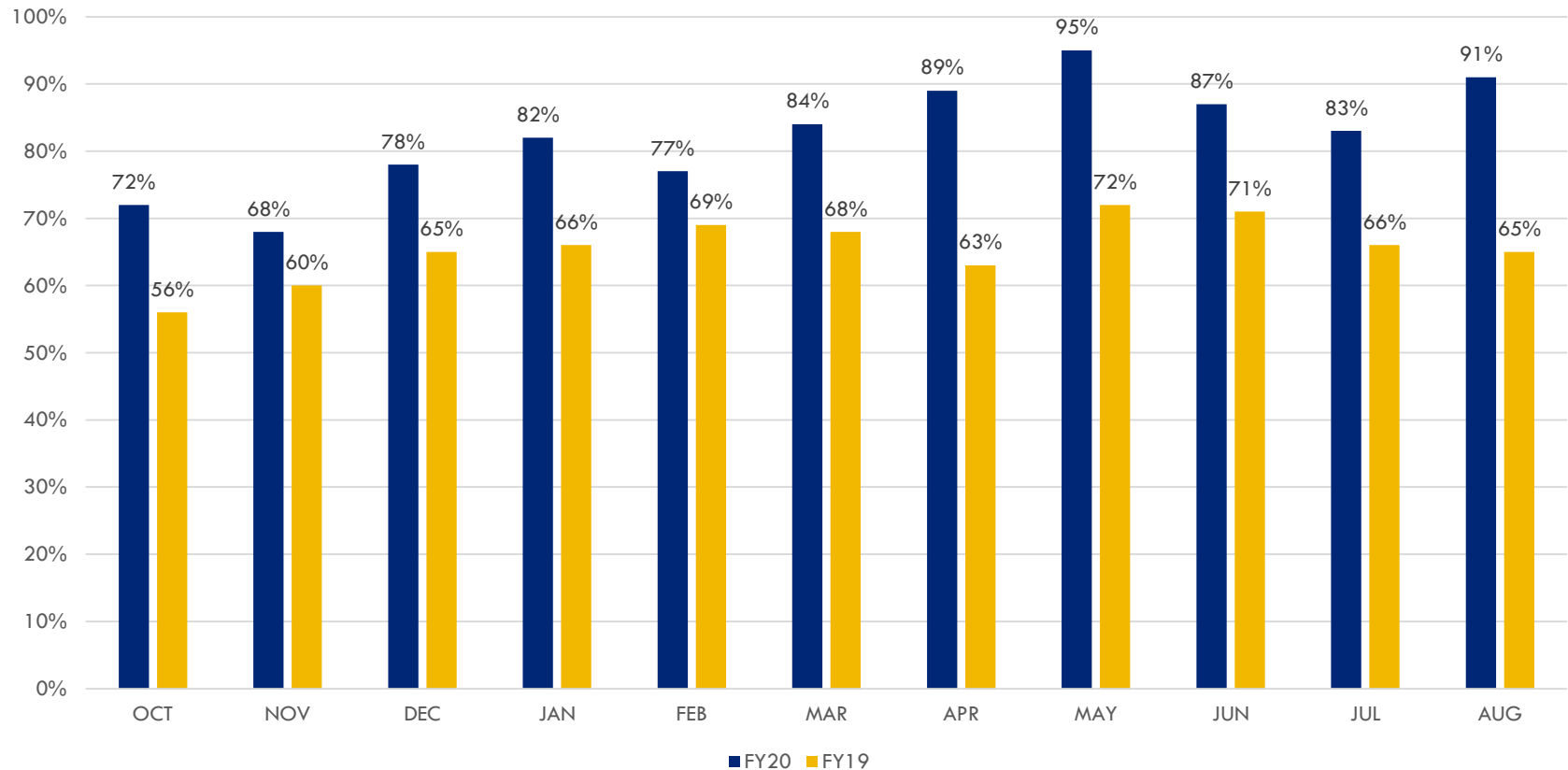
Update on Amtrak San Joaquins Operations, Ridership and Revenue

David Lipari

San Joaquins Operations and Ridership/Revenue Update

San Joaquins OTP

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



San Joaquins Operations and Ridership/Revenue Update

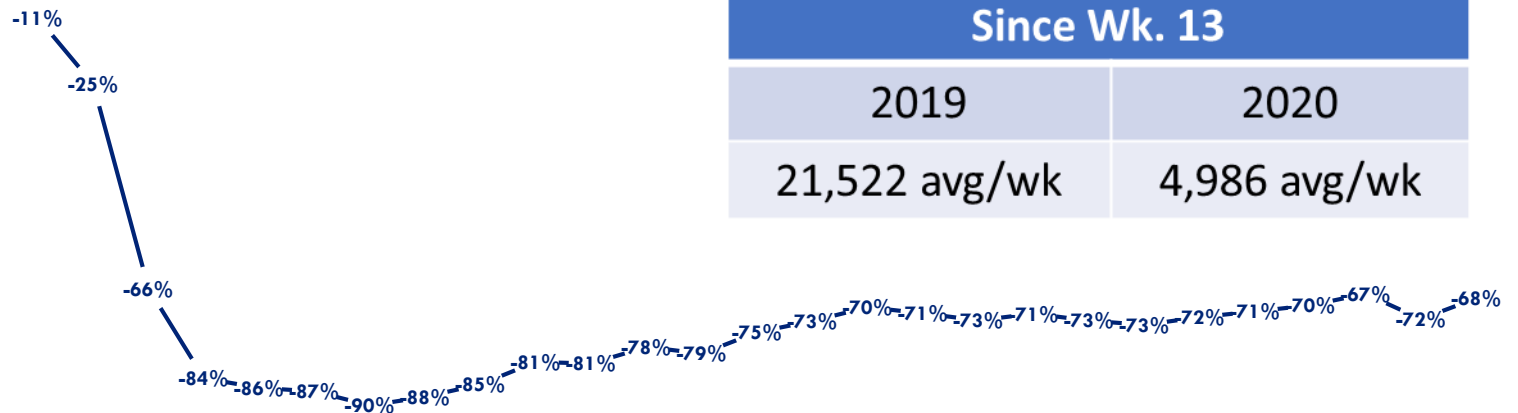
San Joaquins OTP

End-Point OTP (Oct – Aug)		
Service	FY20	FY19
San Joaquins	82%	66%
Capitol Corridor	88%	89%
Pacific Surfliner	85%	71%

San Joaquins Operations and Ridership/Revenue Update

San Joaquins Ridership

SAN JOAQUINS RIDERSHIP % DIFF. YOY

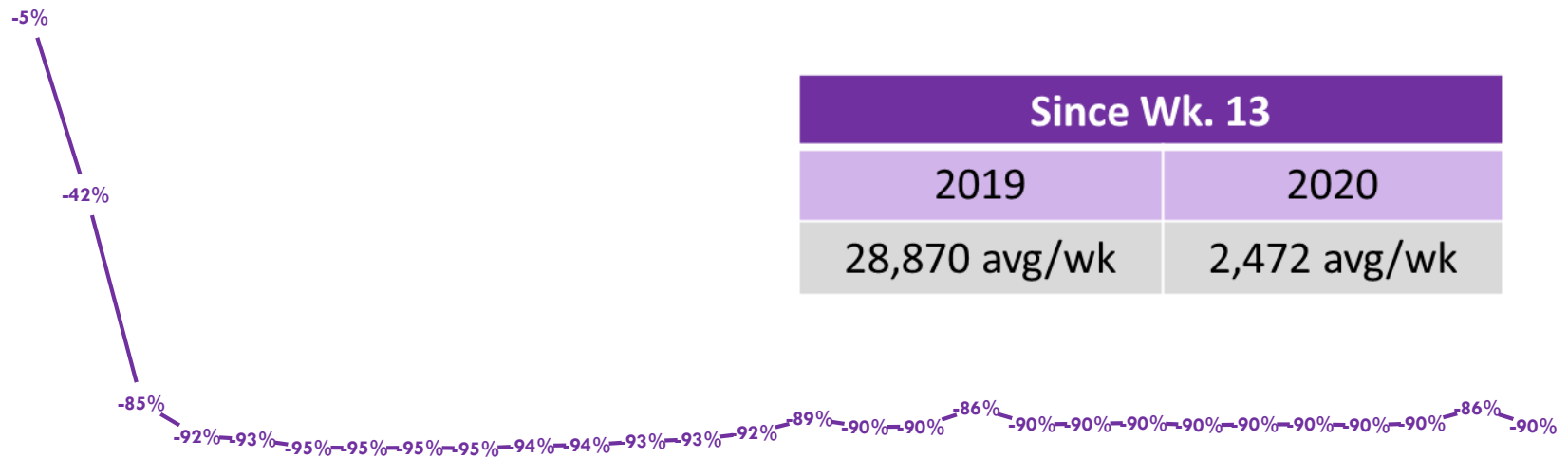


	March				April				May				June				July				August				September			
	Wee k 10	Wee k 11	Wee k 12	Wee k 13	Wee k 14	Wee k 15	Wee k 16	Wee k 17	Wee k 18	Wee k 19	Wee k 20	Wee k 21	Wee k 22	Wee k 23	Wee k 24	Wee k 25	Wee k 26	Wee k 27	Wee k 28	Wee k 29	Wee k 30	Wee k 31	Wee k 32	Wee k 33	Wee k 34	Wee k 35	Wee k 36	
— Riderhip % Diff. YoY	-11%	-25%	-66%	-84%	-86%	-87%	-90%	-88%	-85%	-81%	-81%	-78%	-79%	-75%	-73%	-70%	-71%	-73%	-71%	-73%	-73%	-72%	-71%	-70%	-67%	-72%	-68%	

San Joaquins Operations and Ridership/Revenue Update

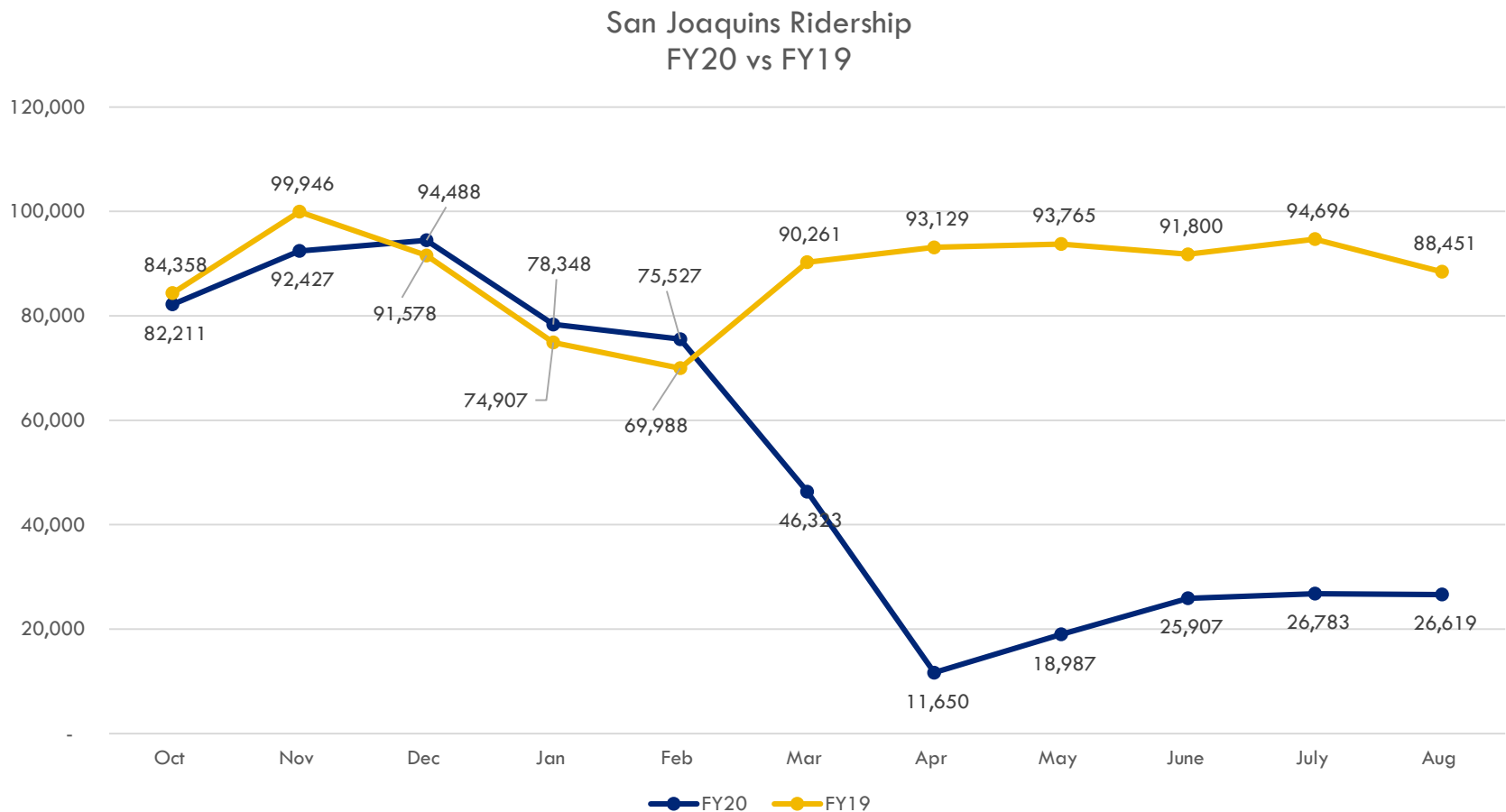
ACE Ridership

ACE RIDERSHIP % DIFF. YOY

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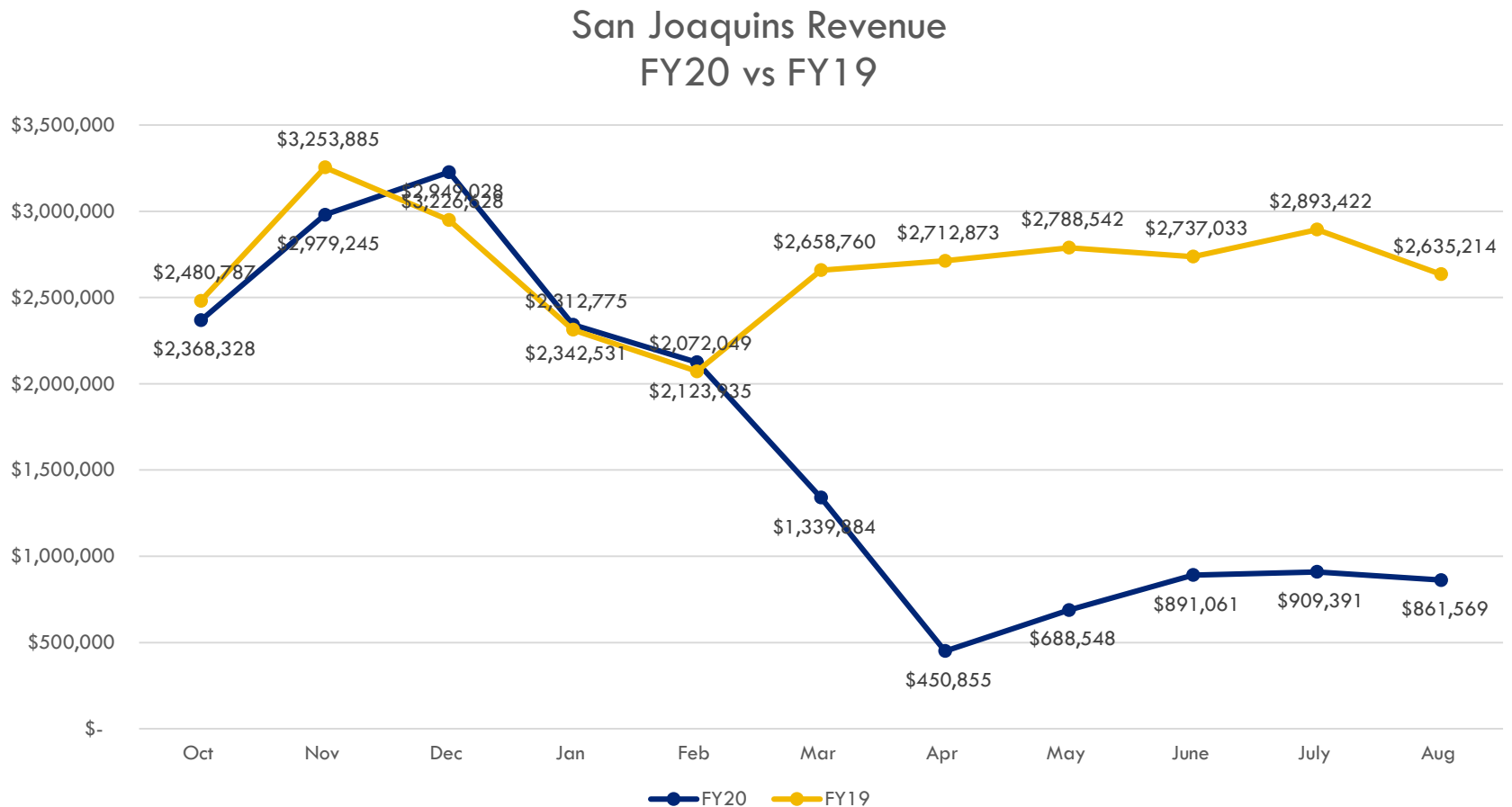
San Joaquins Operations and Ridership/Revenue Update

San Joaquins Ridership



San Joaquins Operations and Ridership/Revenue Update

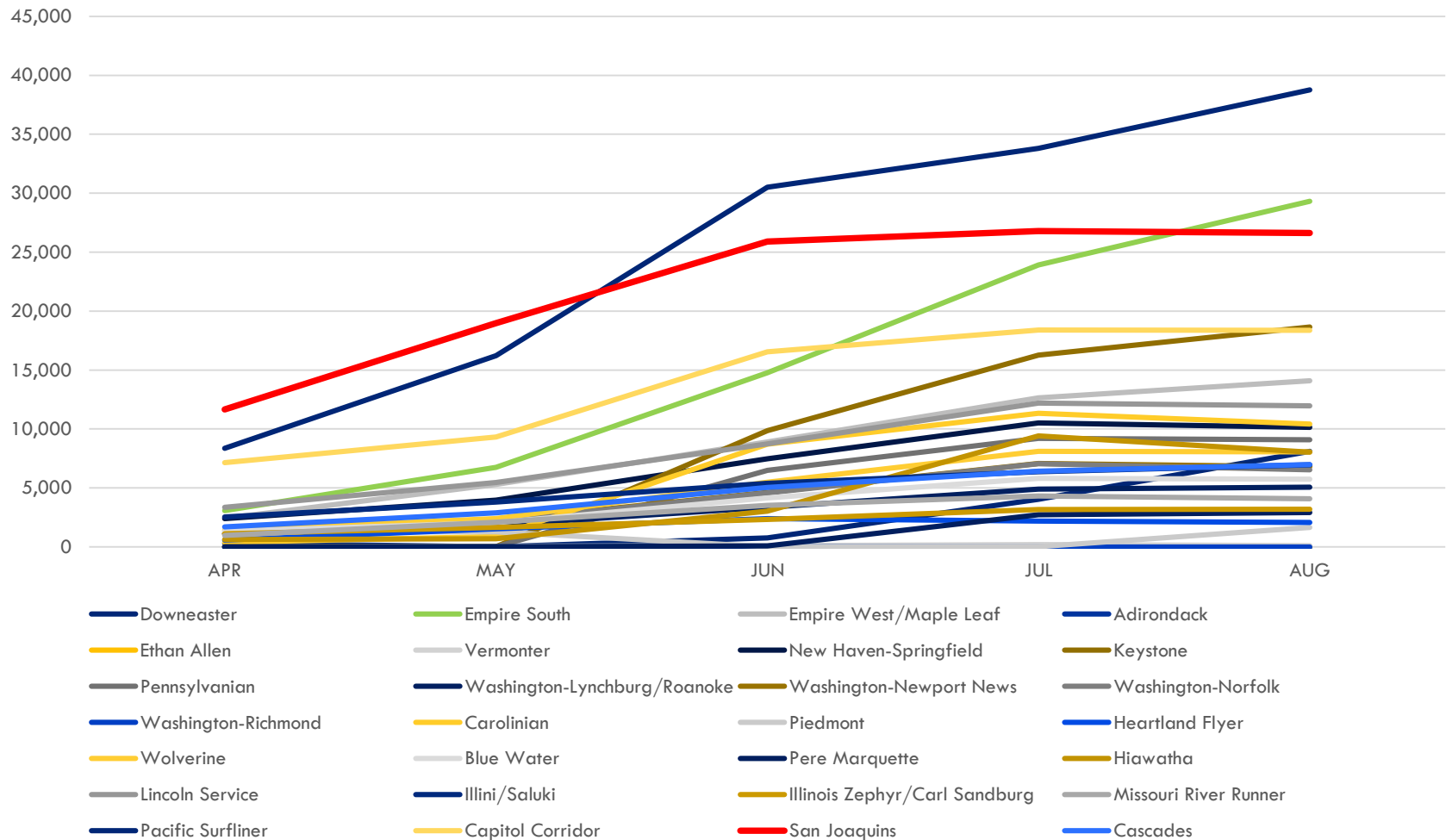
San Joaquins Revenue



San Joaquins Operations and Ridership/Revenue Update

San Joaquins Ridership Comparison

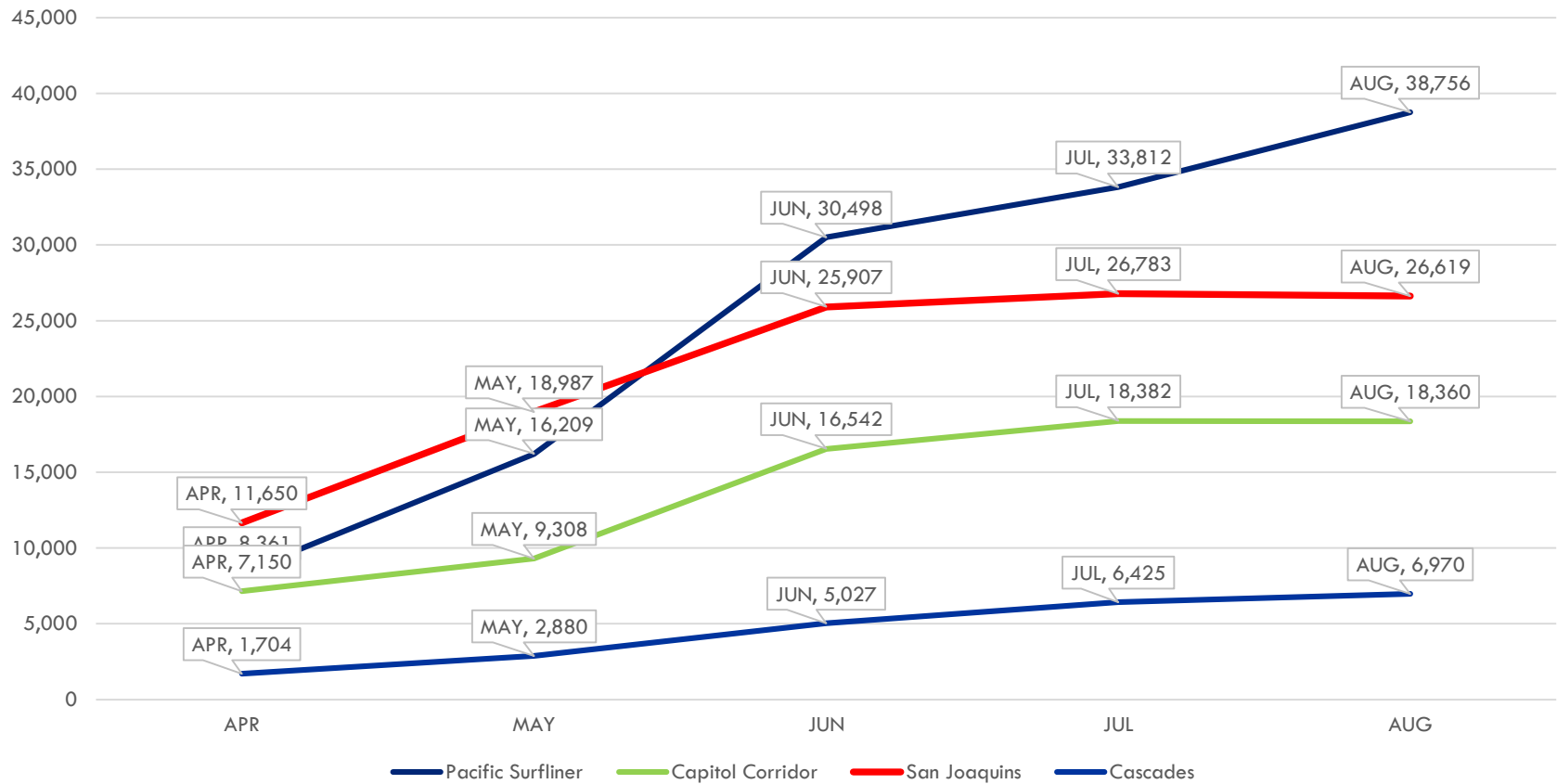
State Supported Ridership APR - AUG



San Joaquins Operations and Ridership/Revenue Update

San Joaquins Ridership Comparison

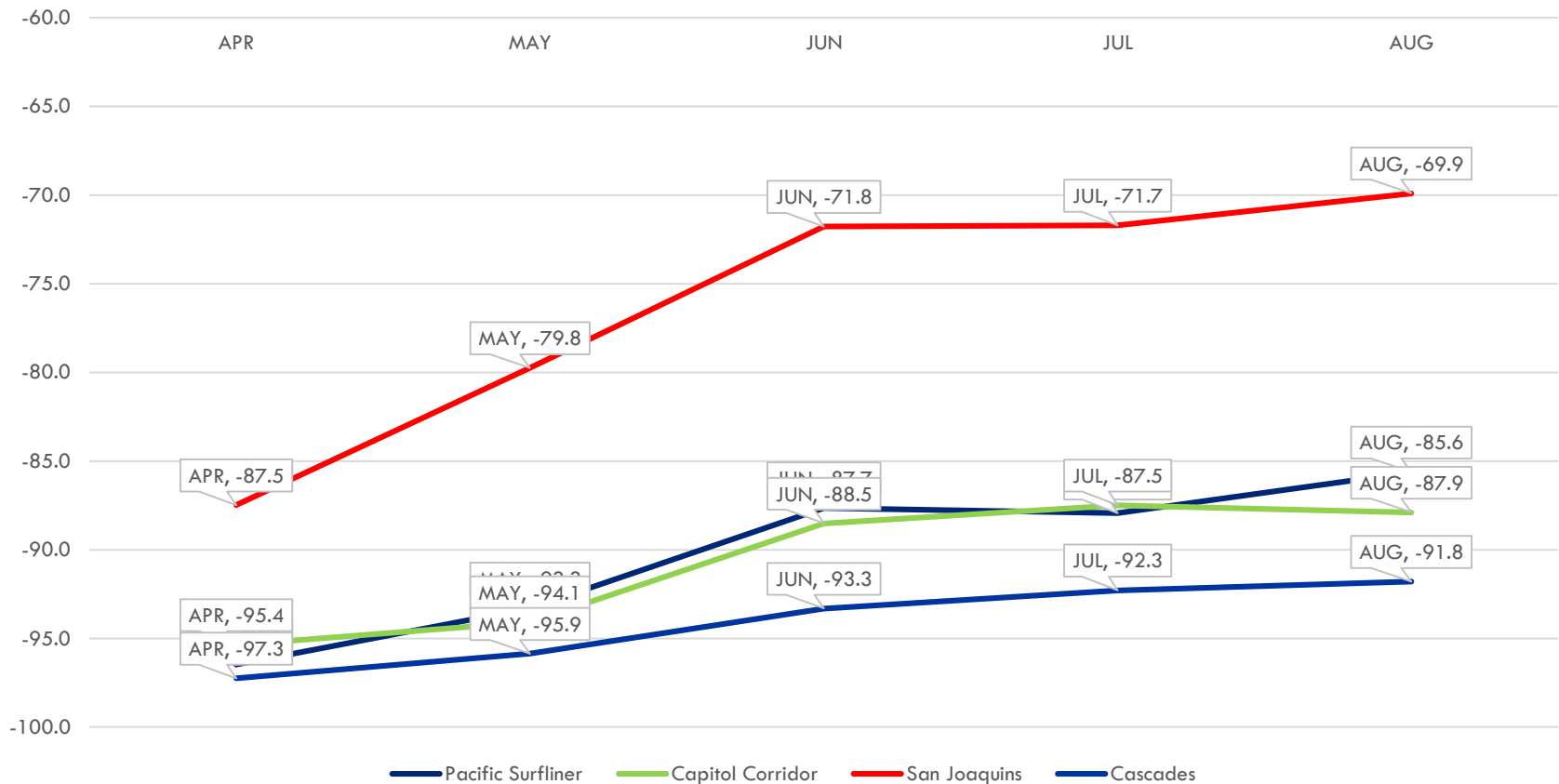
Western Routes Ridership APR - AUG



San Joaquins Operations and Ridership/Revenue Update

San Joaquins Ridership Comparison

Western Routes Ridership by % Year of Year (FY19 vs FY20)



San Joaquins Operations and Ridership/Revenue Update

Near Term Operational Initiatives



- Monitoring station re-openings
- Continual monitoring of peak loads to ensure appropriate social distancing space
- Holiday operations planning and outreach
- New Siemens Rail Car introduction – March/April



San Joaquin Valley Rail Committee

Item 5

Update on San Joaquins Thruway Bus Network

Paul Herman

San Joaquins Thruway Bus Update



- The COVID-19 crisis has decimated public transportation ridership throughout California.
 - San Joaquins ridership and revenue dropped by over 85% 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.

San Joaquins Thruway Bus Update



- Starting in March, The San Joaquins rail service operations have been reduced by nearly half of what it was pre-pandemic.
- The San Joaquins remain an essential public transportation service for California, but additional cuts and cost-savings measures are needed.

San Joaquins Thruway Bus Update



- 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 has worked 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.

CALIFORNIA'S AMTRAK PASSENGER RAIL and THRUWAY BUS SERVICE



San Joaquins Thruway Bus



Sacramento to Marysville/Chico/Redding – RT 3

Route 3 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Lodi	3131	8.58	2.4%
Elk Grove	4403	12.06	3.4%
Sacramento	85454	234.12	65.0%
Sacramento (Capitol)	1194	3.27	0.9%
Davis	10895	29.85	8.3%
Marysville	3420	9.37	2.6%
Oroville	2652	7.27	2.0%
Chico	15310	41.95	11.7%
Red Bluff	1414	3.87	1.1%
Redding	3528	9.67	2.7%
Total	131401	360.00	

San Joaquins Thruway Bus

Martinez to McKinleyville – RT 7



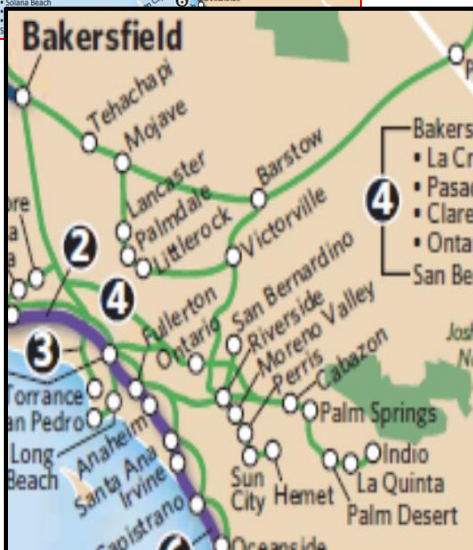
Route 7 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Vallejo (Six Flags)	944	2.59	1.7%
Vallejo	3640	9.97	6.4%
Napa	4277	11.72	7.5%
Petaluma	3134	8.59	5.5%
Rohnert Park	3417	9.36	6.0%
Santa Rosa	11646	31.91	20.4%
Healdsburg	517	1.42	0.9%
Cloverdale	323	0.88	0.6%
Ukiah	4109	11.26	7.2%
Willits	1289	3.53	2.3%
Laytonville	724	1.98	1.3%
Leggett	95	0.26	0.2%
Garberville	3811	10.44	6.7%
Rio Dell-Scotia	404	1.11	0.7%
Fortuna	1900	5.21	3.3%
Eureka	6404	17.55	11.2%
Arcata	10002	27.40	17.5%
McKinleyville	472	1.29	0.8%
Total	57108	156.46	

San Joaquins Thruway Bus



Bakersfield / Palm Springs / Indio - RT 19

Route 19 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
La Crescenta	528	1.45	1.1%
Pasadena	5663	15.52	12.2%
Claremont	4839	13.26	10.4%
Ontario	6938	19.01	14.9%
Riverside	10234	28.04	22.0%
San Bernardino	10258	28.10	22.0%
Cabazon	268	0.73	0.6%
Palm Springs (Airport)	1308	3.58	2.8%
Palm Springs (Downtown)	596	1.63	1.3%
Palm Desert	460	1.26	1.0%
La Quinta	175	0.48	0.4%
Indio	1810	4.96	3.9%
Moreno Valley	821	2.25	1.8%
Perris	880	2.41	1.9%
Sun City	552	1.51	1.2%
Hemet	552	1.51	1.2%
Hemet (Simpson Center)	684	1.87	1.5%
Total	46566	127.58	



Route 19



Route 19



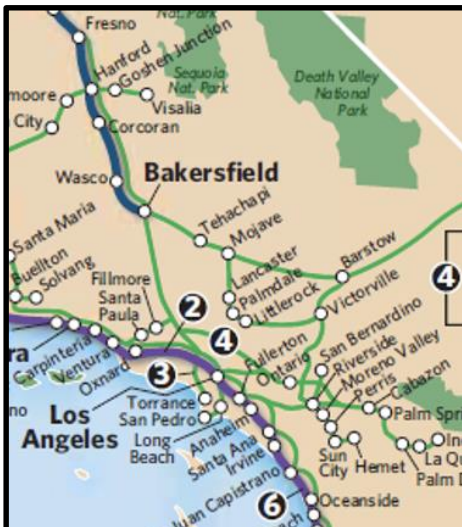
San Joaquins Thruway Bus



RT 1 – Bakersfield to LA / Southern California

Route 1A + 1B Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Glendale	5273	14.45	2.2%
Los Angeles	205701	563.56	87.4%
Long Beach	6902	18.91	2.9%
San Pedro (Terminal)	411	1.13	0.2%
San Pedro (Library)	400	1.10	0.2%
Fullerton	2445	6.70	1.0%
Santa Ana	2707	7.42	1.1%
Irvine	818	2.24	0.3%
San Juan Capistrano	223	0.61	0.1%
Oceanside	2133	5.84	0.9%
Solana Beach	483	1.32	0.2%
San Diego	7912	21.68	3.4%
Total	235408	644.95	

Route 1C Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Santa Clarita-Newhall	7479	20.49	19.0%
Burbank Airport	7443	20.39	18.9%
Van Nuys	12741	34.91	32.4%
Westwood-UCLA	9323	25.54	23.7%
Westchester	634	1.74	1.6%
El Segundo	769	2.11	2.0%
Torrance	924	2.53	2.4%
Total	39313	107.71	



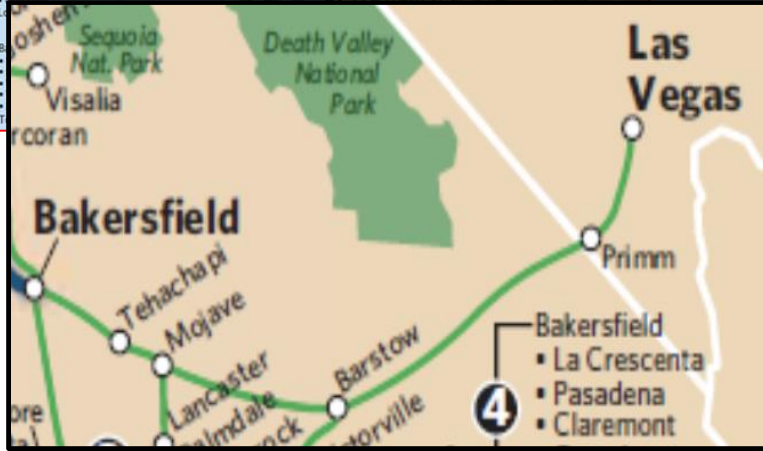
San Joaquins Thruway Bus

Bakersfield to Las Vegas – RT 9

CALIFORNIA — TRAIN AND THRUWAY SERVICE



Route 9 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Barstow (Amtrak)	783	2.15	5.5%
Barstow (Bus Stop)	454	1.24	3.2%
Las Vegas (S. Strip)	9183	25.16	65.0%
Las Vegas (Greyhound)	3716	10.18	26.3%
Total	14136	38.73	



San Joaquins Thruway Bus

CALIFORNIA — TRAIN AND THRUWAY SERVICE



Bakersfield / Oxnard / Santa Barbara – RT 10

Route 10 Ridership

	Total Riders (FY17)	Riders/Day	% of Total
Fillmore	626	1.72	2.2%
Santa Paula	1630	4.47	5.9%
Oxnard	12924	35.41	46.4%
Ventura	2743	7.52	9.8%
Carpinteria	493	1.35	1.8%
Santa Barbara (Amtrak)	8028	21.99	28.8%
Santa Barbara (UCSB)	1418	3.88	5.1%
Total	27862	76.33	

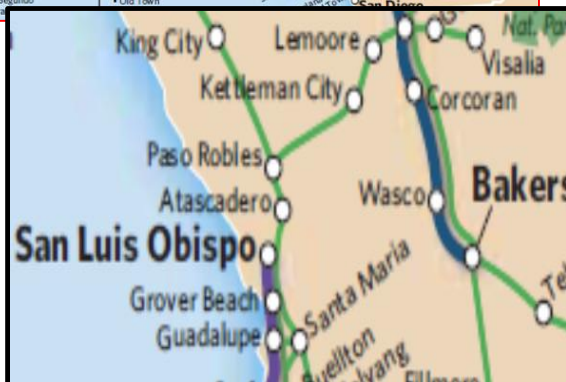


San Joaquins Thruway Bus

Visalia / Hanford / SLO / Santa Maria - RT 18



Route 18 Ridership			
	Total Riders (FY17)	Riders/Day	% of Total
Lemoore	179	0.49	0.7%
Lemoore (Naval Station)	15	0.04	0.1%
Kettleman City	66	0.18	0.3%
Paso Robles	3010	8.25	12.0%
Atascadero	764	2.09	3.0%
San Luis Obispo (Cal Poly)	2239	6.13	8.9%
San Luis Obispo (Amtrak)	6125	16.78	24.3%
Grover Beach	3609	9.89	14.3%
Santa Maria	3931	10.77	15.6%
Goshen	100	0.27	0.4%
Visalia	5129	14.05	20.4%
Total	25167	68.95	



San Joaquins Thruway Bus Update



- The reductions of frequencies, truncation of routes, interline service agreements, and suspension of lower-performing routes has reduced the monthly costs of the San Joaquins Thruway Bus Network from \$1.7 million to \$800,000 per month.
- Over the next year, SJJPA staff projects the changes made to the thruway bus network will save over \$10 million while maintaining essential transportation connections to regions throughout California.



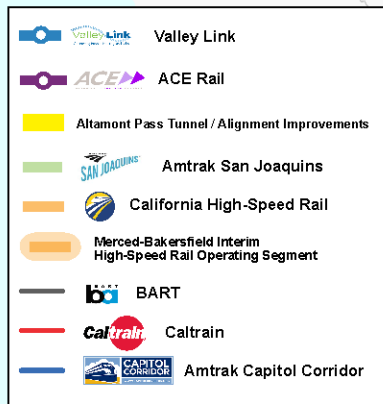
San Joaquin Valley Rail Committee

Item 6

Update on Network Integration Studies

Dan Leavitt/Paul Herman

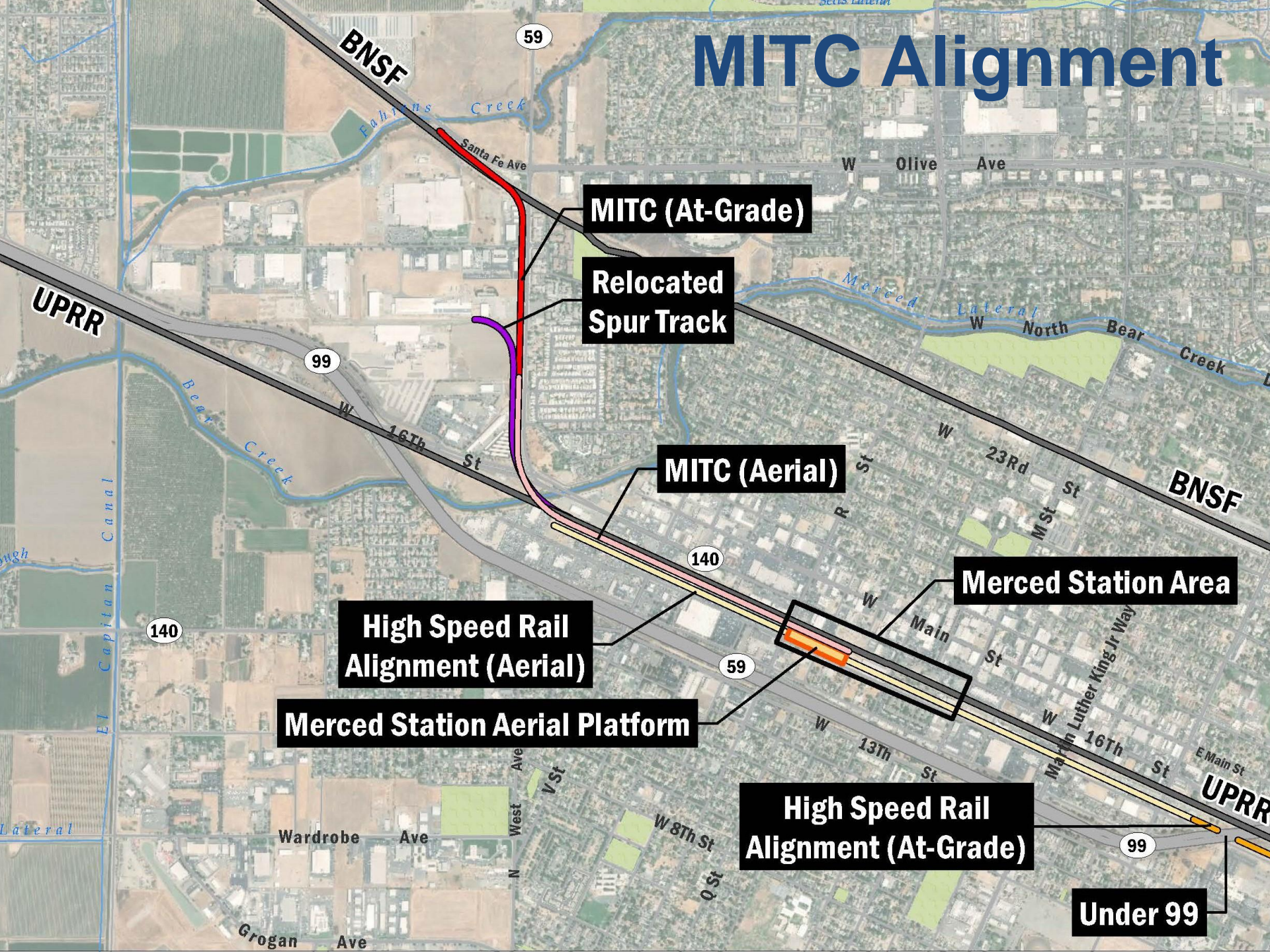
San Joaquin Valley Integrated Passenger Rail Services



California Statewide Integrated Passenger Rail and Bus Services Planned for 2028



MITC Alignment



BNSF

59

UPRR

99

140

140

59

99

MITC (At-Grade)

Relocated
Spur Track

MITC (Aerial)

Merced Station Area

High Speed Rail
Alignment (Aerial)

Merced Station Aerial Platform

High Speed Rail
Alignment (At-Grade)

Under 99

BNSF

W Olive Ave

W 16th St

W 23rd St

R St

W Main St

W 13th St

W 16th St

E Main St

W 8th St

N West Ave

Wardrobe Ave

Grogan Ave

Santa Fe Ave

Merced Lateral

Bear Creek

El Capitan Canal

Merced Lateral

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

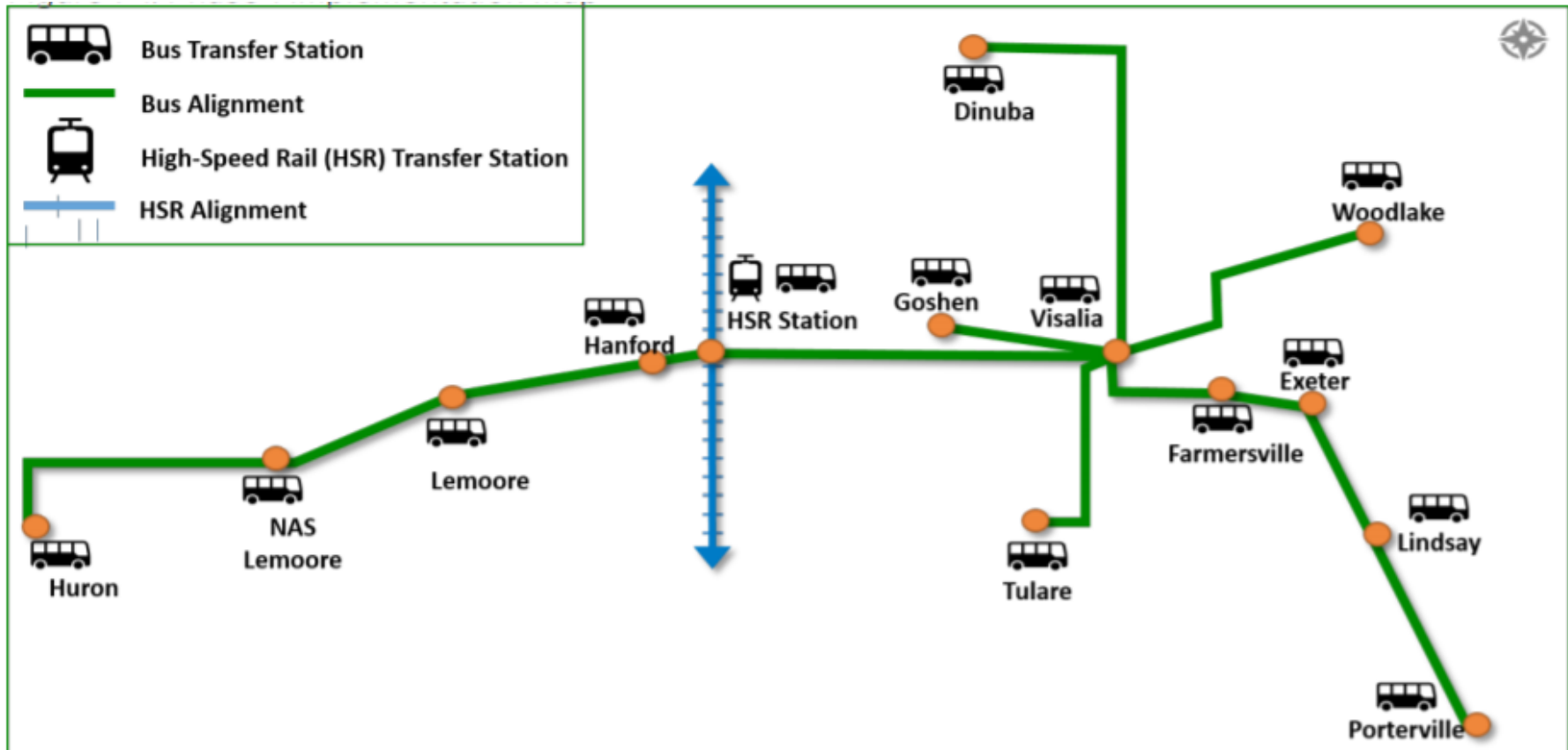
South of Merced Studies:

- 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

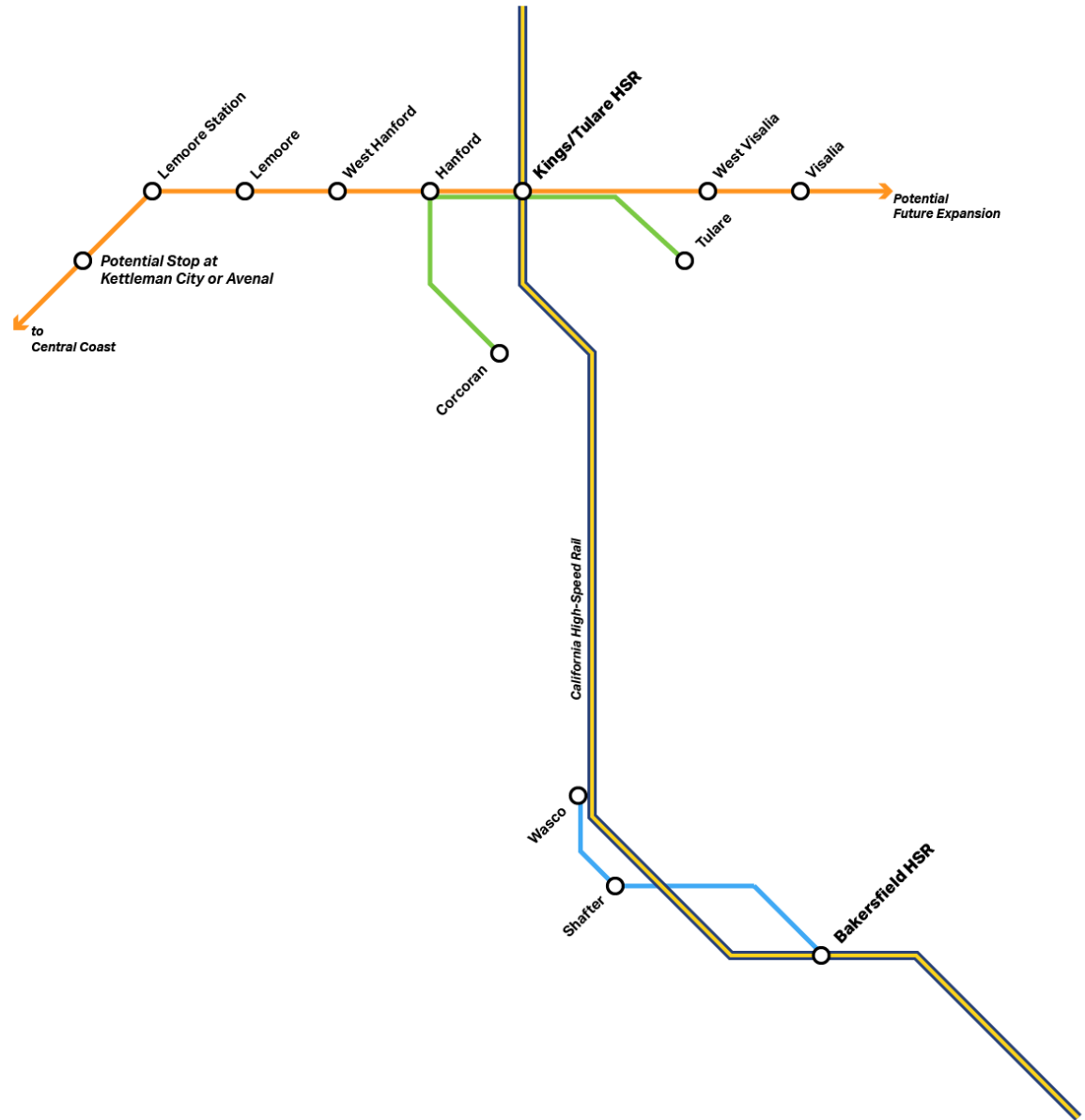
Possible Future Bus Routes Connecting to Kings/Tulare HSR Station



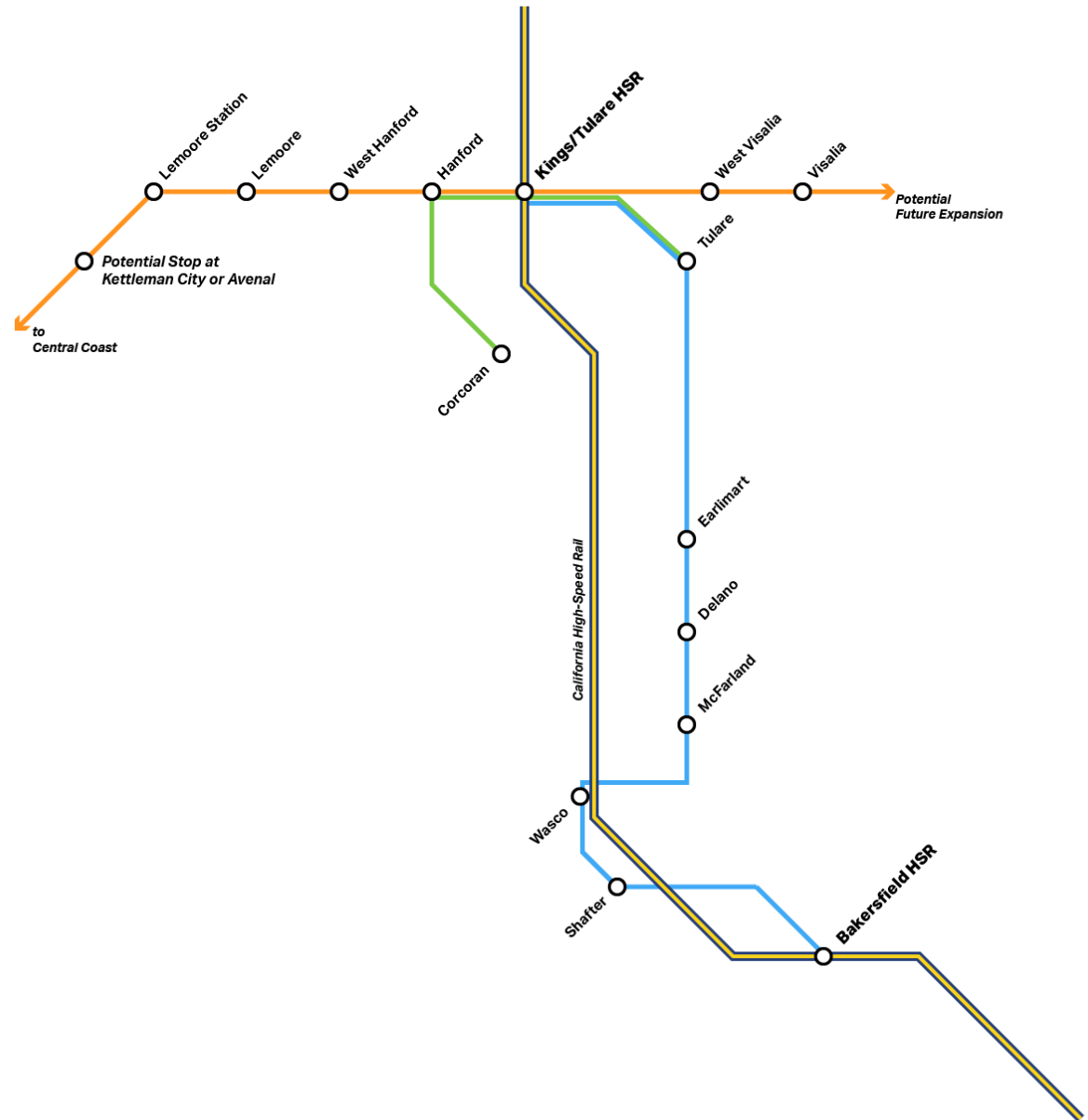
Cross Valley Corridor Plan – Phase 1 Bus Network



Potential Wasco – HSR Connection Bus Service:



Potential Hanford, Corcoran, and Wasco Connections to HSR via Integrated Bus Service:





San Joaquin Valley Rail Committee

Item 7

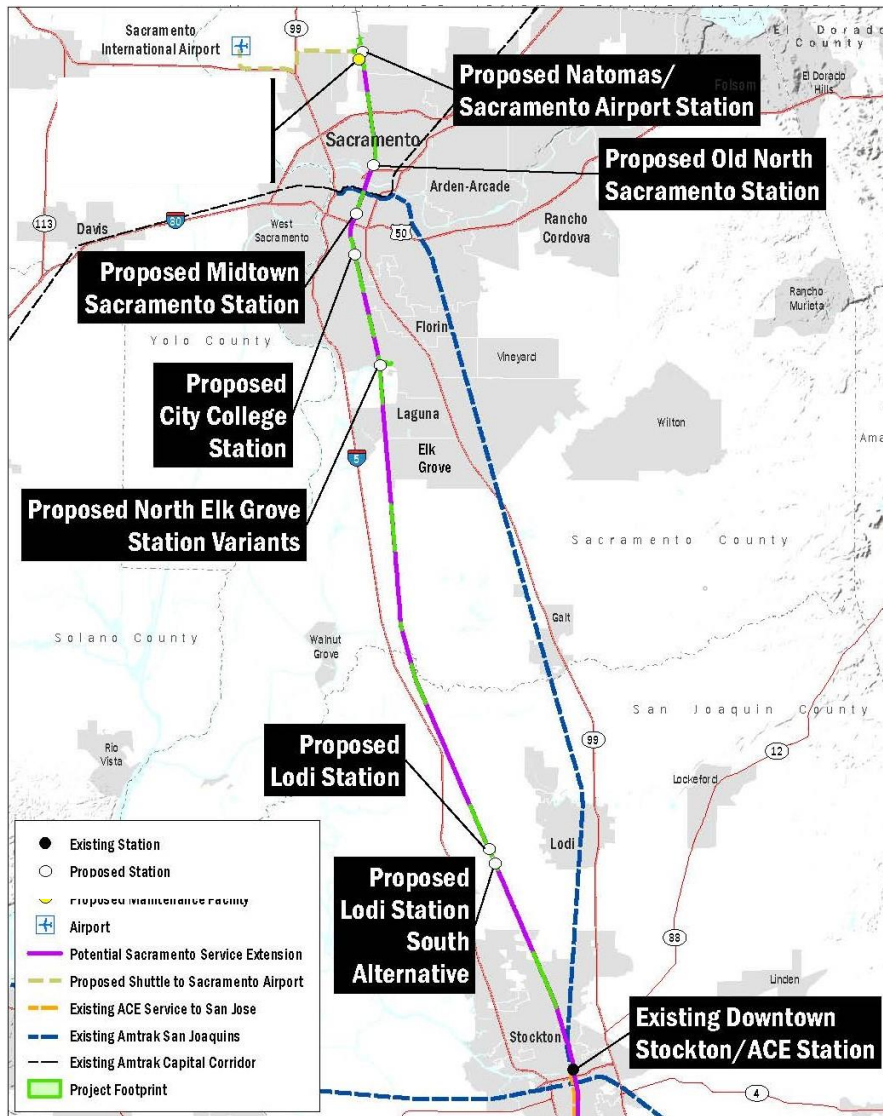
Update on Valley Rail Program and Stockton Diamond Grade Separation

Dan Leavitt



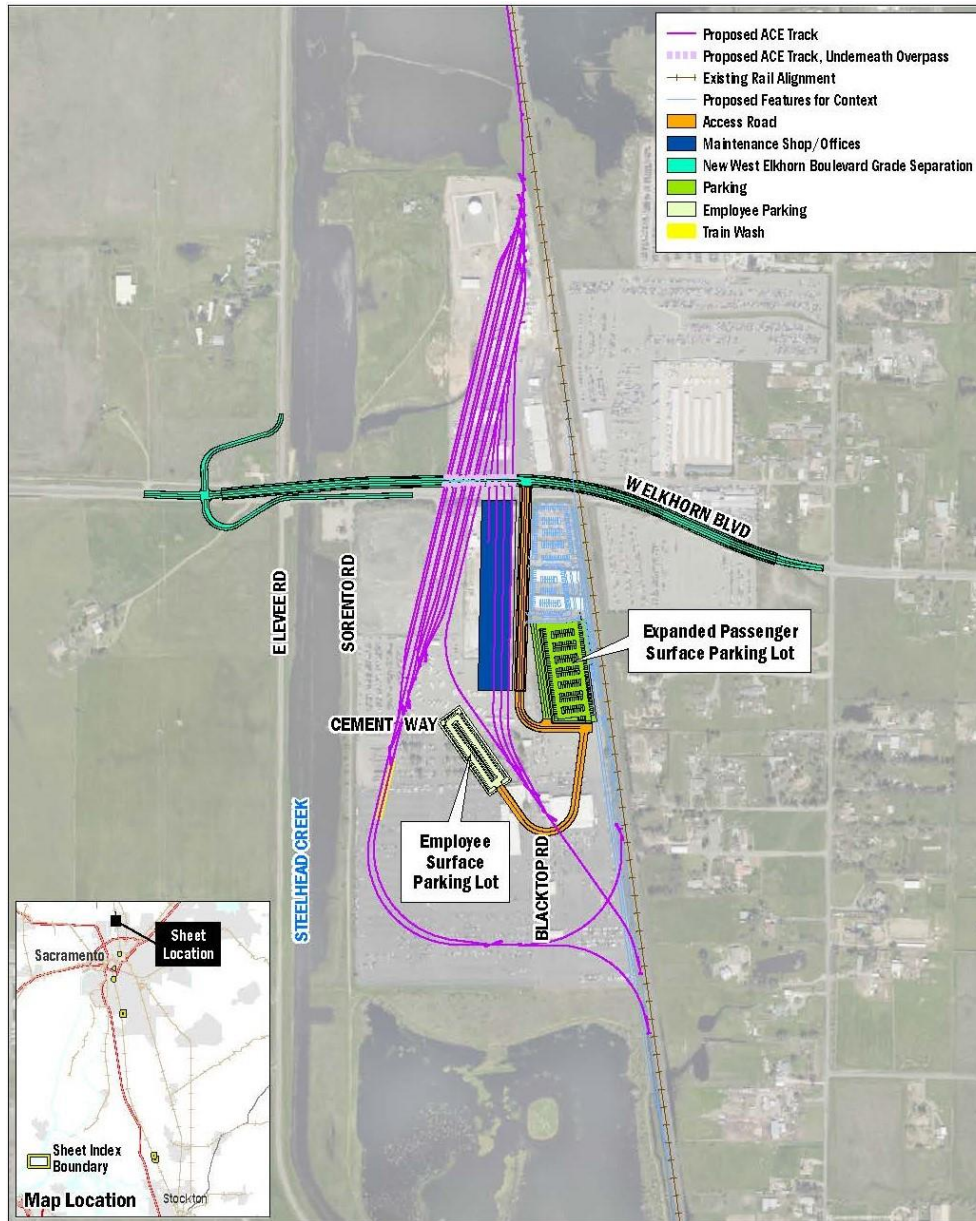
- Valley Rail Program includes expansion of both ACE and the San Joaquins Services
- Valley Rail is funded by the Transit and Intercity Rail Capital Program (TIRCP) and other state funding sources.

Overview of the Sacramento Extension

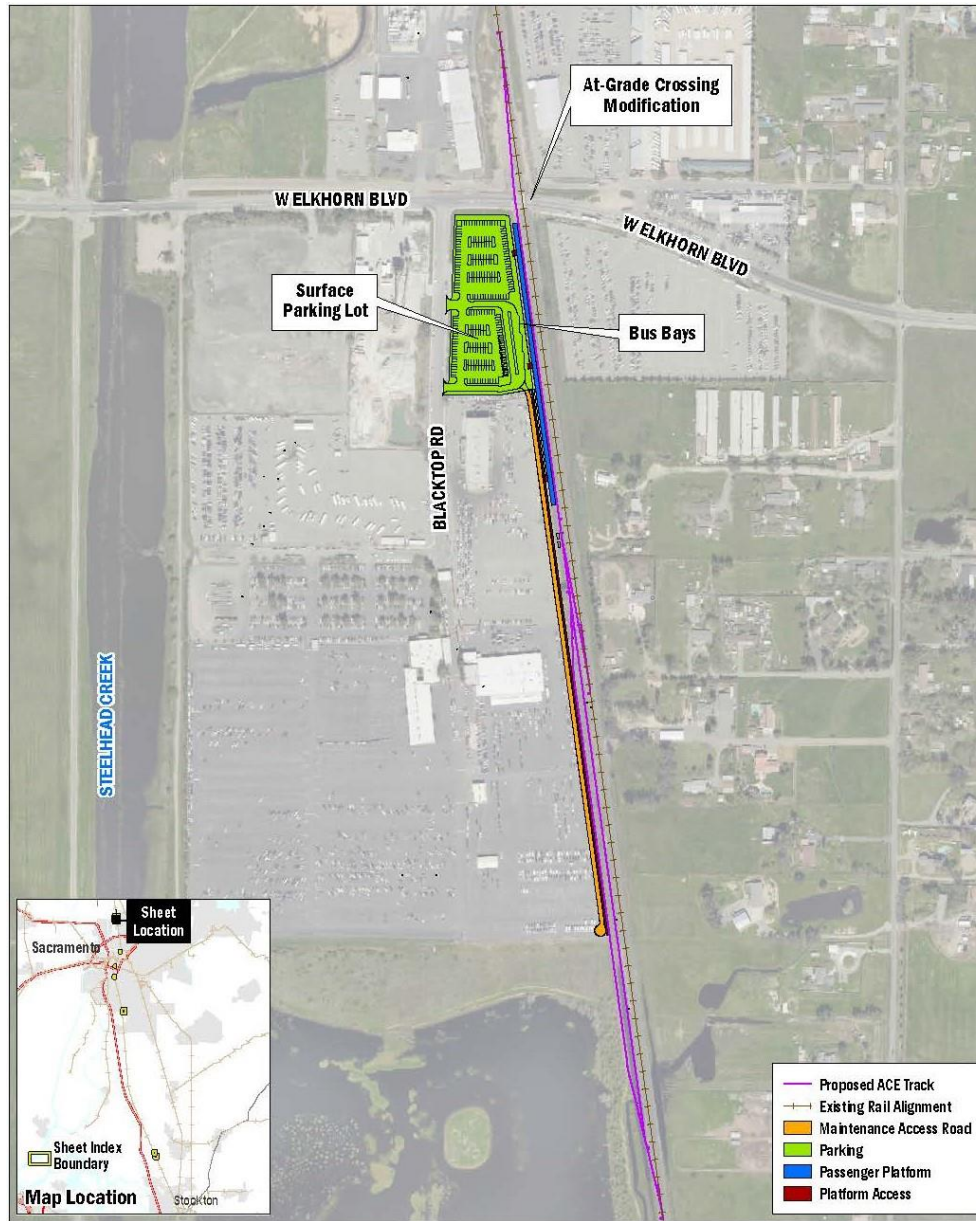


- Current service to Sacramento Valley Station is capped by UPRR
- Available service on the Sacramento subdivision by UPRR
- Service will support additional San Joaquins service and new ACE service

Removal of Phase 2 Maintenance Facility



Full Extent of Natomas Improvements

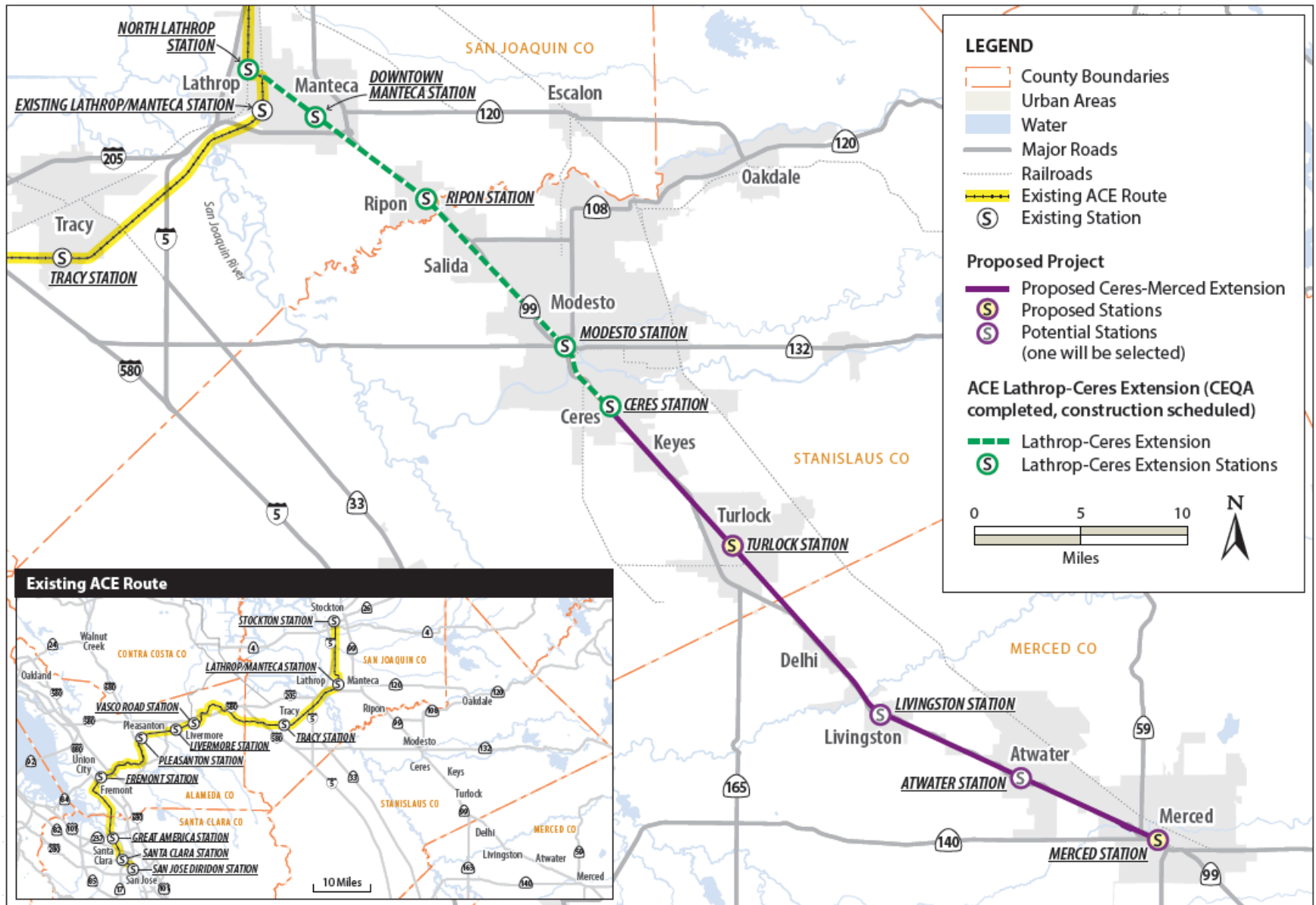


North Elk Grove Station Removed from Consideration





Project Overview: Project Location





Project Overview:

Project Location (Close-Up View)



MITC Alignment

Potential Layover & Maintenance Facility

MITC (At-Grade)

Relocated Spur Track

MITC (Aerial)

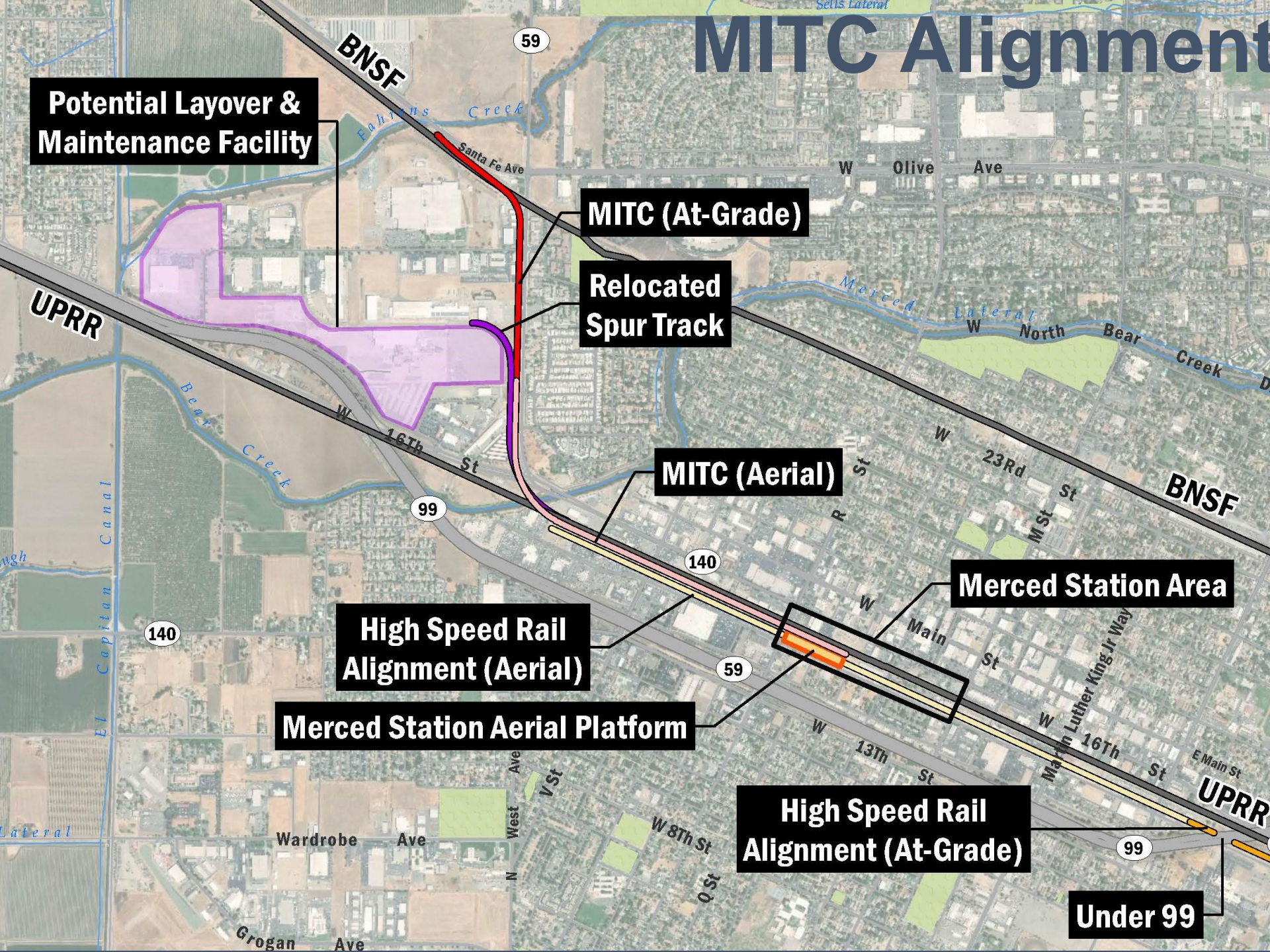
Merced Station Area

High Speed Rail Alignment (Aerial)

Merced Station Aerial Platform

High Speed Rail Alignment (At-Grade)

Under 99





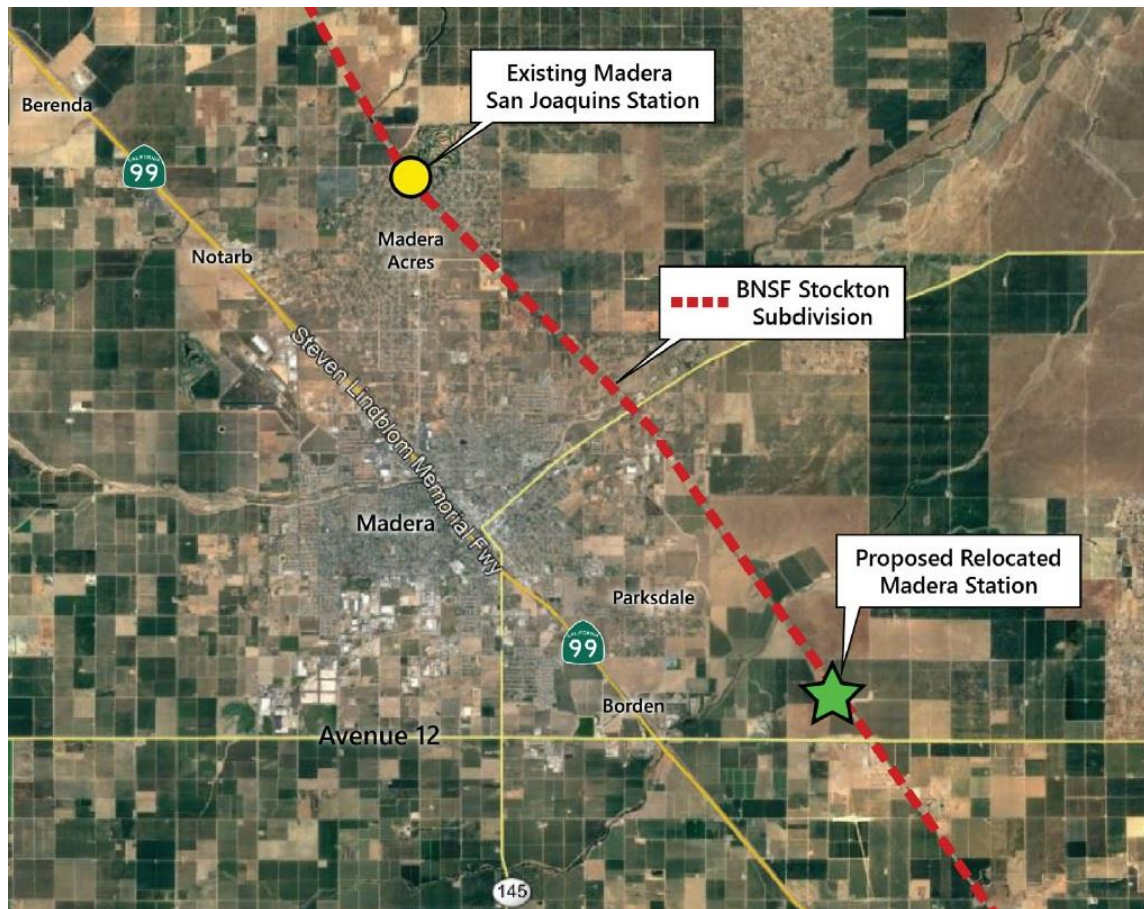
Key Project Milestones and Timeline





San Joaquin Joint Powers Authority

Project Location

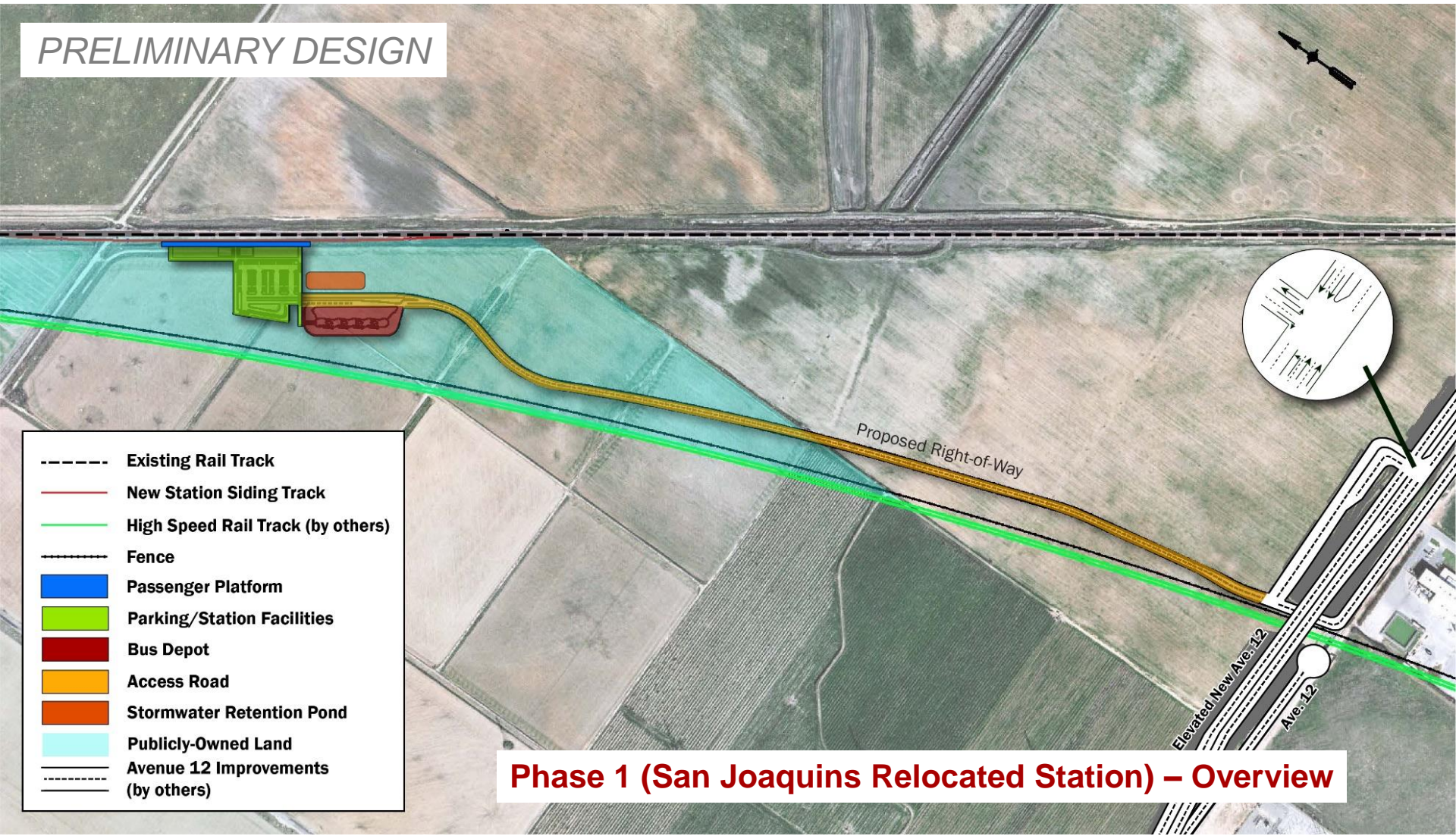


- Existing Madera San Joaquins Station located in vicinity of Madera Acres
- Proposed Station located just north of Avenue 12 along the existing BNSF tracks



San Joaquin Joint Powers Authority

PRELIMINARY DESIGN

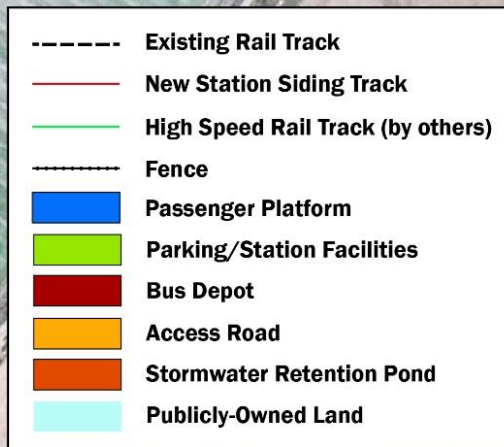


Phase 1 (San Joaquins Relocated Station) – Overview



San Joaquin Joint Powers Authority

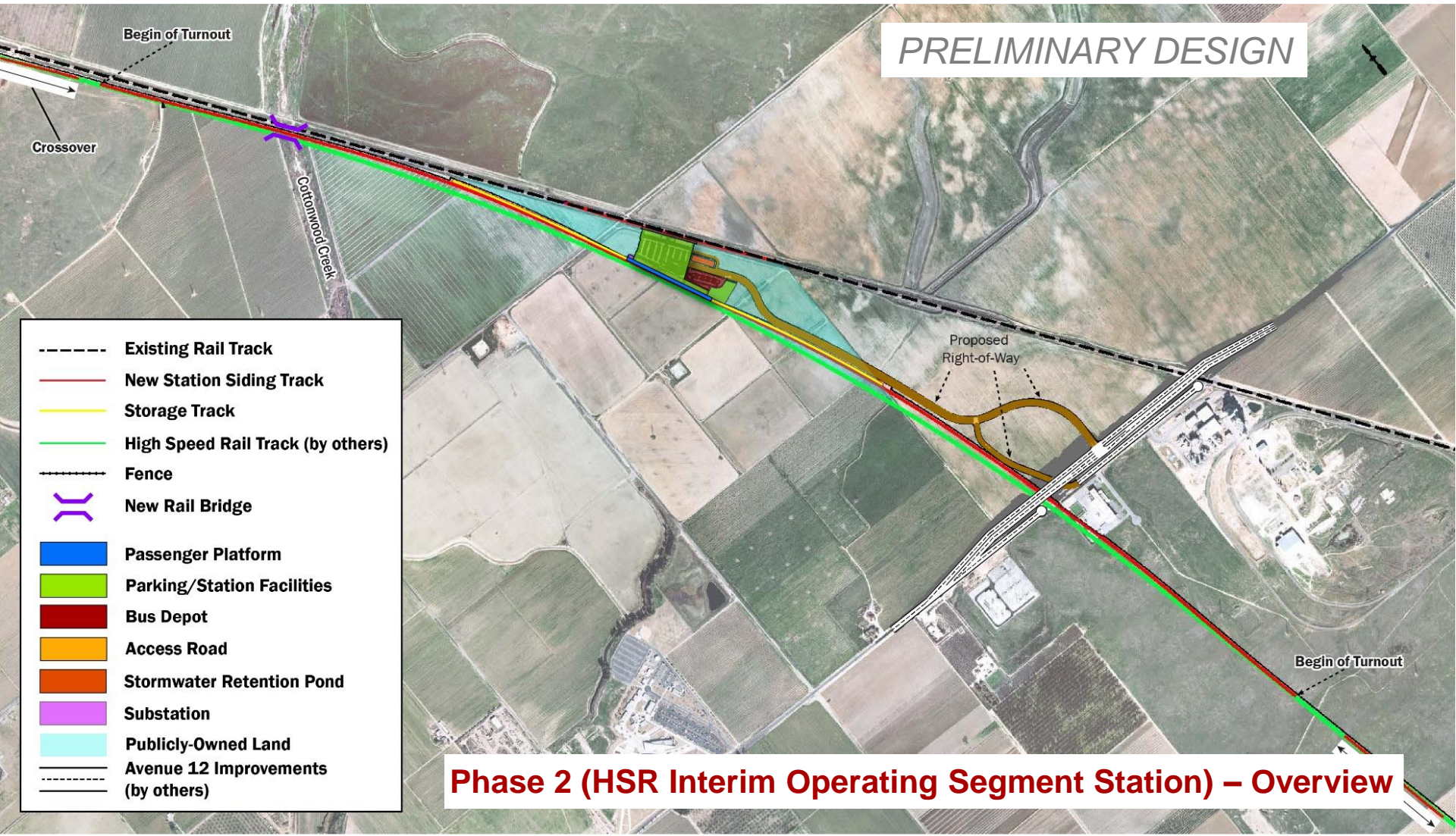
PRELIMINARY DESIGN



Phase 1 (San Joaquin Relocated Station) – Detailed View



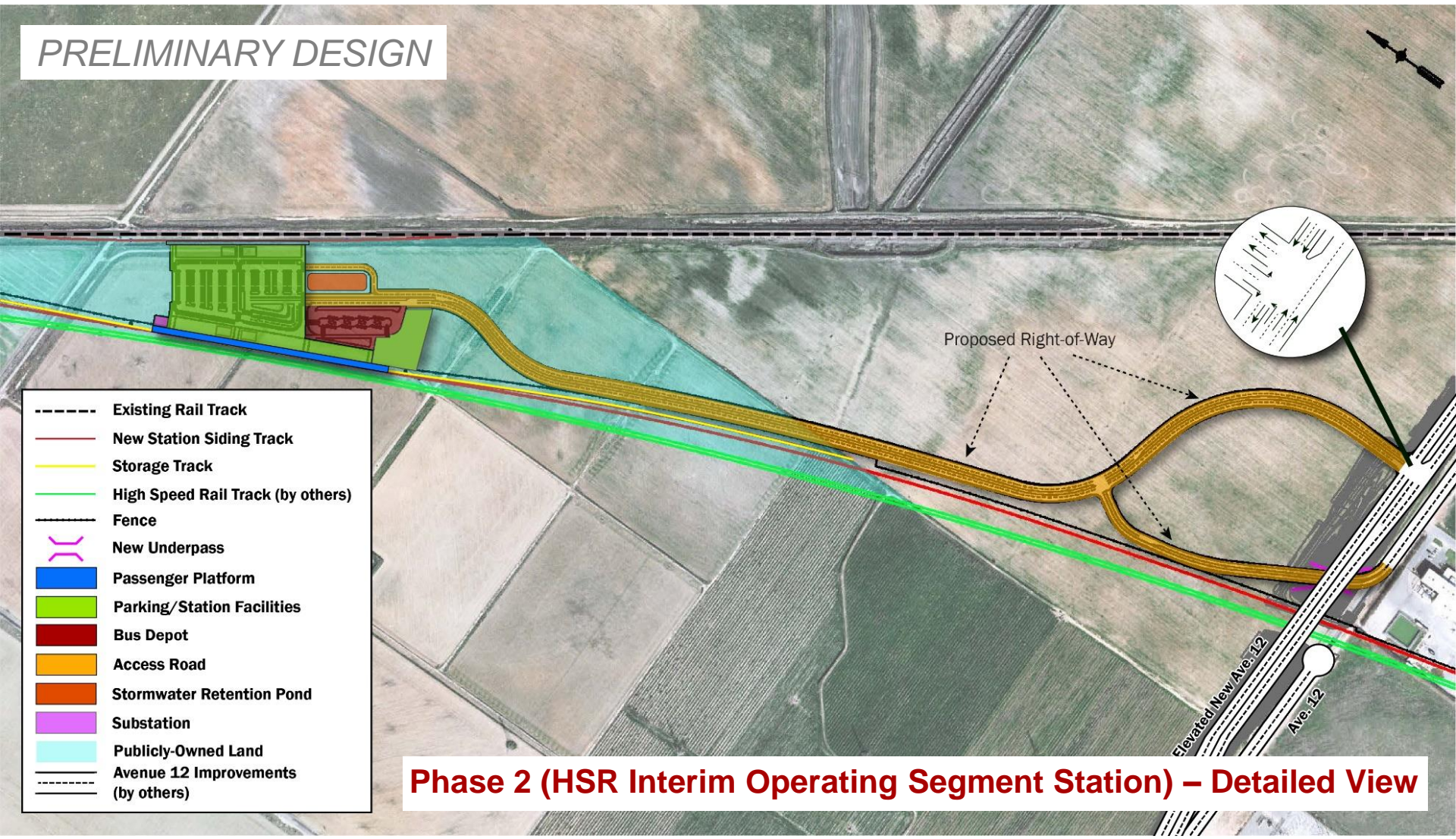
San Joaquin Joint Powers Authority





San Joaquin Joint Powers Authority

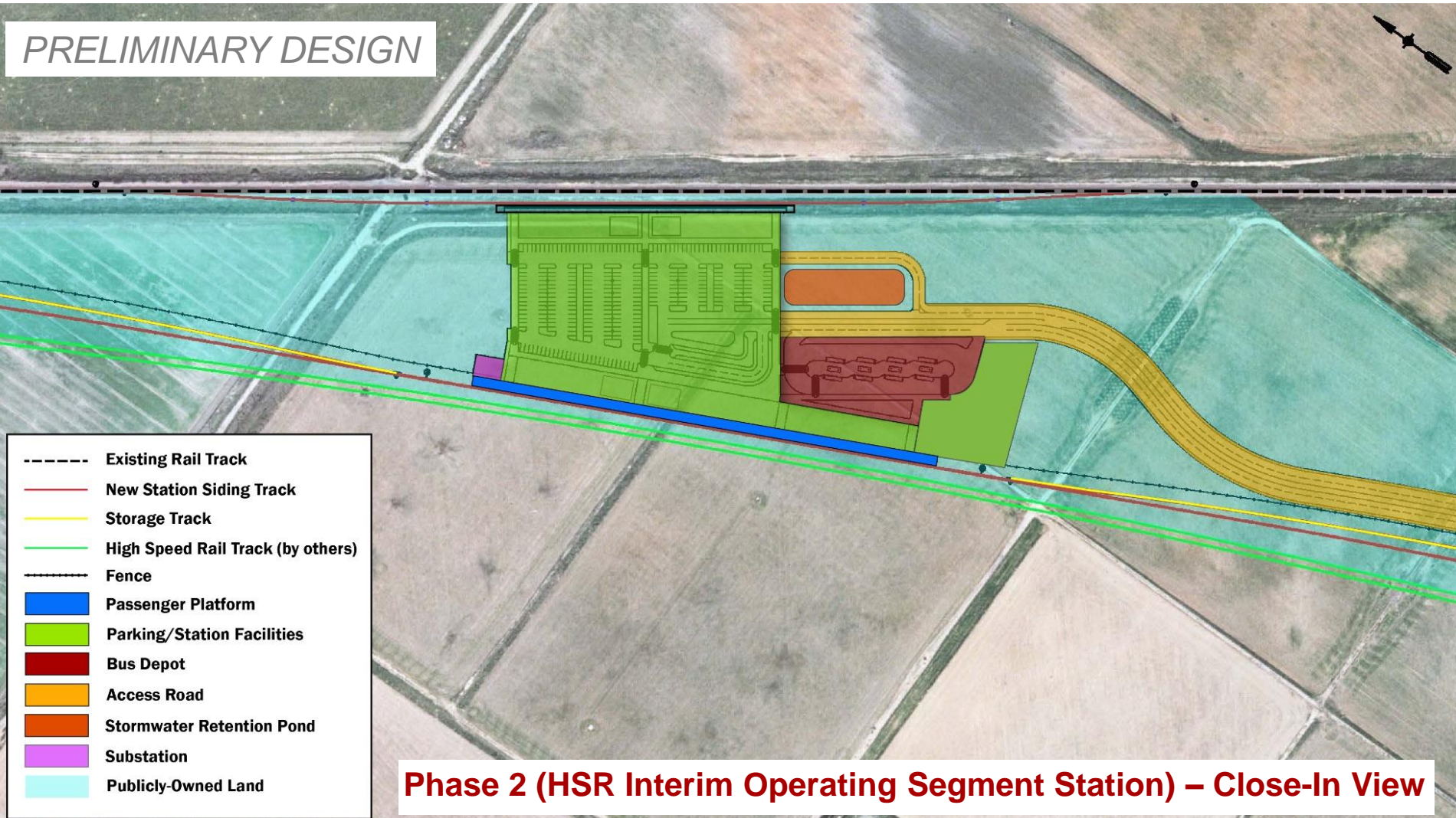
PRELIMINARY DESIGN





San Joaquin Joint Powers Authority

PRELIMINARY DESIGN





San Joaquin Joint Powers Authority

Project Schedule

Environmental Clearance

- Release of Draft ISMND – Early October
- Comment Period (incl. Public Webinar) – Early Oct/Early Nov
- Release of Final ISMND – Mid January
- Approval of ISMND at SJJPA Board – Late January



San Joaquin Joint Powers Authority

Project Schedule

Future Phases of the Project

- Final Design – 2021-2022
- Construction (Phase 1) – 2023-2024
- Commencement of San Joaquins Service (Phase 1) – 2024
- Construction (Phase 2) – 2026-2028
- Commencement of Interim HSR Service (Phase 2) – 2029



San Joaquin Joint Powers Authority

For more information, visit the project webpage at:

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

**Contact SJJPA's Madera Station Relocation
Project Manager:**

Dan Leavitt, Manager of Regional Initiatives
San Joaquin Joint Powers Authority

dan@sjjpa.com

(209) 944-6266

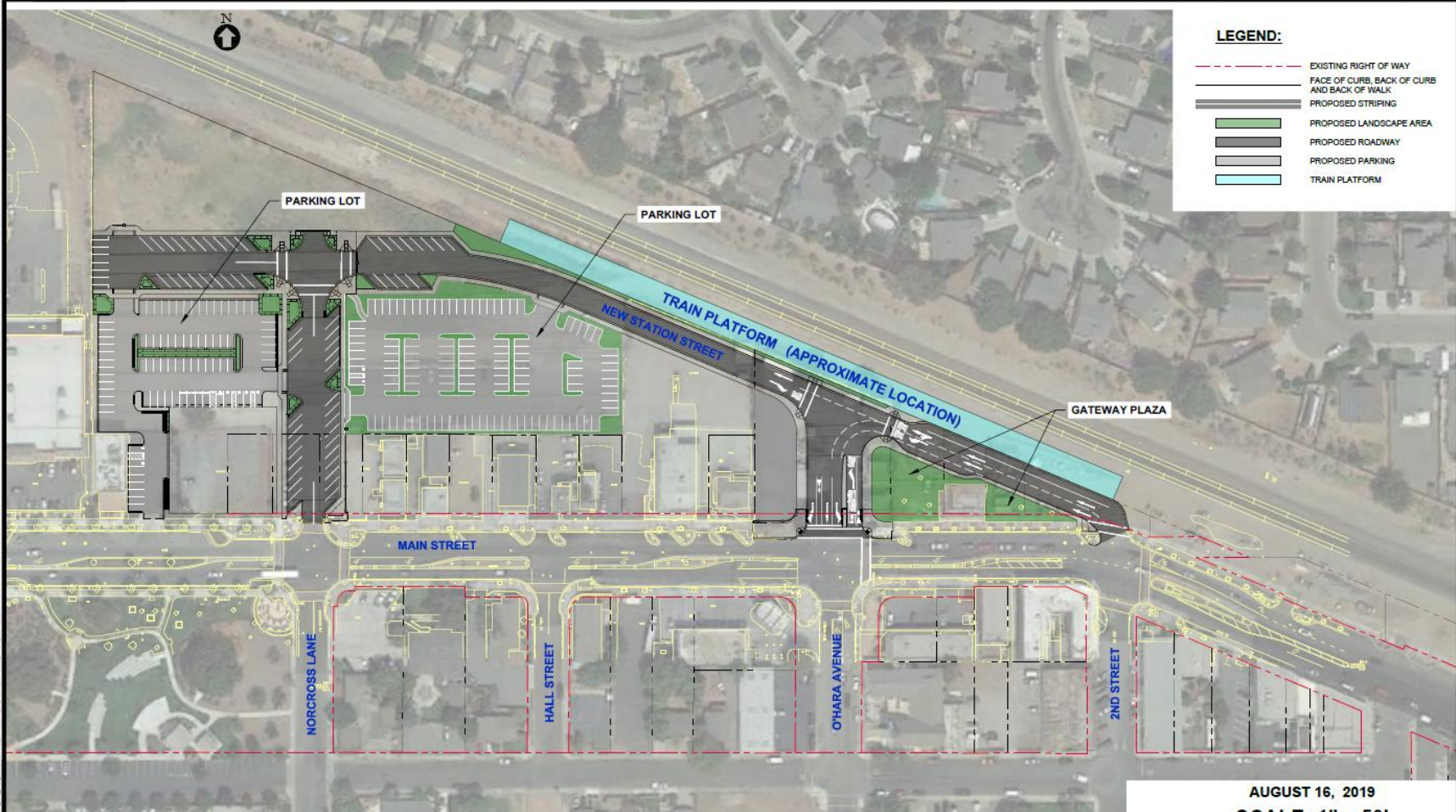


San Joaquin Joint Powers Authority



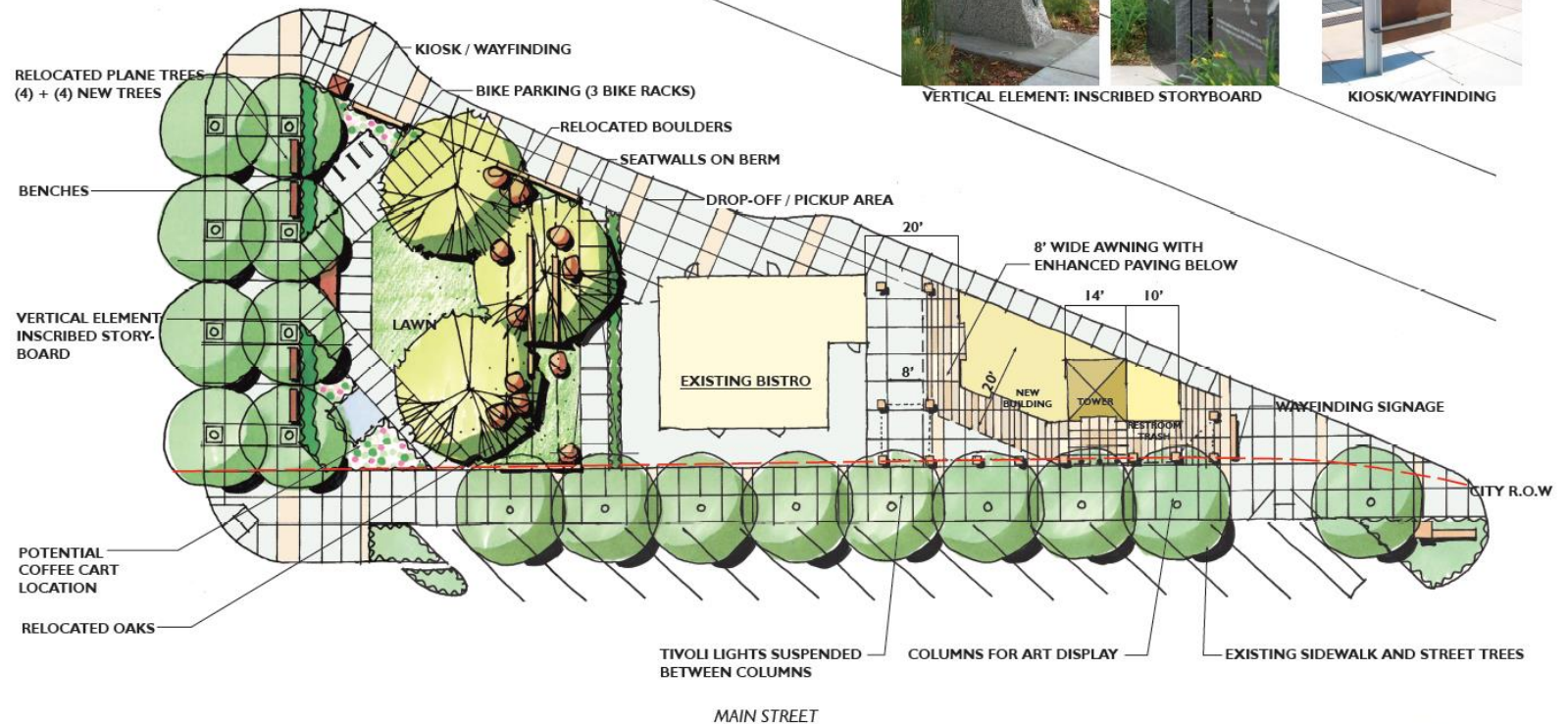
DOWNTOWN OAKLEY

OAKLEY TRANSIT CENTER EXHIBIT





San Joaquin Joint Powers Authority



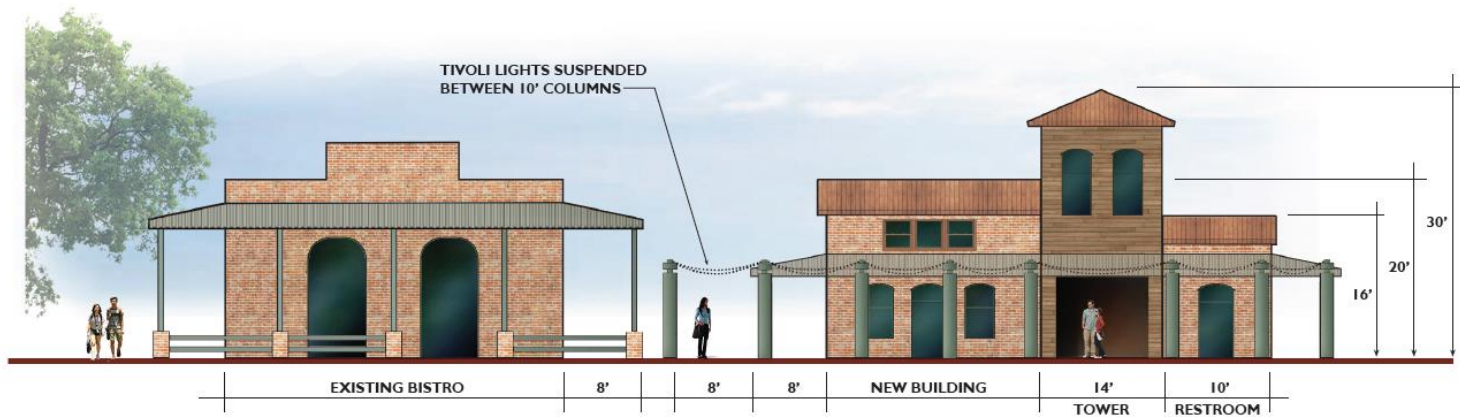
VERTICAL ELEMENT: INSCRIBED STORYBOARD



KIOSK/WAYFINDING



San Joaquin Joint Powers Authority





San Joaquin Joint Powers Authority

Project Schedule

- Environmental Clearance – June 2018
- Final Design – 2020-2021
- Construction – 2021-2022
- Opening of Oakley Station – 2022



San Joaquin
Joint Powers Authority

OAKLEY
—  —
CALIFORNIA

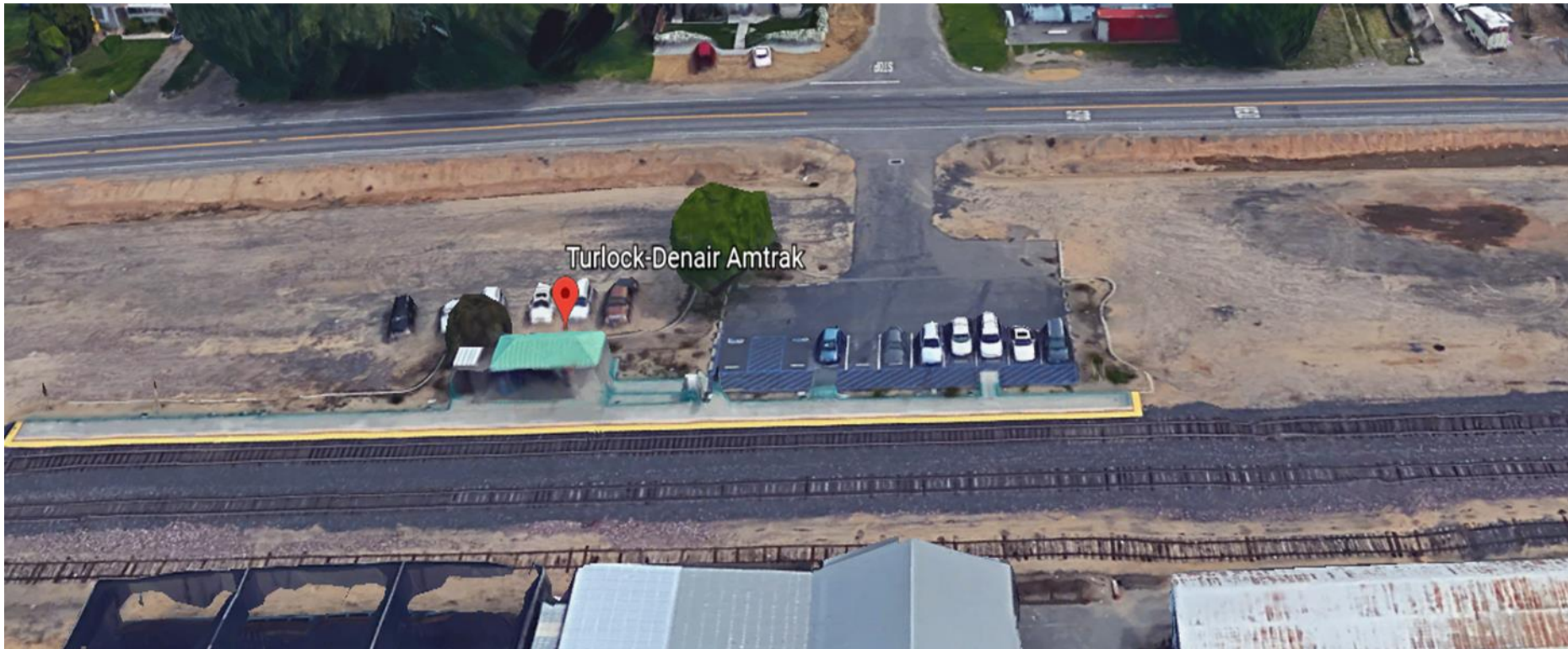




San Joaquin Joint Powers Authority

Turlock-Denair Station

Before:





San Joaquin Joint Powers Authority

Turlock-Denair Station Parking Improvement

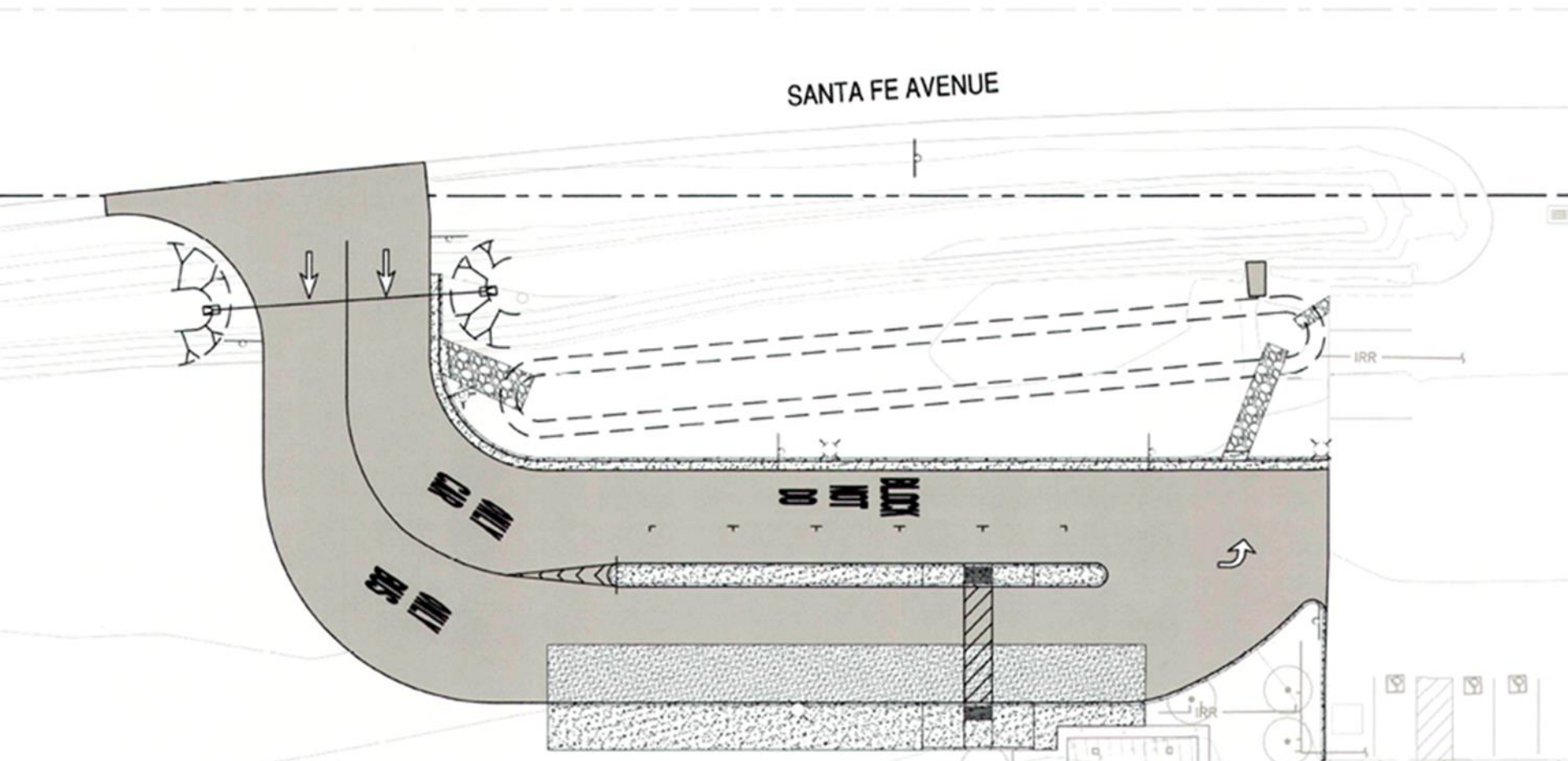
After:





San Joaquin Joint Powers Authority

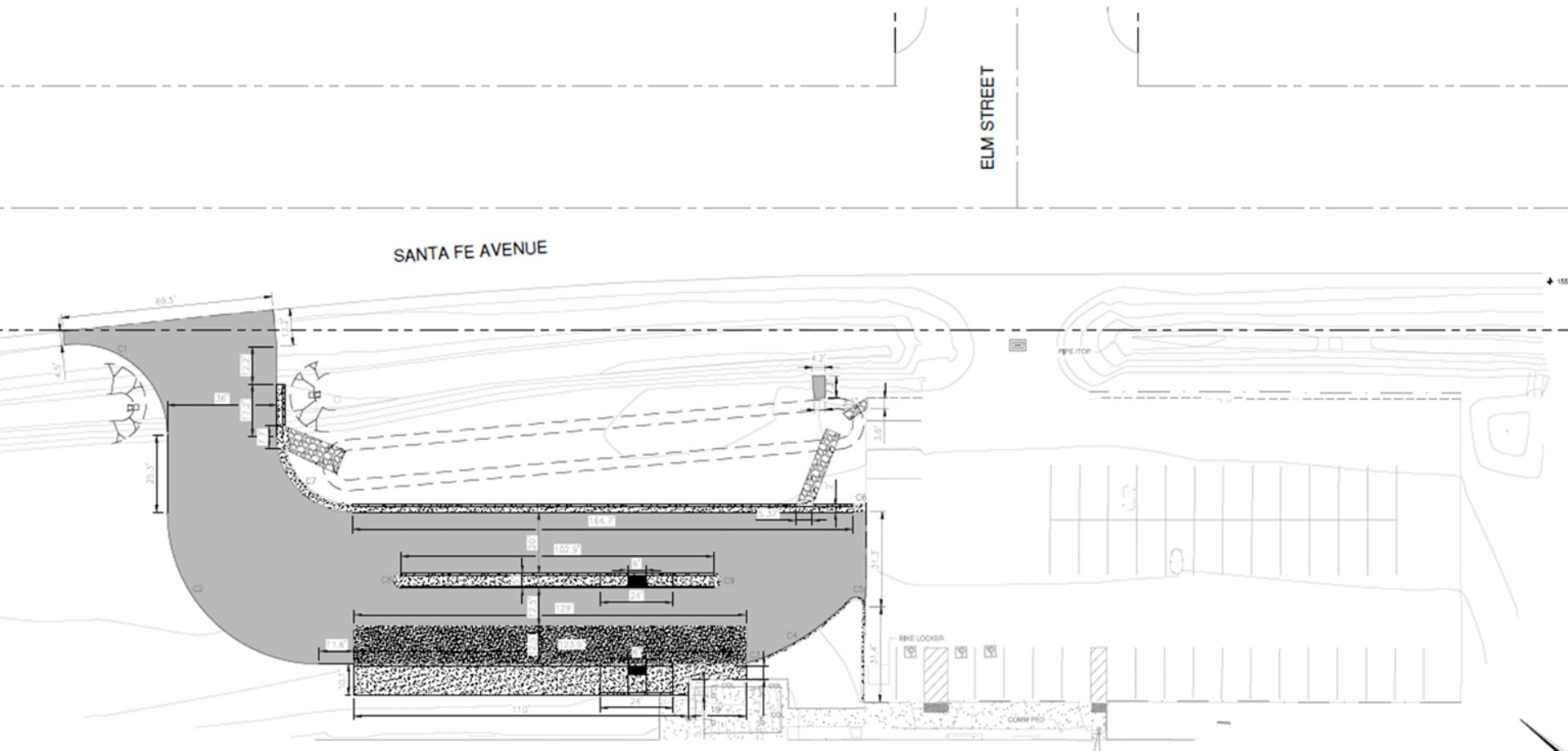
Turlock-Denair Station Bus Loop Project





San Joaquin Joint Powers Authority

TRK Bus Loop & Parking Improvement





STOCKTON
DIAMOND

SJVRC Meeting

October 9th, 2020
9 a.m.



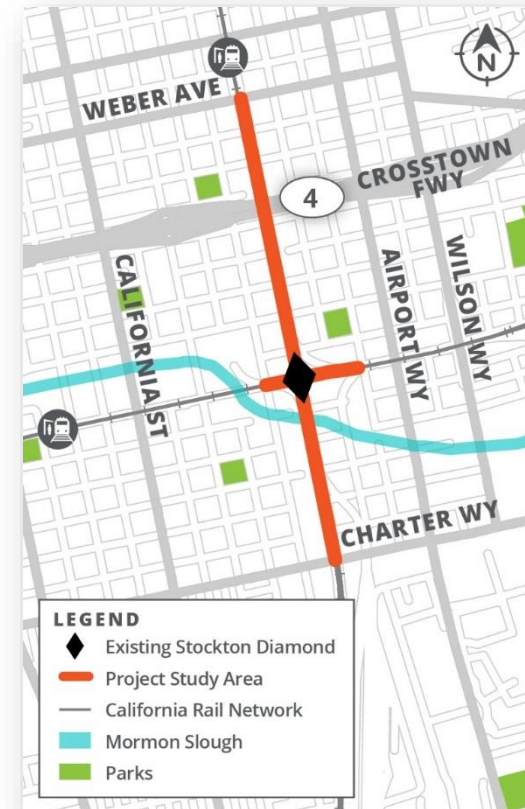
San Joaquin
Joint Powers Authority



STOCKTON DIAMOND GRADE SEPARATION PROJECT

Existing Rail Crossing

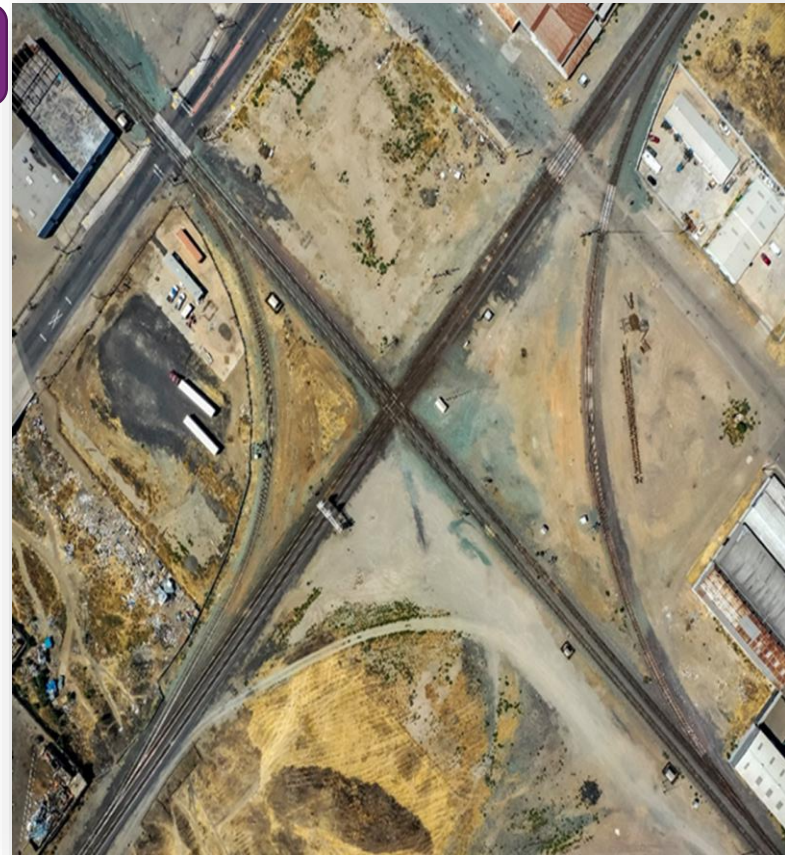
- Two rail lines intersect at-grade in Stockton
 - Union Pacific (runs north-south)
 - BNSF Railway (runs east-west)
- Stockton Diamond
 - Located just south of downtown
 - Double tracked, at-grade
- Rail lines shared with passenger services
 - UP (ACE & San Joaquins)
 - BNSF (San Joaquins)





Busiest, most congested rail bottleneck in CA

- **Critical** transportation **hub**
 - Freight from Port of Stockton to national network
 - Passenger service links affordable housing to jobs
- Significant rail **congestion** and service **delays**
- Impacts **frequency**, **reliability** and **expansion** potential
- Local **multi-modal delays** at rail crossings





STIMULATE MOBILITY: Improve rail efficiency and reliability



ENHANCE SAFETY: Improve track crossings



ECONOMIC VITALITY: Increased throughput and train velocity



INSPIRE CONNECTIONS: Support service expansion linking residents to jobs

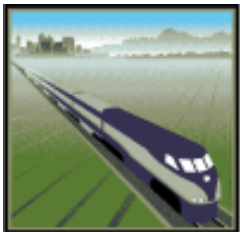


SUSTAINABILITY: Improve air quality with emission reduction

Project Partners



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

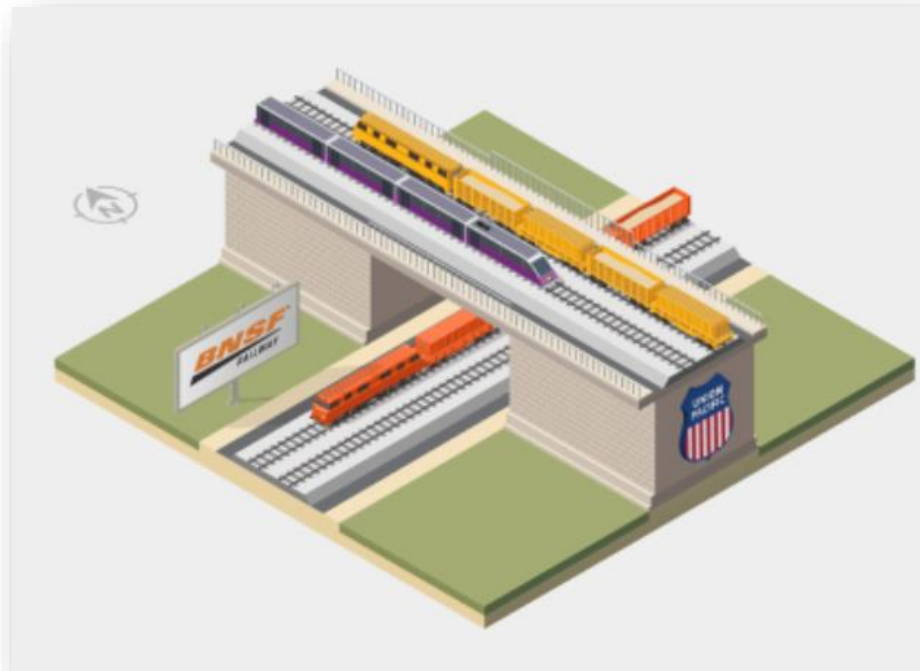


San Joaquin
Joint Powers Authority



CALIFORNIA
High-Speed Rail Authority

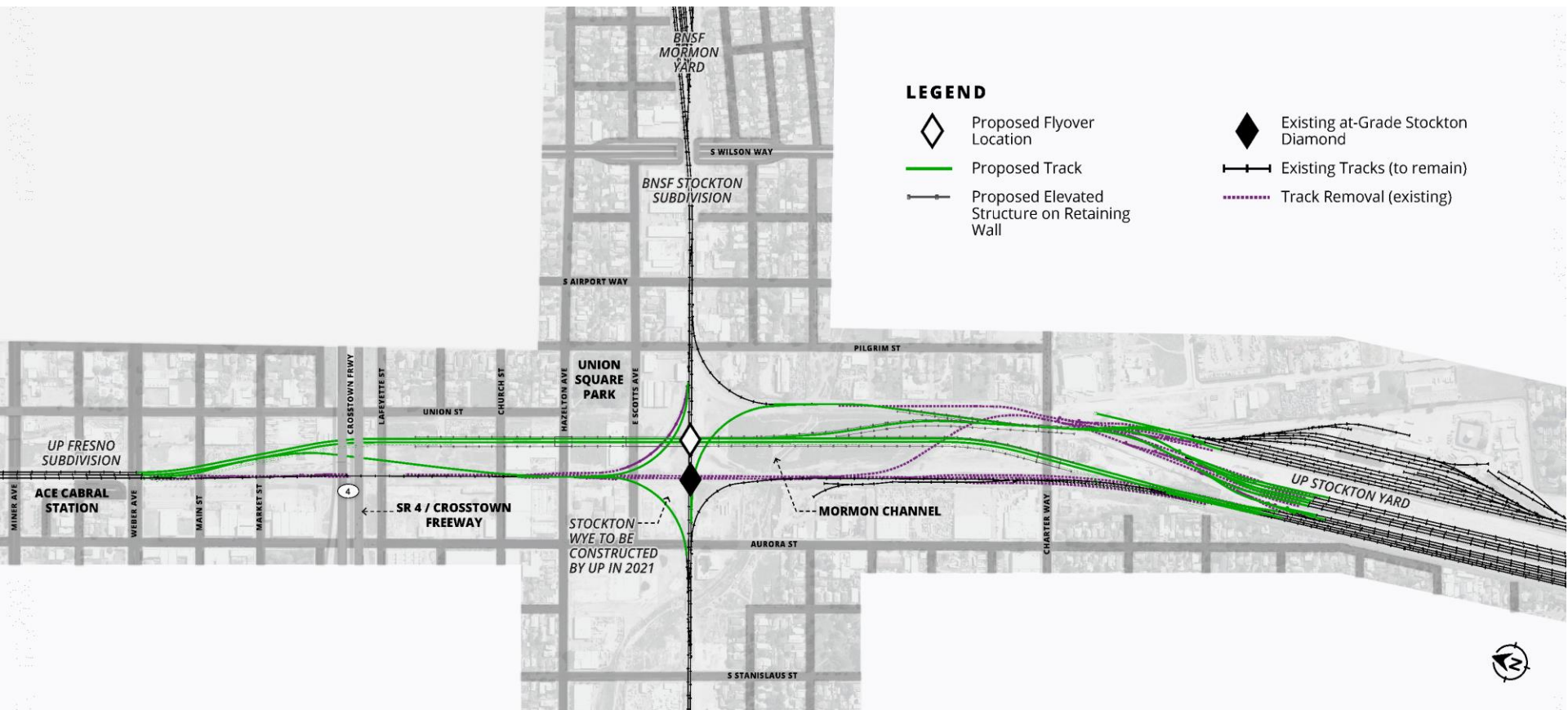




- Grade separation with flyover bridge
 - Uninterrupted rail flow through crossing
- Identification of feasible concepts
 - Partner and stakeholder coordination
- Grade separation concept reviewed for environmental impact
 - Identification of mitigation measures

Unlocking freight & passenger rail mobility in Northern CA

Proposed Flyover Bridge Location



Flyover Concept Examples

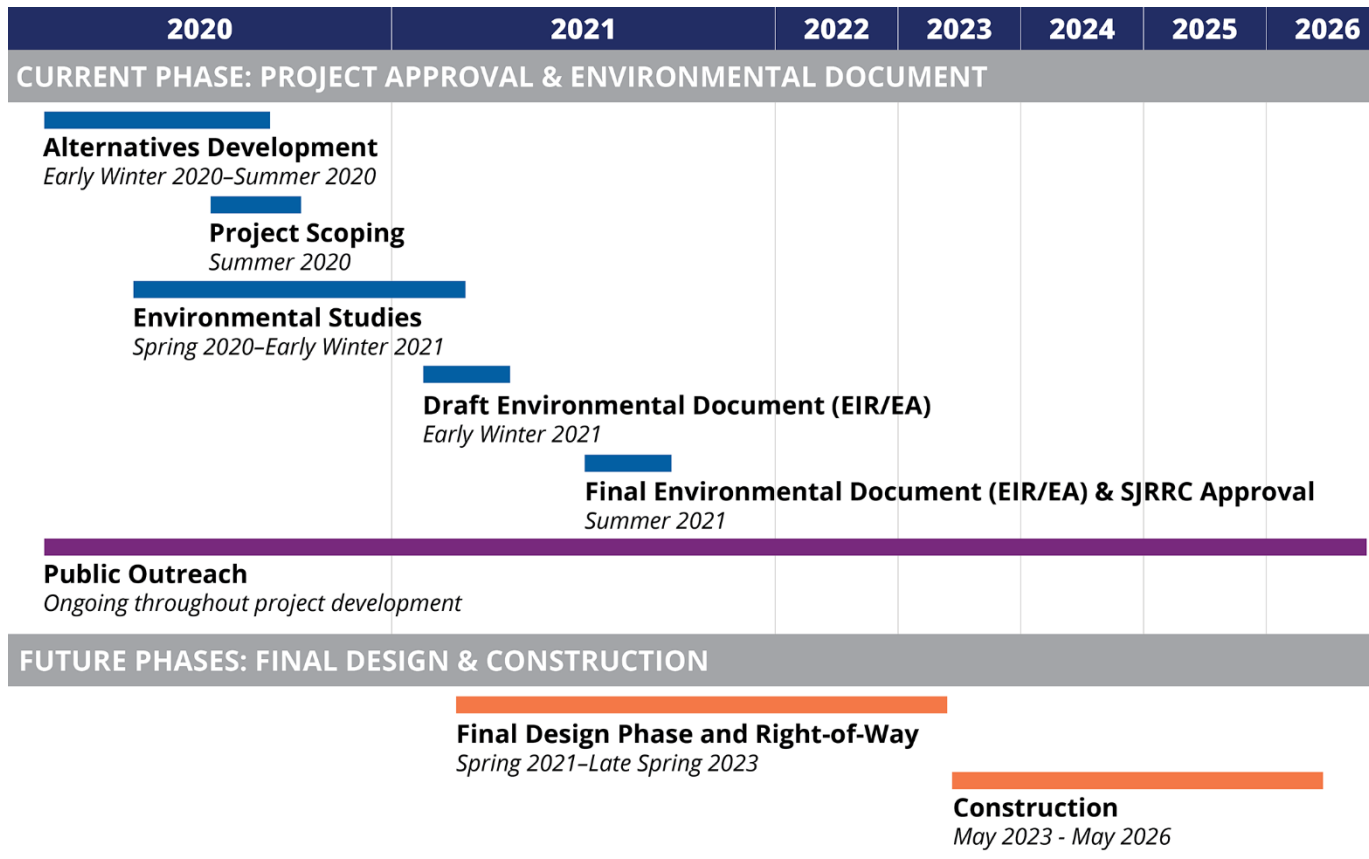


Design & materials to be determined through planning process

Steps	Activity
1	Notice of Preparation of EIR/EA
2	Scoping & 45-Day Public Comment Period – Virtual Public Meetings
3	Draft EIR/EA Development
4	Draft EIR/EA Minimum 30-day Public Comment Period – Public Meeting
5	Development of FINAL EIR/EA (includes response to comments)
6	SJRRC Board Approval/Adoption – Public Hearing

While the public will be engaged throughout the CEQA/NEPA process, steps 2, 4 & 6 represent formal Public Comment Periods

Current & Future Project Phases





- Project currently estimated to cost \$237 million
- SJRRC working to secure funding from local, state and federal sources to complete project
 - Includes \$100 million in Trade Corridor Enhancement Program funding through California's Senate Bill (SB) 1
 - \$20 million Federal grant from the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program
- SB 132 and Interregional Transportation Improvement Program funding already secured to match project funds





stocktondiamond.com
(Sign-up to receive electronic updates)



(209) 235-0133



info@stocktondiamond.com

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San Joaquin Valley Rail Committee

Item 8

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 1 of each year, and final form by June 15 of each year.
- ❑ The purpose of establishing the later date for the final version is to allow Amtrak time to finalize operating cost estimates.
- ❑ The final version of the Annual Business Plan is used to develop an annual appropriation request 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

2021 SJJPA Business Plan



- Primary Purposes of the Annual Business Plan
 - Identify SJJPA's intentions for the next two State Fiscal Years (FY 2021 /22 and FY 22/23 in its proposed management of the San Joaquins.
 - Request annual funds from the State for operating, administering, and marketing the San Joaquins.
 - Operating and action plans.
 - Outline short-term and longer-term capital plans.

2021 SJJPA Business Plan

■ **Minor Update**

- The 2020 Business Plan was a minor update with emphasis on upcoming near-term initiatives and partnerships with rail and transportation agencies.
- The 2021 Business Plan will address SJJPA's plans for post-COVID-19 operations and will highlight mid-term plans with CHSRA's Interim Operating Service between Merced-Bakersfield by 2028/29.

2021 SJJPA Business Plan

Key Initiatives of the Draft 2021 SJJPA Business Plan:

- Integration with High-Speed Rail
- 8th and 9th Daily Round-Trips
- Thruway Bus Partnerships
- Relocation of Madera Station
- MITC Connection at Merced
- Reduction of San Joaquins Running Time between Bakersfield and the Bay Area & Improved OTP
- South of Merced Integration

2021 SJJPA Business Plan

- Submittal Schedule of 2021 SJJPA Business Plan Update
 - Draft Due April 1st, 2021
 - Final Due June 15th, 2021 to account for more current projections from Amtrak for the operating budget in next Fiscal Year.
- Public Review Process
 - This meeting is the kick-off of our public outreach. We will be reaching out to other stakeholders in the coming months.
 - Public review draft Business Plan is expected to be available in early February 2021.
 - Comments are expected to be due in early- to mid-March.
 - E-mail Comments to Paul Herman at Paul@SJJPA.com

2021 SJJPA Business Plan



**Committee Member
Discussion / Input**



San Joaquin Valley Rail Committee

Item 9

Input to SJJPA: Committee Member Discussion / Comments

Steve Cohn



San Joaquin Valley Rail Committee

Item 10

Adjournment