



San Joaquin

Joint Powers Authority

March 28, 2014 Board Meeting



San Joaquin Joint Powers Authority

Item 1

Call to Order

Pledge of Allegiance

Roll Call



San Joaquin Joint Powers Authority

Item 2

Public Comments



Item 3

Consent Calendar

- 3.1. Approve Minutes from January 24, 2014 Board Meeting
- 3.2. Approve Next SJJPA Board Meeting Location and Start Time

Request to delay acting on Item 3.2 until after Item 9



San Joaquin Joint Powers Authority

Item 4

Edits to SJJPA Bylaws (Election of Officers) and JEPA (SJJPA Board)

Edits to SJJPA Bylaws and JEPA

- At the January 24, 2014 SJJPA Board Meeting, staff was directed by the Board to include an action item on the next board meeting agenda to change the term for the Chairperson and Vice Chairpersons from one year to two-years.
- This action requires changes to the SJJPA Bylaws and JEPA.

Edits to SJJPA Bylaws and JEPA

Section 2.1 (Election of Officers) of the SJJPA Bylaws is to be amended to read:

- “Nomination and election of a Chairperson and at least one Vice-Chairperson shall be held at the first meeting of the Board and thereafter at the **biennial**~~annual~~ first meeting. The Chairperson and Vice-Chairperson(s) shall each be a Board Member. The terms of the office of the Chairperson and Vice-Chairperson(s) shall be for ~~one~~**two** years to extend from the election of officers at the close

Edits to SJJPA Bylaws and JEPA

- of the regular meeting at which said officers are elected, or until a successor is duly elected. Any vacancy during the term shall be filled by nomination and election for the remainder of the term. No member may serve more than two consecutive ~~years~~**terms** as Chairperson or Vice-Chairperson of the Board. Any Chairperson or Vice-Chairperson who does not complete a first or second ~~two~~**one**-year term shall nonetheless be deemed to have served a full ~~two~~**one**-year term for all purposes.”

Edits to SJJPA Bylaws and JEPA

Since this is an administrative matter more appropriate for Board action related to the SJJPA Bylaws, Section 5.8 (SJJPA Board) of the SJJPA JEPA is to be amended to read:

- “The Board shall elect a chairperson and at least one vice-chairperson from among its members. ~~The terms of office shall be one year. No member may serve more than two consecutive years as chairperson of the Board.~~”

Edits to SJJPA Bylaws and JEPA

- Any future discussions related to the terms of the Chair and Vice Chair(s) shall be directed through action related to the SJJPA Bylaws.

Recommendation:

- Approve Resolution Adopting Edits to SJJPA Bylaws and JEPA



San Joaquin Joint Powers Authority

Item 5

Presentation by Madera County

Member Wheeler



San Joaquin Joint Powers Authority

Item 6

Draft Chapters for SJJPA Business Plan

Dan Leavitt

Draft Chapters for SJJPA Business Plan

- The SJJPA Business Plan must be included and referenced as part of the SJJPA's Interagency Transfer Agreement.
- AB 1779 specifies a number of requirements for the Business Plan.
- The Draft Business Plan is to be completed by the March 2014 SJJPA Board Meeting.
- Initial Draft Chapters were presented at the November and January meetings.

Draft Chapters for SJJPA Business Plan

- Executive Summary
- 7. Short-term and Long-term Capital Improvements
- 8. Action Plan and Performance Standards
- 13. Annual Funding Requirement
- 15. Consideration of Other Service Expansions and Enhancements
- 16. Roles and Responsibilities

7. Short-term and Long-term CIPs

- The State has invested almost \$460 million since 1976 to increase and improve the San Joaquin service.
- SJJPA strongly supports the completion of those capital projects that are currently underway to enable the deployment of an additional daily round trip between Oakland and Bakersfield (7th San Joaquin daily round trip).
- These capital projects are expected to be completed by mid to late 2015.

7. Short-term and Long-term CIPs

- SJJPA will also work with the State to secure funding and expedite the implementation of the projects needed to implement an 8th daily round trip (about \$112 million needed) and mid-corridor start/ends.
- SJJPA will develop a comprehensive longer-term program of improvements to reduce travel time, increase ridership, and improve service reliability, and increase frequency.

7. Short-term and Long-term CIPs

Some of the possibilities for Longer-term CIP:

- Additional bi-level trainsets.
- Construction of a new maintenance facility.
- Improvements between Sacramento and Stockton on UPRR Fresno Subdivision or new track on r/w adjacent to UPRR Fresno Subdivision.
- Improvements to increase service between Oakland and Port Chicago.
- Improvements from Port Chicago to Bakersfield.

8. Action Plan and Performance Standards

- Negotiating revisions to Amtrak operating agreement to improve performance reporting and decrease costs.
- Developing schedules and a service plan for implementing for 7th and 8th round-trip trains in conjunction with UPRR, BNSF, Amtrak and the State and also work on improvements to the existing 6 round-trip schedule.
- Identifying improvements and costs needed for mid-corridor starts/ends.

8. Action Plan and Performance Standards

- Assist CalSTA in the development of its Network Integration Plan.
- Evaluate measures to improve train and Thruway bus performance, including modifications to the service.
- Work with UPRR, BNSF, Amtrak and State to improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.

13. Annual Funding Requirement

- The primary purpose of this Business Plan is to request the annual funds required by the SJJPA to operate, administer, and market the San Joaquin rail service for agreed-upon service levels.
- The ITA will set forth the fund request for FY 14/15 to identify the maximum amount of funds to be transferred to the SJJPA for FY 14/15 which will be incorporated into the FY 14/15 Legislative Budget process.

13. Annual Funding Requirement

- Based on the current San Joaquin operations, Amtrak is negotiating the operating costs for the San Joaquin Service for FY 14/15 with the Caltrans Division of Rail.
- These negotiations are ongoing and the costs for the San Joaquin rail and Thruway bus services are currently not available.
- The San Joaquin Operating Costs for FY 14/15 will be the number that is agreed upon between Amtrak and the State.

13. Annual Funding Requirement

- The primary role of the SJJPA will be the day-to-day management of the San Joaquin service. SJJPA administrative costs for FY 14/15 are estimated at \$1,304,985.
- For FY 14/15, SJJPA assumes \$1.9 million for “Marketing Expenses”. Consistent with the 2013 State Rail Plan.

15. Consideration of Other Service Expansions and Enhancements

- Deployment of the 7th daily round trip is the highest priority for service expansion, and SJJPA will focus advocacy efforts on securing the required increase in state operating funds.
- It will also be a high priority for SJJPA to work with the State to secure the funding necessary for the capital improvements and the additional operating funds to enable the deployment of the 8th daily round trip.

15. Consideration of Other Service Expansions and Enhancements

- Initiating early San Joaquin trains mid-corridor and having the last San Joaquin trains end mid-corridor may result in substantial increases in ridership and revenue.
- Merced appears to be well suited as the location to initiate mid-corridor starts.
- SJJPA will work with Caltrans, BNSF and UPRR to evaluate the possibility of having the 7th and 8th daily round trips be used by San Joaquin trains which start and end mid-corridor.

15. Consideration of Other Service Expansions and Enhancements

- There is a great potential market for the San Joaquin service to Sacramento if the frequency of service can be increased and offered at the right time of day.
- SJJPA will work with CHSRA, CalSTA, Caltrans and the Central Valley Rail Working Group (CVRWG) to pursue improvements of the San Joaquin service to Sacramento.

15. Consideration of Other Service Expansions and Enhancements

- Additional San Joaquin stations in key locations could improve access to the service and increase ridership.
- Working in partnership with local and regional agencies, SJJPA will assess viable new station locations, and promote the funding, design, and initiation of construction for new stations within the next three fiscal years.

15. Consideration of Other Service Expansions and Enhancements

- Additional stations discussed thus far include, Hercules, Berkeley, 65th Street Sacramento, Elk Grove, North Fresno, and North/West Bakersfield.
- Contra Costa representatives have also suggested that another station in Eastern Contra Costa be evaluated in coordination with a mid-corridor start.

15. Consideration of Other Service Expansions and Enhancements

- Planning for additional service between Oakland and Bakersfield.
- Potential future extensions of San Joaquin service to be investigated include:
 - ▣ Sacramento to Redding (160 miles). Serving Yuba/Sutter, Butte, Tehama and Shasta counties.
 - ▣ Extending San Joaquin trains 5 more miles past the Oakland Station to serve the existing Oakland Coliseum/BART (Oakland Airport).
 - ▣ Utilization of the Altamont Corridor to bring San Joaquin service to additional Bay Area markets.

16. Roles and Responsibilities

- Under the provisions of AB 1779, the State would continue to have prominent and very important roles with the San Joaquin intercity passenger rail service, even after the administration responsibility is turned over to SJJPA.
- The State will continue to provide the funding necessary for service operations, administration and marketing.

16. Roles and Responsibilities

- The State would remain responsible for the development of the Statewide Rail Plan; the coordination and integration between the three state-supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests.
- The State remains the owner of the trainsets used for the San Joaquin and Capitol Corridor services and procurement of new equipment.

16. Roles and Responsibilities

- SJJPA will work with CalSTA and Caltrans Division of Rail to reach agreement and fully define the roles and responsibilities of SJJPA and the State towards the operation, maintenance, planning, and improvement of the San Joaquin service.
- The agreed upon detailed roles and responsibilities will be included as a key part of the ITA.

Executive Summary

- Highlights from Draft Business Plan
- Questions/Comments



San Joaquin Joint Powers Authority

Item 7

San Joaquin Rolling Stock Update

Brian Schmidt



Comet Car Coordination

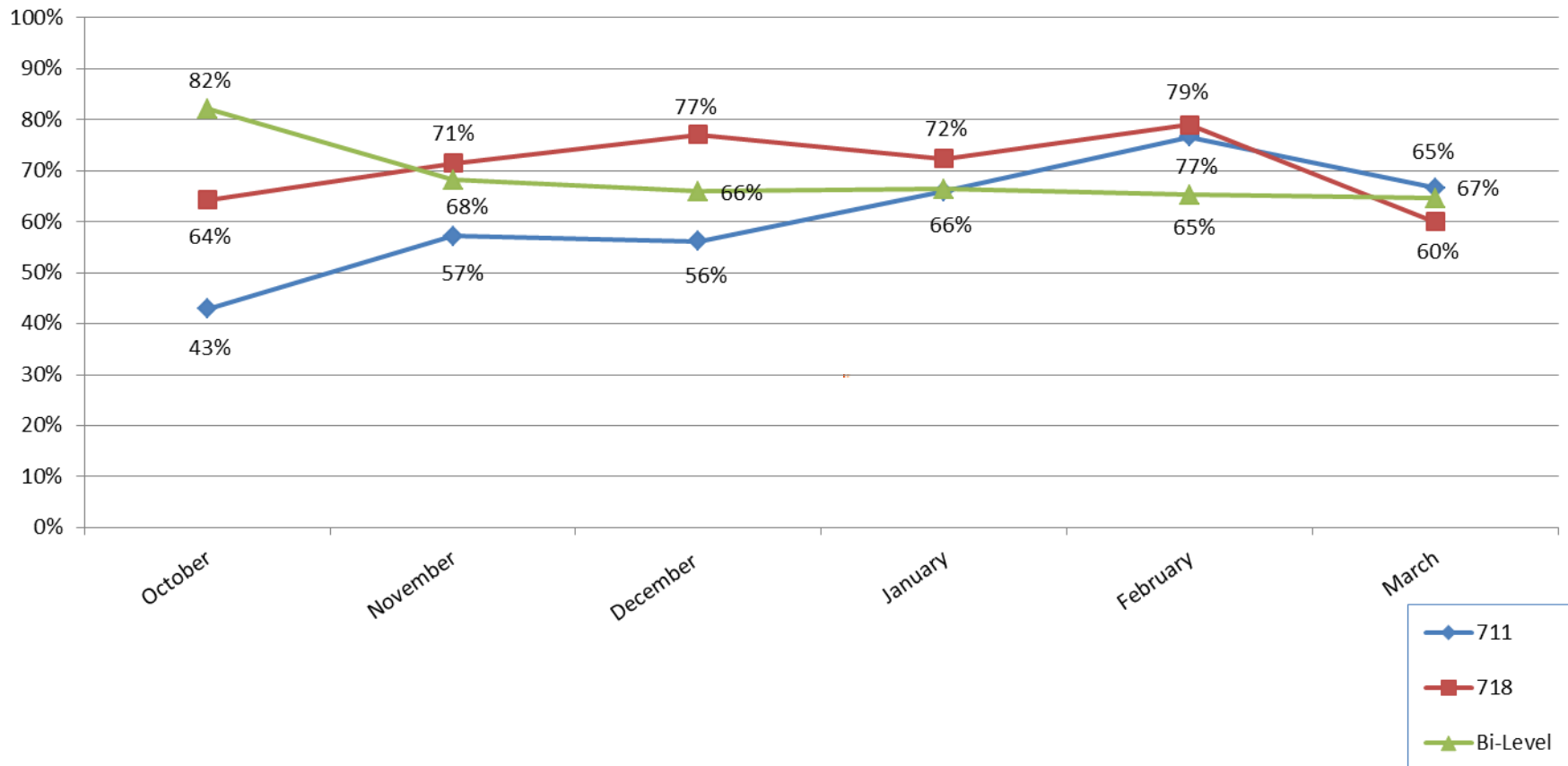


San Joaquin Rolling Stock Update

- Three of the final four cars arrived in Oakland.
- There is no estimated time for final acceptance of the three cars at this time.
- Staff has requested Caltrans not deploy the second Comet Car trainset until the performance of the initial Comet Car trainset has been analyzed, and consider whether the benefits associated with deploying the second Comet Car Trainset outweigh the additional costs.

San Joaquin Rolling Stock Presentation

OTP Amtrak 711 & 718 Compared to Bi-Level Equipment



*Note: For the week 11/10 thru 11/16 trains 711 & 718 were operated with bi-level equipment for 4 of the 7 days

San Joaquin Rolling Stock Presentation

- San Joaquin OTP Oct. 1 thru March 25
 - Trains Operated - 2,111
 - Trains On-Time - 1,695
 - Trains Late - 416
 - FY Year to Date OTP - 80.3%
 - March OTP - 81.7%

San Joaquin Rolling Stock Presentation

- Ridership FY14 vs. FY13 – Oct. thru Feb.

	FY14	FY13	% Change
▪ San Joaquin	466,674	473,364	-1.4
▪ Capitol Corridor	569,926	594,470	-4.1
▪ Pacific Surfliner	1,009,996	1,016,135	-0.6

San Joaquin Rolling Stock Presentation

- Ticket Revenue FY14 vs. FY13 – Oct. thru Feb.

	FY14	FY13	% Change
▪ San Joaquin	\$15,289,595	\$16,164,143	-5.4
▪ Capitol Corridor	\$10,962,797	\$11,558,498	-5.2
▪ Pacific Surfliner	\$24,519,132	\$23,890,987	+2.6

San Joaquin Rolling Stock Presentation

- Next Steps
 - Regularly meet with Caltrans Division of Rail Staff to review performance data for the Comet Car trainset.
 - Solicit feedback from Amtrak and customers of the San Joaquin passenger rail service. This will allow for decisions to be made with input from regional partners on the operational effectiveness of the Comet Car trainsets.



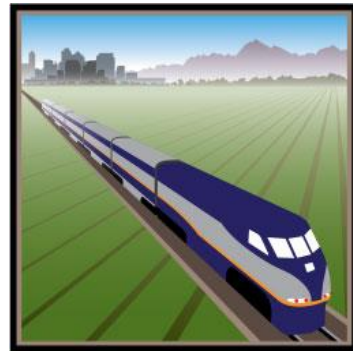
San Joaquin Joint Powers Authority

Item 8

CIPR Leadership Coalition Update

Dan Leavitt

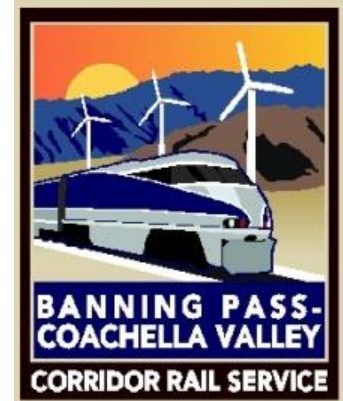
CA Intercity Passenger Rail Leadership Coalition



San Joaquin
Joint Powers Authority



LOSSAN



CIPR Leadership Coalition Update

- The First Senate Select Committee on Passenger Rail Hearing was held on March 19.
 - Chairperson Pedrozo represented SJJPA.
- The CIPR Leadership Coalition prepared a “brochure” that is being used to promote the CIPR Program.
- The latest list of “CIPR Supporters” was also included.
- CIPR Leadership Coalition met with members of the Legislature on March 19 and March 20.

CIPR Leadership Coalition Update

- CIPR Leadership Coalition is working with Assm. Gray to establish an Assembly Select Committee for Passenger Rail.
- The Second Annual “Rail Summit” is April 2-3, 2014 in Los Angeles at LA Metro/Los Angeles Union Station.
- Vice Chair Perea and Executive Director Mortensen will be speaking on April 2, representing the SJJPA and the San Joaquin Corridor.



San Joaquin Joint Powers Authority

Item 9

Update on Intercity Transfer Agreement and Schedule

Stacey Mortensen

Update on ITA and Schedule

- ITA discussions with CalSTA, Caltrans, OCTA.
- Agreement on schedule with ITA complete and signed by end of 2014.
- Provide additional time for public review of SJJPA Draft Business Plan.

Recommendations:

- Change Business Plan schedule to approve at the end of June (rather than May).
- Cancel May and July SJJPA Board Meetings.

Update on ITA and Schedule

Recommendations:

- Schedule next SJJPA meeting in late June.
- Poll members for their availability for a June 27, 2014 in Sacramento at 2 pm.
- Item 3.2: Approve Next SJJPA Board Meeting
Date/Location/Start Time



San Joaquin Joint Powers Authority

Item 10

**Letters of Support for TIGER Grant
Applications for Elk Grove Station,
Hercules Station, and ACE
Stockton Track Extension**

Dan Leavitt

Letters of Support for TIGER Grants

- The Transportation Investment Generating Economic Recovery, or TIGER Grant Program provides the US DOT the opportunity to invest in transportation projects.
- On Jan 2014, \$600 Million was authorized for TIGER Grants. Grant applications are due on April 28, 2014.
- TIGER funds must be obligated before September 30, 2016.

Letters of Support for TIGER Grants

- City of Elk Grove is applying for a TIGER Grant application for the Elk Grove rail station which will serve the San Joaquins.
- The location of the Elk Grove Multimodal Station was deemed appropriate by the California Department of Transportation, and Amtrak, due to the growing ridership on the San Joaquin. Providing direct rail access to this growing community of over 160,000 people.

Letters of Support for TIGER Grants

- The City of Hercules is applying for a TIGER Grant for the Hercules rail station.
- Combined with the \$44 million that California and the region have already committed to the project, these TIGER funds will help to construct 8,000 feet of track that will be used as a passing track to benefit goods movement from the Port of Oakland when not in use as rail station track, and construct an intermodal transit center.

Letters of Support for TIGER Grants

- The SJRRC is applying for a TIGER Grant for the Stockton Track Extension Phases 2-3 project.
- This project completes the construction of a dedicated passenger track through downtown Stockton between the SJRRC Regional Maintenance Facility (RMF) and the joint Stockton ACE and Amtrak station.
- While this is an ACE application, this project also benefits the San Joaquin service and freight operations.

Letters of Support for TIGER Grants

RECOMMENDATION

- Approve letter of support for the City of Elk Grove for their TIGER grant application.
- Approve letter of support for the City of Hercules for their TIGER Grant application.
- Approve letter of support for SJRRC for their TIGER grant application.
- Authorize staff to submit other letters of support to the SJJPA Chairperson for San Joaquin related applications.



Item 11

Administrative Matters or Announcements

- **FY 14/15 Amtrak Agreement for the San Joaquins**
- **Correspondence**

Stacey Mortensen

Correspondence

- Recent letters of support for CIPR Program from City of Antioch, Alameda County Transportation Commission, East Bay Leadership Council, and Brotherhood of Locomotive Engineers and Trainmen (BLET).
- Comments of Draft Business Plan from Kern COG, Hank Fung, and Carol Bender.
- Received request for a Bakersfield Public Meeting on SJJPA Business Plan

Correspondence

- Kern COG has offered use of their Board Room and will send out notification to their e-mail list.
- SJJPA Draft Business Plan Public Meetings are currently planned to be held at Fresno, Sacramento, Modesto, and SF Bay Area.

Recommendation:

- Hold an additional SJJPA Draft Business Plan Public Meeting in Bakersfield at Kern COG.



San Joaquin Joint Powers Authority

Item 12

Board Members Comments



San Joaquin Joint Powers Authority

Item 13

Adjournment



San Joaquin

Joint Powers Authority

March 28, 2014 Board Meeting