Call to Order, Pledge of Allegiance, Roll Call

Consent Calendar

2.1 Approve Minutes from July 28, 2017 Board Meeting

2.2 Next Board Meeting Location

2.3 SJPPA Operating Expense Report

2.4 San Joaquin Operations Update

2.5 Safety and Security Update

2.6 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Amending Section 7.6 of Article 7 of the Bylaws Granting the Chair of the Board of Directors Sole Discretion to Allow Board Member Participation via Teleconference at any Board Meeting
<table>
<thead>
<tr>
<th></th>
<th>Administrative Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td><strong>Public Comments</strong></td>
</tr>
<tr>
<td></td>
<td>Chair Chiesa</td>
</tr>
<tr>
<td></td>
<td>Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. Please limit presentations to three minutes. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Presentation by Bakersfield Stakeholders on a Proposal for Express Train Service from Bakersfield to Sacramento</strong></td>
</tr>
<tr>
<td></td>
<td>Adam Cohen/Troy Hightower</td>
</tr>
<tr>
<td>5</td>
<td><strong>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute the San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak for Federal Fiscal Years 2018 and 2019</strong></td>
</tr>
<tr>
<td></td>
<td>Stacey Mortensen</td>
</tr>
<tr>
<td>6</td>
<td><strong>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the New San Joaquins Schedule, including the Morning Express Service to Sacramento</strong></td>
</tr>
<tr>
<td></td>
<td>Stacey Mortensen</td>
</tr>
<tr>
<td>7</td>
<td><strong>Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Nine-Month Agreement for a Marketing Campaign for the Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed $500,000 from October 1, 2017 – June 30, 2018, and Authorizing and Directing the Executive Director to Execute the Agreement</strong></td>
</tr>
<tr>
<td></td>
<td>David Lipari/Manny Caluya</td>
</tr>
<tr>
<td>8</td>
<td><strong>California Transportation Foundation (CTF) Fallen Worker Memorial Fund Presentation</strong></td>
</tr>
<tr>
<td></td>
<td>Stacey Mortensen/Sarah West</td>
</tr>
<tr>
<td>9</td>
<td><strong>Presentation of Recent Data on Trespasser Incidents</strong></td>
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<tr>
<td></td>
<td>Susan Madigan</td>
</tr>
<tr>
<td>10</td>
<td><strong>Marketing and Outreach Update</strong></td>
</tr>
<tr>
<td></td>
<td>David Lipari</td>
</tr>
<tr>
<td>11</td>
<td><strong>Executive Director’s Report</strong></td>
</tr>
<tr>
<td></td>
<td>Stacey Mortensen</td>
</tr>
<tr>
<td>12</td>
<td><strong>Board Member Comments</strong></td>
</tr>
<tr>
<td></td>
<td>Chair Chiesa</td>
</tr>
<tr>
<td>13</td>
<td><strong>Adjournment</strong></td>
</tr>
<tr>
<td></td>
<td>Chair Chiesa</td>
</tr>
</tbody>
</table>
SAN JOAQUIN JOINT POWERS AUTHORITY
September 22, 2017

STAFF REPORT

Item 2.1  ACTION

July 28, 2017 SJJPA Board Meeting Minutes

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 12:30 PM, July 28, 2017 at the Sacramento County Board of Supervisors Chambers in Sacramento.

1. Call to Order, Pledge of Allegiance, Roll Call

Vito Chiesa, Chair of the San Joaquin Joint Powers Authority (SJJPA), called the meeting to order at 12:34 PM. The Pledge of Allegiance was led by Vice-Chair Hume.

Board Members Present: Chair Chiesa, Vice-Chair Hume, Espinoza, Blalock, Quintero, and Medellin.

2. Consent Calendar

2.1 Approve Minutes from May 26, 2017 Board Meeting ACTION

2.2 Next Board Meeting Location INFORMATION

2.3 SJJPA Operating Expense Report INFORMATION

2.4 San Joaquin Operations Update INFORMATION

2.5 Safety and Security Update INFORMATION

2.6 Approve Resolution of the Governing Board of the San Joaquin Joint Powers Authority Supporting September as Rail Safety Month, Commending Efforts Being Made to Improve Railroad Crossing Safety, and Urging the Public to be Cautious and Safe Around Railroad Tracks and Property, and to Remember; “SEE TRACKS? THINK TRAIN!” ACTION

2.7 Administrative Items INFORMATION

There was no Board discussion on this item.

M/S/C (Hume/Espinoza) to approve Items 2.1 and 2.6. Passed and Adopted by the San Joaquin Joint Powers Authority on July 28, 2017, by the following vote to wit:

Ayes: 6 Chair Chiesa, Vice-Chair Hume, Espinoza, Blalock, Medellin, and Quintero
3. Public Comment

Elaine Trevino thanked Chair Chiesa for his sponsorship and participation in a school group trip on the San Joaquins to the State Capitol in Sacramento. Ms. Trevino also presented Chair Chiesa with a photograph to commemorate the trip.

Mike McKeever, Chief of Staff for Sacramento Mayor Darrell Steinberg, discussed the Mayor’s desire to see increased rail service to Sacramento.

Mikey Hothi, District Director for Assemblymember Jim Cooper, expressed the Assemblymember’s support of improved rail access between the Central Valley and Sacramento.

Eric Crane, from the Downtown Sacramento Partnership, spoke of the many benefits of the Sacramento Morning Express Service and increased rail service to Sacramento.

Modesto Council Member Jenny Kenoyer discussed her constituents’ excitement over additional rail service to Sacramento.

Jose Antonio Ramirez, Livingston City Manager, mentioned his city’s support of Sacramento Morning Express and the SJJPA TIRCP application. Member Espinoza agreed with Mr. Ramirez’s sentiment.

Nathan Alonzo, from the Fresno Chamber of Commerce, expressed his support for Sacramento Morning Express.

Patrick Pittenger, Merced County Association of Governments Executive Director, expressed his support for the new Morning Express service, as well as future rail improvements.

Wendy Saunders, Capitol Area Development Authority Executive Director, spoke of the excitement over utilizing the Sacramento Subdivision.

Jameson Parker, from the Midtown Association, expressed his support over the Sacramento Subdivision alignment and the potential for a Midtown Station.

Mike Barnbaum discussed the Elk Grove Multimodal facility feasibility study. Mr. Barnbaum also discussed selecting Oakland as the location for the September 22nd SJJPA Board Meeting.
Modesto Council Member Tony Madrigal expressed his support for the Sacramento Morning Express Service and to increase the frequency of service to Sacramento using the Sacramento Subdivision.

Doug Kerr relayed his experiences with the Café Car while traveling to the May 26th SJJPA Board Meeting in Fresno.

Alison MacLeod read a letter from Assemblymember Heath Flora, expressing his support for the efforts to provide additional service to Sacramento. Ms. MacLeod also read a letter from Sacramento City Council Member Steve Hansen, expressing his desire to improve transportation mobility and enhance rail service to Sacramento.

Arturo Barajas, representing Assemblymember Dr. Joaquin Arambula, read a letter from the Assemblymember discussing his frequent use of the San Joaquins and his support for SJJPA efforts to improve service to Sacramento.

There were no additional public comments.

4. Recognition of Former SJJPA Vice-Chair Steve Cohn

Mr. Leavitt began the item by discussing the vital role Steve Cohn played in the formation of SJJPA. Chair Chiesa thanked Mr. Cohn for his rail advocacy work. Member Blalock reminisced on the many Board and committees he has served on with Mr. Cohn. Mr. Leavitt then presented Mr. Cohn with a commemorative bell.

Steve Cohn thanked everyone for their kind words and spoke about the need to advocate for the Central Valley.

5. Presentation by Shasta Regional Transportation Agency on Plans for a New Bus Service from Redding to Sacramento

Mr. Krause began the item by describing SJJPA collaboration with the Shasta Regional Transportation Agency (SRTA). Mr. Krause then introduce Jennifer Pollom, Senior Transportation Planner with SRTA. Ms. Pollom presented on efforts to launch a new bus service from Redding to Sacramento. The content of Ms. Pollom’s presentation is summarized in the Board Briefing Materials, and in Ms. Pollom’s PowerPoint slides for this agenda item (available on the website).

Chair Chiesa asked about the timeline for implementing the new service. Ms. Pollom said SRTA is working to apply for TIRCP funding to procure new buses for the service, and is anticipating a launch of 2019 or 2020.
Chair Chiesa asked how this effort fits in with SJJPA plans. Mr. Leavitt said it will fit very well with SJJPA. Mr. Leavitt said it will provide an express bus that can travel the length of the corridor much quicker, and will also provide a connection to the Sacramento International Airport and Sacramento for Northern Central Valley residents.

Ms. Mortensen asked if SRTA has considered a joint procurement with another entity to purchase buses sooner. Ms. Pollom said this is a possibility.

6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Selecting the Sacramento Subdivision as the Option for Environmental Review to Provide Additional Service to/from Sacramento

Mr. Leavitt began the item with a presentation on staff’s efforts to provide additional service to/from Sacramento. The content of Mr. Leavitt’s presentation is summarized in the Board Briefing Materials, and in Mr. Leavitt’s PowerPoint slides for the agenda item (available on the website).

Member Blalock asked about whether Member Johnson had any concern about moving the location of the Lodi Station. Mr. Leavitt said that while Member Johnson does not like the location outside of downtown, he understands the constraints of the current location and the need for frequent service to Lodi and Sacramento.

Member Blalock pointed out the need to keep station names consistent within handouts and briefing materials. Member Blalock also asked about how demographics are anticipated to change throughout the years. Mr. Leavitt said this information can be provided.

Chair Chiesa discussed the unique opportunity that exists to expand service along the Sacramento Subdivision.

Member Quintero recommended staff post notices at all the stations to inform passengers of the efforts underway.

Member Blalock complemented staff on the extensive outreach list. Mr. Leavitt thanked Ms. MacLeod for her efforts in coordinating meetings.

Steve Cohn, San Joaquin Valley Rail Committee Chair, discussed the enthusiasm of the Committee over the expansion of service.
Tony Boren, Fresno Council of Governments Executive Director, relayed the Fresno COG Policy Board’s unanimous support for providing additional service to Sacramento.

Robert Dugan, from the Sacramento Metro Chamber, discussed the importance of providing increased capacity and access between the Central Valley and Sacramento.

Deborah Salinas, from the Sacramento Regional Transit District, showed her support for increased rail service to Sacramento.

Rene Gutierrez, from the Merced County Hispanic Chamber of Commerce, spoke of the importance of providing a viable form of transportation for Valley residents.

Ron Jones, from the Train Riders Association of California, expressed his support for SJJPA efforts.

Robert Patrick welcomed the idea of Sacramento Morning Express Service, but expressed his concern over losing the Downtown Lodi Station.

Frank Quintero, City of Merced Economic Development Director, displayed his support for Sacramento Morning Express Service.

Ben Lichty, from the California High-Speed Rail Association, discussed the collaboration between CHSRA, SJJPA, and other stakeholders to improve passenger rail service between Sacramento and Merced.

Mike Barnbaum discussed the importance of providing increased service to Sacramento, and the need to pursue a potential Transit Transfer Program.

Bobby Khan, from the Madera County Economic Development Commission, discussed the economic impact of SJJPA activities.

Ms. Mortensen discussed the effort that has gone into selecting the Sacramento Subdivision for increased service to Sacramento.

Derek Mathews read a letter Assemblymember Kevin McCarty’s office outlining the benefits of the Sacramento Morning Express Service and increased service to Sacramento.

Member Hume thanked staff for their work on the matter. Member Blalock thanked staff as well.
M/S/C (Hume/Quintero) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority selecting the Sacramento Subdivision as the option for environmental review to provide additional service to/from Sacramento. Passed and Adopted by the San Joaquin Joint Powers Authority on July 28, 2017, by the following vote to wit:

Ayes: 6 Chair Chiesa, Vice-Chair Hume, Espinoza, Blalock, Medellin, and Quintero

Noes: 0

Abstain: 0

Absent: 4 Vice-Chair Tatzin, Johnson, Verboon, and Shuklian

7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute any and all Grant Applications, Agreements, Certifications, Assurances and any Other Documents Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program

ACTION

Mr. Leavitt began the item with a presentation on the Transit and Intercity Rail Capital Program (TIRCP). The content of Mr. Leavitt’s presentation is summarized in the Board Briefing Materials, and in Mr. Leavitt’s PowerPoint slides for this agenda item (available on the website).

Member Blalock inquired into how the ACE governing structure will change once service is expanded into new counties. Ms. Mortensen explained the discussions underway with the various Regional Transportation Planning Agencies.

Chair Chiesa touched on the reduction in greenhouse gas emissions that would result from the projects included in the TIRCP application.

Kevin Romick, City of Oakley Council Member, discussed the City’s efforts to construct a multi-modal station in Oakley.

Mike Costa, from the City of Elk Grove, discussed the collaborative efforts between the City and SJJPA staff to construct a multi-modal station in Elk Grove.

Dylan Stone, from the Madera County Transportation Commission, discussed the relocation of the Madera Station and expressed his support for SJJPA’s TIRCP application.

M/S/C (Hume/Espinoza) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority authorizing the Executive Director to submit and execute any and all grant applications, agreements, certifications, assurances and any other documents necessary to obtain financial assistance provided by the California
State Transportation Agency under the Transit and Intercity Rail Capital Program. Passed and Adopted by the San Joaquin Joint Powers Authority on July 28, 2017, by the following vote to wit:

Ayes: 6 Chair Chiesa, Vice-Chair Hume, Espinoza, Blalock, Medellin, and Quintero
Noes: 0
Abstain: 0
Absent: 4 Vice-Chair Tatzin, Johnson, Verboon, and Shuklian

8. Marketing and Outreach Update

Mr. Lipari began the item with an update on social media and advertising. Mr. Lipari’s presentation is summarized in the Board Briefing Materials, and in Mr. Lipari’s PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

9. Executive Director’s Report

Ms. Mortensen introduced Kevin Sheridan, the new SJJPA Director of Capital Projects. Ms. Mortensen also discussed the Tier IV locomotives that are now in operation on the San Joaquins.

10. Board Member Comments

Member Quintero thanked staff for their efforts.

Chair Chiesa mentioned the large turnout and support shown by stakeholders and members of the public.

Member Espinoza discussed the need to ensure all San Joaquins stations are well maintained.

11. Adjournment

Chair Chiesa adjourned the meeting.
SAN JOAQUIN JOINT POWERS AUTHORITY
September 22, 2017

STAFF REPORT

Item 2.2 INFORMATION

Next Board Meeting Location

Background:

SJJPA is planning on holding the next Board Meeting on November 17\textsuperscript{th} in Merced, with the exact location to be determined based on availability. Other locations could still be considered. The meeting time will be coordinated with the San Joaquins schedule.

Please note that the next meeting is scheduled for the 3\textsuperscript{rd} Friday of the month, rather than the 4\textsuperscript{th} Friday due to the Thanksgiving Holiday.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.
Item 2.3  INFORMATION

SJJPA Operating Expense Report

Please see the attached SJJPA Operating Expense Report for the following periods:

- Fiscal Year 2016/17 (July 1, 2016 – June 30, 2017)
- Fiscal Year 2017/18 (July 1, 2017 – July 31, 2017)

Fiscal Impact:
There is no fiscal impact.

Recommendation:
This is an informational item. There is no action requested.
## San Joaquin Joint Powers Authority
### Operating Expense Report
#### June 2017

100% of Budget Year Elapsed

<table>
<thead>
<tr>
<th>OPERATING EXPENSES</th>
<th>SJJPA FY 16-17 EXPENSE TO PERCENT</th>
<th>EXPENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ALLOCATION DATE</td>
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</tr>
<tr>
<td><strong>Project Management, Services &amp; Supplies</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries/Benefits/Contract Help</td>
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<td>1,171,623</td>
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<tr>
<td>Office Expense</td>
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<td>1,824</td>
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<td>Subscriptions/Periodicals/Memberships</td>
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<tr>
<td>Office Equipment Lease</td>
<td>12,000</td>
<td>10,795</td>
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<tr>
<td>Computer Systems</td>
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<tr>
<td>Communications</td>
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<td>Motor Pool</td>
<td>8,000</td>
<td>6,982</td>
</tr>
<tr>
<td>Transportation/Travel</td>
<td>30,000</td>
<td>12,698</td>
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<tr>
<td>Training</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Audits Regulatory Reporting</td>
<td>15,000</td>
<td>15,000</td>
</tr>
<tr>
<td>Professional Services Legislative</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Professional Services Legal</td>
<td>50,000</td>
<td>36,229</td>
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<tr>
<td>Professional Services General</td>
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<td>17,010</td>
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<td>Publications/Legal Notices</td>
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<td>913</td>
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<td><strong>Project Management, Services &amp; Supplies Subtotal</strong></td>
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<td><strong>Contracted Services</strong></td>
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<tr>
<td>Maintenance of Headquarters Structures/Grounds</td>
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<td>Insurance</td>
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<td>Insurance Management Fees</td>
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<tr>
<td>Security Services/Safety Program</td>
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<td>1,000</td>
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<tr>
<td>Marketing &amp; Outreach</td>
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<td>1,001,492</td>
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<tr>
<td>Communications, Operations</td>
<td>8,000</td>
<td>8,000</td>
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<tr>
<td>San Joaquin Intercity Rail Operations</td>
<td>46,000,000</td>
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<td><strong>Contracted Services Subtotal</strong></td>
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<td>39,526,490</td>
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<tr>
<td><strong>TOTAL OPERATING EXPENSES</strong></td>
<td>48,893,680</td>
<td>40,806,025</td>
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## San Joaquin Joint Powers Authority
### Operating Expense Report
#### July 2017
#### 8% of Budget Year Elapsed

<table>
<thead>
<tr>
<th>OPERATING EXPENSES</th>
<th>SJJPA EXPENSE TO PERCENT</th>
<th>YTD PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 17-18 ALLOCATION</td>
<td>DATE</td>
<td>EXPENDED</td>
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<tr>
<th>Project Management, Services &amp; Supplies</th>
<th>SJJPA EXPENSE TO PERCENT</th>
<th>YTD PERCENT</th>
</tr>
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<tbody>
<tr>
<td>Salaries/Benefits/Contract Help</td>
<td>1,614,585</td>
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<tr>
<td>Office Expense</td>
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<td>Subscriptions/Periodicals/Memberships</td>
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<td>Office Equipment Lease</td>
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<tr>
<td>Communications</td>
<td>27,216</td>
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<td>Transportation/Travel</td>
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<td>Training</td>
<td>-</td>
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<tr>
<td>Audits Regulatory Reporting</td>
<td>20,000</td>
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<tr>
<td>Professional Services Legislative</td>
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<tr>
<td>Professional Services Legal</td>
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<td>Professional Services General</td>
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<td>Publications/Legal Notices</td>
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<td><strong>Project Management, Services &amp; Supplies Subtotal</strong></td>
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<td><strong>7.3%</strong></td>
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<table>
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<tr>
<th>Contracted Services</th>
<th>SJJPA EXPENSE TO PERCENT</th>
<th>YTD PERCENT</th>
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</thead>
<tbody>
<tr>
<td>Maintenance of Headquarters Structures/Grounds</td>
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<td>Insurance Management Fees</td>
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<td>Security Services/Safety Program</td>
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<tr>
<td>Marketing &amp; Outreach</td>
<td>1,000,000</td>
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<tr>
<td>Professional Services Operations</td>
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<td>Communications, Operations</td>
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<td>San Joaquin Intercity Rail Operations</td>
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<td><strong>50,205,035</strong></td>
<td><strong>7.1%</strong></td>
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</tbody>
</table>

| TOTAL OPERATING EXPENSES                    | **52,093,699**           | **7.1%**    |
San Joaquin Joint Powers Authority

September 22, 2017

Staff Report

Item 2.4  Information

San Joaquin Operations Update

Tier 4 Charger Locomotives:
The six (6) new Charger locomotives are currently out of service due to problems with downloading video footage taken from both interior and exterior cameras. Siemens and Wabtec are working on resolving the issue. Once resolved, the locomotives will return to service on both the San Joaquins and Capitol Corridor routes, operating with a second locomotive until all the required acceptance tests have been passed, and final acceptance certificates have been signed. It is anticipated the Charger locomotives will be fully accepted by the end of September 2017.

Positive Train Control:
Testing of Positive Train Control is on schedule and is scheduled to begin on the BNSF in February 2018 and on the UPRR in spring 2018 along the San Joaquins Corridor. Testing will include crew training and testing of the on-board equipment both static and in the route. The route testing will be done by a dedicated PTC train Amtrak is using across all of its routes.

On-Time Performance:
On-Time Performance improved to over 80 percent in June and August this year. July took a dip in OTP due to UPRR completing work on the bridge that washed this past winter and the associated slow orders with track surfacing. During the work periods, San Joaquins trains were rerouted over the Sacramento Subdivision causing delays on all trains accessing the Sacramento Valley Station. The chart on the following page shows the On-time Performance for the past Quarter:
Through first 11 months of the Federal Fiscal Year, the San Joaquins’ On-Time Performance (OTP) was 77.5%. The chart below provides an overview of the San Joaquins OTP compared to the two other State supported services:

<table>
<thead>
<tr>
<th>Service</th>
<th>Month-to-Date</th>
<th>Oct – August</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Joaquins</td>
<td>75.3%</td>
<td>77.5%</td>
</tr>
<tr>
<td>Capitol Corridor</td>
<td>91.4%</td>
<td>91.0%</td>
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<tr>
<td>Pacific Surfliner</td>
<td>64.1%</td>
<td>68.4%</td>
</tr>
</tbody>
</table>

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.
Item 2.5  INFORMATION

Safety and Security Update

Rail Safety Month 2017

Operation Lifesaver (OL) railroad safety booths were set up at a variety of San Joaquin stations, including Stockton, Emeryville, Richmond, Martinez, Modesto, Merced, Fresno and Sacramento. Staff partnered with Amtrak and Capitol Corridor personnel at shared stations.

California Rail Safety Month Proclamations

Following the proclamation issued by the SJJPA Board of Directors, several County Boards issued proclamations in support of railroad safety awareness, recognizing September as California Rail Safety Month and the week of September 24-30 as U.S. Rail Safety Week. Those counties included: San Joaquin, Madera, Tulare, Fresno, Stanislaus, and Kings.

Operation Clear Track

Kick-off with the head of USDOT will take place in Washington, DC on September 26, 2017. Heavy media presence is expected at the event, during which Amtrak will spearhead a 1-day, 3-hour event (over 200 agencies have signed up to participate in CA alone), with the goal of getting the message out about railroad safety, grade crossings, rights of way, trespassing, etc. This will include grade crossing and trespass enforcement as well as continual media briefings.

Ongoing Safety Efforts:

SJJPA is working on programs to address the increase in rail trespass and vehicle strike incidents throughout the state, using data from Amtrak Police analysts and Federal Railroad Administration to help prioritize efforts (in location, target audience, age groups, etc.)
Other rail safety outreach initiatives conducted in coordination with Amtrak’s Community Relations Officer included:

- **Roll-Call Training** - Amtrak Police continue to provide railroad safety information to LE during Roll-Call trainings; this recently included Stockton and Oakland PD.

- **Other OL Education** – Department of Motor Vehicles rail safety booth; Stockton Record Family Day in the Park; Department of Corrections safety booth; Truck Driver education at BN Intermodal Facility, Stockton.

**Camera Enforcement** – Staff is working with the CPUC, Capitol Corridor and UP to initiate a pilot program at a high-risk crossings (eg. Cutting Blvd) using a portable, wireless camera at the crossing and issuing warnings to drivers who violate the law by going around activated warning devices.

**Recent and Upcoming Emergency Responder Training Events**

*Urban Shield (September 8-11)* – Amtrak hosted over 30 law enforcement departments came through that site for exercise training and had the opportunity to gain some familiarity with Amtrak train equipment.

*4th Annual National Tribal Emergency Management Conference* – On September 20th in Lemoore, CA Amtrak’s Emergency Management personnel will provide railroad safety information to participants of this conference.

*Emergency Responder Training* (October 18-20) – Hands-on training for Kern County Fire Department, Shafter, CA

**Fiscal Impact:**
There is no fiscal impact.

**Recommendation:**
This is an informational item. There is no action requested.
Item 2.6  ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Amending Section 7.6 of Article 7 of the Bylaws Granting the Chair of the Board of Directors Sole Discretion to Allow Board Member Participation via Teleconference at any Board Meeting

Background

At the March 24, 2017 Board Meeting in Modesto, the Board approved teleconference participation at the May 26, 2017 Board Meeting. This was due to the importance of securing the necessary two-thirds vote required for approval of the Final 2017 SJJPA Business Plan. At the May 26, 2017 Board Meeting, a resolution was passed granting the Chair sole discretion to allow Board Member participation via teleconference at future meetings where two-thirds vote is required.

Given the Board only meets every other month, it is critical that each Board Meeting have a quorum. To help ensure a quorum at every SJJPA Board Meeting, staff is suggesting modifying the previous change to the bylaws to allow Board Member participation via teleconference for all meetings at the discretion of the Chair, rather than just meetings where a two-thirds vote is required.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Amending Section 7.6 of Article 7 of the Bylaws Granting the Chair of the Board of Directors Sole Discretion to Allow Board Member Participation via Teleconference at any Board Meeting.
RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT
POWERS AUTHORITY AMENDING SECTION 7.6 OF ARTICLE 7 OF THE BYLAWS
GRANTING THE CHAIR OF THE BOARD OF DIRECTORS SOLE DISCRETION TO
ALLOW BOARD MEMBER PARTICIPATION VIA TELECONFERENCE AT ANY
BOARD MEETING

WHEREAS, the Board of Directors of the San Joaquin Joint Powers Authority
(SJJPA) duly adopted the Bylaws for the SJJPA on March 22, 2013; and

WHEREAS, the SJJPA Bylaws were amended on November 03, 2016 granting
the Chair of the Board of Directors discretion to allow participation of any members of
the SJJPA Board of Directors at Special Meetings via teleconference; and

WHEREAS, the SJJPA Bylaws were amended on May 26, 2017 granting the
Chair of the Board of Directors discretion to allow participation of any members of
SJJPA Board of Directors at meetings were a two-thirds vote is required via
teleconference; and

WHEREAS, the Brown Act in Government Code section 54953(b) gives a public
entity authority to allow the use of teleconferencing in connection with any public
meeting; and

WHEREAS, the Board of Directors now desire to grant the Chair of the Board of
Directors discretion in allowing members to participate in any meeting of the Board of
Directors.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the San
Joaquin Joint Powers Authority hereby amends Section 7.6 of Article 7 of the Bylaws,
which shall read as follows:

SECTION 7.6: The Chair of the Board of Directors shall have sole discretion
whether to allow any member of the Board of Directors to attend and participate
via teleconference any meeting of the Board of Directors. Any teleconference
attendance and participation approved by the Chair of the Board of Directors
shall comply with the requirements in Government Code Section 54953(b).

PASSED AND ADOPTED, by the SJJPA on this 22nd day of September 2017, by
the following vote:

AYES:

NOES:
ABSTAIN:

ABSENT:

ATTEST:  SAN JOAQUIN JOINT POWERS AUTHORITY

__________________________    _____________________________

STACEY MORTENSEN, Secretary    VITO CHIESA, Chair
ARTICLE 1 – Definitions and Membership

SECTION 1.1: The words and terms defined in Section 1 of the San Joaquin Joint Powers Authority’s Joint Exercise of Powers Agreement (JEPA) shall have the same meaning herein.

SECTION 1.2: Board Members and their Alternates shall be appointed and hold office as provided in the JEPA.

SECTION 1.3: “Voting Board Members” include Board Members and Alternates representing a Member Agency in their respective Board Member’s absence.

ARTICLE 2 - Election of Officers

SECTION 2.1: 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 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 year to extend from the election of officers at the close 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
Any Chairperson or Vice-Chairperson who does not complete a first or second one-year term shall nonetheless be deemed to have served a full one-year for all purposes.

**SECTION 2.2:** Nominations may be made from the floor by any Voting Board Member.

**SECTION 2.3:** An election for the office of Chairperson and Vice-Chairperson(s) shall be held immediately after nominations have been declared closed by the Chairperson. Voting Board Members shall vote on the Chairperson and Vice Chairperson(s).

**SECTION 2.4:** Officers shall take office immediately after the election, or as soon thereafter as practicable, and shall serve until disqualified or until their successors are duly elected.

**ARTICLE 3 - Duties of Officers**

**SECTION 3.1:** The Chairperson shall preside at all meetings, decide questions of parliamentary procedure, call special meetings and perform other functions and duties as may be prescribed by appropriate authority or which is customary for the office of Chairperson. The Chairperson may regulate the order of presentations to the SJJPA and may also regulate the time allowed to each person making presentations.

**SECTION 3.2:** The Vice-Chairperson(s) shall perform the functions and duties of the Chairperson in his or her absence. In the absence of the Chairperson and Vice-Chairperson, the Board Members present shall select a presiding officer pro tempore by
motion entered into the minutes, from among the members present. If the office of the Vice-Chairperson becomes vacant, the SJJPA Board shall elect a successor to such office from its membership at the next regular meeting.

**SECTION 3.3:** The Executive Director shall be an employee of the Managing Agency and shall serve at the pleasure of the Board of the SJJPA. The Executive Director shall perform or supervise the administrative and secretarial work of the SJJPA. Specifically the Executive Director shall perform the duties set forth in Section 8 of the JEPA.

**SECTION 3.4:** The Secretary of the SJJPA shall be the Secretary of the Managing Agency. The Secretary of the SJJPA shall keep minutes of all meetings and shall, as soon as possible after each meeting, forward a copy of the minutes to each member of the SJJPA (Board Members and Alternates).

**ARTICLE 4** – Purchasing Agent

**SECTION 4.1:** The Executive Director is designated as Purchasing Agent for the SJJPA. The Executive Director may delegate all or a portion of the purchasing duties to any qualified staff member. The Purchasing Agent shall have the authority in accordance with the Managing Agency’s procurement manual, until such time as the SJJPA Board establishes their own purchasing policies.
ARTICLE 5 – Expenditure Authority

**SECTION 5.1:** The Executive Director shall have authority to approve expenditures consistent with the approved SJJPA Budget that are routine and re-occurring in nature and are necessary in order to conduct the ordinary day to day activities of SJJPA including the San Joaquin Service (monthly lease payments, benefits, utilities, communications, and similar items), and to make purchases and execute contracts in accordance with Article 4 of these Bylaws, for all purchases or contracts with a value of $75,000 or less. The Executive Director shall have the ability to delegate authority to approve expenditures in accordance with Article 4 of these Bylaws, for all purchases and contracts with a value of $20,000 or less.

**SECTION 5.2:** In the event of an emergency situation which is defined as a situation where action must be taken or commenced in less than 24 hours in order to avoid or mitigate damage or threats to property, people or the public health, safety and welfare, the Executive Director shall have authority to make purchases and execute contracts with a value of $200,000 or less. The Executive Director shall have authority to make purchases and execute contracts in excess of $200,000 in emergency situations (as defined above) after consultation with the Chairperson of the SJJPA. The Executive Director shall have the ability to delegate authority to approve expenditures in emergency situations, for all purchases and contracts with a value of $50,000 or less.

**SECTION 5.3:** Any emergency contract or purchase over $75,000 executed in any given month shall be reported at the next SJJPA Board meeting.
ARTICLE 6 – Meetings

SECTION 6.1: Regular meetings of the Board of the SJJPA shall be held at a time and place within the boundaries of any Member Agency. A regular meeting time and place shall be specified by the Board. It is anticipated that the Board will move the places of its meetings among its various Member Agencies. Prior to the end of any regular meeting, the place for the next regular meeting shall be announced and shall then be shown on the Agenda for the next regular meeting. If at any time a regular meeting falls on a holiday, the regular meeting shall be held the next day at the regularly scheduled time and place or at such time and place designated by the Board's Chairperson. Any regular meeting may be adjourned to a designated hour and place and when so adjourned, shall be considered as a regular meeting.

SECTION 6.2: The Board of the SJJPA may establish standing and ad hoc advisory committees as it deems appropriate to advise the SJJPA Board Members on matters relating to specific areas of Rail Passenger Service and future Rail Passenger Service. The purpose, composition and function of any committee shall be specified by the Board of the SJJPA. Any standing or ad hoc committees of the SJJPA shall meet on the call of their respective chairperson.

SECTION 6.3: The Steering Committee of the California Department of Transportation (Caltrans) Rail Task Force (known as the “San Joaquin Valley Rail Committee”) shall remain in existence and shall become the Steering Committee of the SJJPA for the
purpose of advising the SJJPA once administrative responsibility of the San Joaquin intercity rail service has been transferred to the SJJPA. Members of the SJJPA Board may not also concurrently serve as a member of the Steering Committee of the Caltrans Rail Task Force as provided in Section 19.1 of the JEPA.

ARTICLE 7 - Conduct of Meetings

SECTION 7.1: All meetings of the Board of the SJJPA, including without limitation, regular adjourned, regular, and special meetings, shall be called, noticed, held and conducted, and all agendas associated therewith shall be posted, in accordance with the provisions of section 54950 and following of the California Government Code cited as the "Brown Act". Except as otherwise provided by the Brown Act, Robert’s Rules of Order shall govern all proceedings.

SECTION 7.2: It shall be the policy of the SJJPA Board to entertain the opinions of any person, firm, or corporation relative to any pending matter. The Chairperson shall, however, have the prerogative to limit the time of any presentations.

SECTION 7.3: The Chairperson may, with the approval of a majority of the representatives present, adjourn any meeting to a time and location of his/her choice.

SECTION 7.4: The Chairperson’s decision on any procedural question shall be final, provided that any Voting Member can appeal a decision on a procedural question to the full Board.
SECTION 7.5: All votes shall be cast by the person or persons authorized to do so. No proxy, absentee, or fractional votes may be cast.

SECTION 7.6: The Chair of the Board of Directors shall have sole discretion whether to allow any member of the Board of Directors to attend and participate via teleconference in any Special Meeting or in any meeting of the Board of Directors where a two-thirds vote of the members is required pursuant to Section 7.1 of the Joint Exercise of Powers Agreement. Any teleconference attendance and participation approved by the Chair of the Board of Directors shall comply with the requirements in Government Code Section 54953(b).

ARTICLE 8 - Closed sessions

SECTION 8.1: Closed sessions will be held in conformance with the Brown Act.

ARTICLE 9 - Operations

SECTION 9.1: A majority of the voting Member Agencies (Board Members or their Alternates acting in place of an absent Board Member) shall constitute a quorum for the transaction of business and all official acts of the SJJPA and must be present to conduct and approve the business of the SJJPA. However, if there is not a quorum, a lesser number or the Secretary of the SJJPA may adjourn the meeting from time to time until there is a quorum. No action may be taken by the Board except upon the affirmative vote of at least a majority of its Member Agencies. All actions shall be by voice vote unless a
roll call vote is requested by the Chairperson or any Voting Board Member or otherwise required.

**SECTION 9.2:** These By-laws may be amended by the following procedure: Written notice of any proposed amendment shall be submitted to all Regular Voting Commissioners at least ten (10) days prior to any regular or special meeting of the SJJPA. Written notice need not be required if the proposed amendment is submitted to the Board of the SJJPA at a regular meeting of the SJJPA Board prior to a subsequent meeting at which the amendment is considered. If the proposed amendment is adopted by a two-thirds affirmative vote of the Voting Board Members, the amendment shall be adopted and become effective immediately. In the event of any conflict between these Bylaws and the Joint Exercise of Powers Agreement, the latter shall prevail.
Item 2.7    INFORMATION

Administrative Items

CalSTA Approval Letter for 2017 SJJPA Business Plan Update

See attached letter.

Media Stories:

Attached are several articles. Links are provided below.

Elk Grove Citizen – “All Aboard for Elk Grove Multimodal Facility”:

Sacramento Bee – “Transit is Key to Adding Jobs in Sacramento”:
http://www.sacbee.com/opinion/op-ed/soapbox/article163403573.html

Visalia Times-Delta – “Not Quite All Aboard for Amtrak in the Valley”:

Bakersfield.com – “Amtrak Reducing Service from Bakersfield, Shifting a Train North in Search of Business Travelers”

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.
September 5, 2017

Mr. Vito Chiesa, Chairman
San Joaquin Joint Powers Authority
949 East Channel Street
Stockton, CA 95202

Dear Mr. Chiesa:

The California State Transportation Agency (CalSTA) is in receipt of the San Joaquin Joint Powers Authority (SJJPA) Business Plan for Fiscal Year (FY) 2017-18 and FY 2018-19. The Draft Annual Business Plan (ABP) was submitted on April 1, 2017, to CalSTA and the California Department of Transportation (Caltrans) in accordance with the Intercity Passenger Rail Act of 2012 and more specifically Section 14070.4 (b) of the Government Code. The Final ABP was submitted by SJJPA on June 12, 2017.

As described in more detail below, at this time, CalSTA is able to approve the ABP, conditioned upon the modifications and considerations outlined below, and subject to additional detail included in the Interagency Transfer Agreement (ITA), inclusive of all appendices with emphasis on Appendices A and C.

1. Administrative Expenses:
   a. SJJPA requests $2,110,414 in administrative expenses for FY 2017-18 (Table 13.1, pg. 55 of the ABP). Page 56 of the ABP notes that this request includes a 2.5% escalation from the FY 2016-17 approved budget, plus a request to hire an additional full time marketing staff position, an increase in consultant assistance with Transit and Intercity Rail Capital Program (TIRCP) and new Senate Bill 1 program grant applications, and an increase in consultant assistance with planning for the 8th Daily Round Trip.

   i. The base funding request of $1,773,414, inclusive of the 2.5% escalation rate, is approved.

   ii. The request to add an additional marketing staff position, focused on reaching disadvantaged communities, is estimated to increase the SJJPA Administrative budget by $120,000 per year. This request is approved for FY 2017-18. It is expected that increased marketing efforts will lead to growth in ridership and revenue in excess of achieving the Uniform Performance Standards (UPS). SJJPA shall report on the marketing activities and their impact on ridership and revenue as specified in Section 2.b. below.
iii. SJJPA has requested an increase of $67,000 in the Administrative budget for Professional Services related to the increased workload associated with pursuing many Federal, State, and other competitive funding sources. This work was not anticipated in the original JPA structure proposed in the Initial Business Plan. This request is approved. It is expected that increased funding will be achieved through this additional effort by SJJPA.

iv. The planning work associated with the 8th Daily Round Trip included in the SJJPA’s FY 2017-18 Administrative budget request is a one-time cost. This amount ($150,000) is approved, but will be treated separately from the base Administrative budget request.

2. Marketing Expenses:
   a. SJJPA requests $1,000,000 for FY 2017-18 Marketing expenses (Table 13.1 of the ABP, pg. 55). This amount is approved, consistent with Appendix C of the ITA which states that Marketing funding for all three years of the ITA shall be $1,000,000 annually.

   b. In order for CalSTA and Caltrans to assess the impact of Marketing expenditures, the SJJPA shall provide to CalSTA and Caltrans:

      i. On a regular basis any marketing reports that are provided to the SJJPA Board; and

      ii. By January 1, 2018, a report on the SJJPA marketing program activities since the SJJPA assumed administration of the service and their demonstrated effectiveness on ridership, revenue and service awareness and satisfaction.

   c. Any remaining FY 2016-17 Marketing funds may be carried over to FY 2017-18.
3. Morning Express Service – Launch Advertising
   a. SJJPA requests $500,000 for Marketing expenses in FY 2017-18 for advertising the
      initiation of the Morning Express Service to Sacramento (Table 13.1 of the ABP, pg.
      55). This request is approved and may only be used for the purposes of launching and
      advertising the Morning Express Service to Sacramento. Expenditures shall be
      tracked and reported separately from SJJPA’s Marketing funds.

   b. SJJPA shall separately report on the Morning Express marketing efforts along with
      the regular reporting requirement required in Section 2.b. above.

4. Amtrak Operations Expenditures:
   a. SJJPA requests $49,133,285 in FY 2017-18 funding for Amtrak Operations costs
      (Table 13.1 of the ABP, pg. 55). This amount is approved, as it is consistent with the
      estimated State Operating Payment as provided by Amtrak in the San Joaquin

   b. The estimated contract authority of $49,133,285 can be adjusted up or down, with
      approval of CalSTA, to the extent that additional State funds are available, if during
      Federal Fiscal Year (FFY) 2018 contract negotiations with Amtrak, net costs for the
      same level of service and service amenities increase or decrease for documentable
      reasons.

   c. The ABP mentions SJJPA’s plans to potentially contract for Thruway bus services
      directly, rather than through Amtrak, during FY 2017-18. If bus services are no
      longer provided through Amtrak, SJJPA shall notify CalSTA and Caltrans of the
      change, and shall revise the Amtrak Operations Budget approved above to track and
      report these costs separately.

   d. If the budget allocation/funds paid to SJJPA for Operations costs exceeds the level of
      actual billings (final reconciliation) from Amtrak, the difference between the two
      shall be considered Surplus Funds. Of these Surplus Funds, SJJPA may retain an
      Operating Reserve Fund of 12.5 percent, consistent with Article 7 of the ITA and
      Appendix D (Master Fund Transfer Agreement). Savings that result from operational
      improvements or efficiencies, or increases in operating revenues in excess of ABP
      projections and farebox recovery requirements specified in the UPS are considered
      Cost Savings. Cost Savings may be used for service improvements related to
      intercity rail services, in accordance with the Article 7 of the ITA. Caltrans is
      developing a process to document final Operations cost reconciliation, Surplus
      Funds, and the expenditure of those funds where applicable.

   e. In future ABPs, any new operating service level costs above the Minimum Service
      level (including revenue and expense detail) and any operating costs not included in
      the Amtrak State Payment Forecast should be shown as separate line-items and to the
      nearest dollar (instead of rounded to the millions). Additionally, any difference
      between the Amtrak State Payment Forecast and the Operations budget requested by
      SJJPA shall be explained in the final ABP submittal.
f. Per California State Government Code 14070.4(c), ABPs shall include a report of the fiscal results of the previous year’s operations. Thus, the FY 2018-19 ABP shall include the operations results of FY 2016-17 (as results for FY 2017-18 will not be available by June 15, 2017 when the Final FY 2017-18 ABP will be submitted).

g. The 7th San Joaquin daily roundtrip train was implemented in July 2016. SJJPA shall continue to monitor the performance of the 7th train for the remainder of the term of the ITA to: assess if it contributes to the goals of the Uniform Performance Standards (UPS) and to the overall financial performance of the corridor; provide analysis on the impact the new train has on city-pair ridership; and show the impact of the new 7th train on ridership on the previously existing six trains and on riders connecting to Southern California via Amtrak Thruway bus. These results and recommended actions shall be reported to CalSTA and Caltrans quarterly.

h. CalSTA and Caltrans encourage accelerated pursuit of the use of renewable diesel fuel should tests currently being conducted by the Capitol Corridor Joint Powers Authority and the Air Resources Board prove successful. Once the budgetary impact of such fuel use is known, SJJPA is encouraged to document the impact and fund via management action if possible, and to approach CalSTA for additional budgetary authority if necessary (pending availability of funds). Renewable diesel may be pursued for both Thruway bus services as well as rail services. Data related to fuel use should be reported in order to capture the greenhouse gas and other emission factor improvements resulting from its use.

5. Minor Capital Expenses:
   a. SJJPA requests $500,000 for FY 2017-18 Minor Capital costs (Table 13.1 of the ABP, pg. 55). This amount is approved for FY 2017-18.

   b. Caltrans has prepared guidelines for the use of Minor Capital Project funding consistent with State law. These guidelines shall be used in requesting Minor Capital Funding. Minor Capital funds cannot be used for administrative, marketing or Amtrak operating expenses.

6. FY 2017-18 Budget Approval Summary:

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Approved Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative</td>
<td>$1,960,414</td>
</tr>
<tr>
<td>Administrative – 8th Daily Round Trip Planning</td>
<td>$150,000</td>
</tr>
<tr>
<td>Marketing</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Morning Express Service – Launch Advertising</td>
<td>$500,000</td>
</tr>
<tr>
<td>Amtrak Operations</td>
<td>$49,133,285</td>
</tr>
<tr>
<td>Minor Capital</td>
<td>$500,000</td>
</tr>
</tbody>
</table>

a. Any interest earned on funds transferred to SJJPA under the ITA and Master Fund Transfer Agreement (MFTA), shall be reported to Caltrans on an annual basis when
submitting final reconciliation and close out reports each year. Interest earned shall be deducted from the next payment due to SJPPA by Caltrans.

7. Under current law, SJPPA is required to submit an ABP to CalSTA by April 1st of each year. However, Amtrak does not provide its San Joaquins PRIIA 209 State Payment Forecast to SJPPA until March 31st of each year. The result is that the ABP does not include Amtrak’s most recent estimate on which a contract will be developed. To resolve this timing issue, for the FY 2018-19 ABP, CalSTA requests that SJPPA provide a draft ABP on April 1st and, per Article 7.1 of the ITA, make modifications to the ABP by June 15th, to incorporate the operating cost estimates from Amtrak’s PRIIA 209 State Payment Forecast.

8. Article 7.5 of the ITA provides that Cost Savings that are based on trackable management actions can be used to provide for service improvements that increase ridership of the service. If the SJPPA has instituted any management actions in FY 2015-16 and/or FY 2016-17, it shall specifically identify the management action that achieved these costs savings and identify their planned utilization for FY 2017-18 or future years 60 days after the receipt of this letter in an addendum to the ABP.

In future ABPs, SJPPA shall identify and quantify management savings from the prior year and identify their planned future utilization. Per Article 7.5 of the ITA, SJPPA can also identify prospective Cost Savings and budget them for service improvements.

In future ABPs, management actions resulting in operating cost reductions as anticipated by the Secretary, and further detailed in Appendix A of the ITA, shall be documented in order to show progress over the period of the Initial Business Plan towards exceeding the administrative expenses of the Service for the San Joaquin Corridor by the end of the initial three-year term of the ITA.

9. In the ongoing effort to improve integration between public transportation services and building on the experience with the transit transfer programs in other corridors, CalSTA requests that SJPPA address opportunities to provide greater information and improved through-ticketing choices, and potentially adjustments in connecting services, with regards to the use of the San Joaquin corridor in conjunction with other intercity and local transportation services in the region. The specific effort will be implemented through the SWG.

10. The ABP discusses planning for the 8th daily roundtrip and market potential for mid-route starts and terminations in locations such as Merced and/or Fresno. The initial planning for the 8th roundtrip shall be in coordination with the San Joaquin Corridor Strategic Operations Study, funded by Caltrans as a cooperative effort between stakeholders on the route. Under Appendix L of the ITA, Section 5.1, Caltrans is responsible for overseeing coordination of San Joaquin Service with other intercity rail services, and thus will work with the SJPPA to ensure that the plan for the 8th train considers the integrated intercity rail network, including connections to the Capitol Corridor and the Pacific Surfliner Corridor. Funding for the 8th daily roundtrip is contingent on demonstration that the additional train improves the overall financial performance of the corridor and is subject to available capital funding, consistent with Section 5.1 of Appendix L and Appendix A.
11. The ABP discusses SJJPA's plan to implement the “Morning Express Service” to Sacramento beginning in early 2018, and the Bay Area by 2019. These service changes will be accomplished by moving the start/end location of two existing roundtrip trains from Bakersfield to Fresno, allowing the trains to start at a reasonable time and arrive in Sacramento and the Bay Area around 8 am. It is anticipated that this management decision will result in net cost savings (change in revenue combined with change in cost), which may be reinvested as outlined in the ITA and Section 8 above.

12. Planning for future changes in the San Joaquin Corridor Service resulting from integration with High Speed Rail will be in accordance with the California High Speed Rail Authority/Caltrans/SJJPA Joint Policy Statement, coordinated through the Statewide Working Group (SWG), and planned in a manner consistent with commitments of the Joint Policy Statement, the enabling legislation, the ITA, and the Network Integration Strategic Service Plan being developed as part of the 2018 California State Rail Plan.

13. Key strategic service and policy issues raised in the ABP that impact the statewide network or more than one JPA will be addressed through the SWG, as described in Appendix K and Appendix L of the ITA. The role of the SWG is evolving and will become more deliverable based and used as a forum for decision making on topics that effect the statewide network or more than one JPA. Particular issues raised in the ABP will include, but not limited to the following:

   a. Significant service and schedule changes: including SJJPA service or schedule changes that may impact another JPA: including consideration of an 8th round trip between Oakland and Bakersfield; mid-route origination or termination of service; consideration of 90mph operating speeds; Thruway Bus pilot programs; potential relocation of the Madera station; significant services extensions such as those to Marysville or Redding or over Altamont Pass; train or connecting bus schedule adjustments that would affect Amtrak Thruway bus routes with connections to the LOSSAN or Capitol Corridors; and any significant retiming of train service within the route that could impact connections to or schedules on the Capitol Corridor or Pacific Surfliner Corridor.

   b. Planning and negotiations with host railroads to address capital funding requests or system improvements for increased service: As described in greater detail in Appendix L, Section 4 of the ITA, Caltrans is to be responsible for statewide analysis and modeling of network-impacting capital and operating conditions. Planning for these efforts will be a collaborative effort that is expected to be a significant, ongoing topic for the statewide Working Group. Unified State and JPA negotiation strategies with the host railroads will lead to more coordinated service planning and better fiscal outcomes for the State and JPAs.

   c. Service planning, including the utilization of consultant and Caltrans modeling resources as necessary, for service planning: Caltrans will develop protocols for JPA requests for ridership and capacity analysis; and SWG focus groups have been
established for Amtrak Thruway bus service planning and analysis, and JPA development of new service scenarios. Caltrans will lead a statewide effort, in consultation with the JPAs, to address greater integration of both services and ticketing between other intercity and regional public transportation providers and the three intercity rail corridors supported by the state.

d. **Operational Efficiencies:** a SWG focus group is being established on Operational Efficiencies, including JPA ticketing and reservation improvements and integration, and statewide fare media integration.

e. **Near term and long-term equipment deployment planning:** a SWG Fleet Management focus group is being established, that will address issues such as the deployment of the Comet Cars.

f. **Identification and prioritization of future infrastructure and facility projects:** including but not limited to track, signal, bridge, maintenance facilities and stations.

g. **Issues related to the implementation of Positive Train Control.**

h. **The commitment to use best efforts in working with the California High Speed Rail Authority and other rail and transit providers to improve the seamless integration of the Service with high speed rail, as well as other rail and transit services:** much of this work is taking place in the context of the 2018 California State Rail Plan.

i. **Discussion of Marketing best practices, future needs, and methodologies to assess the impact of marketing.**

14. Under Appendix L of the ITA, Caltrans retains responsibility for the overall planning, coordination and budgeting of the State-supported intercity passenger rail services. Therefore, within 60 days of the receipt of this letter, the SJPPA shall provide CalSTA with a list of initiatives which could have an impact on the funding, costs, or coordination of the Pacific Surfliner service with other State-supported intercity rail corridors. CalSTA and Caltrans will provide the SJPPA guidance as to the role they will play in reviewing these initiatives, and which ones should be brought to the SWG for review.

15. Under Appendix L, Section 6 of the ITA, Caltrans will monitor the administration of the service and the performance using the UPS adopted by the Secretary on June 30, 2014. Caltrans is required to provide a UPS report of findings, outlining any efficiencies or deficiencies in the performance of the service which may be below the UPS and issue a corrective action plan, if necessary. Caltrans and CalSTA will compare the methodology that the SJPPA has been using to report UPS with the methodology that Caltrans has develop a final report. The final report of findings will be included by reference into this ABP approval letter. Following finalization of the UPS report of findings, the SJPPA shall provide a report with specific actions planned in FY 2017-18 that builds upon the initiatives discussed in Sections 6 (Operating Plan and Strategies) and 8 (Action Plan and Performance Standards) of the ABP.
September 5, 2017
Page 8

If you have any questions or need additional information regarding CalSTA’s position on your ABP, please contact Mr. Chad R. Edison, CalSTA, Deputy Secretary for Transportation, at (916) 323-5400.

Sincerely,

BRIAN P. KELLY
Secretary

cc: Stacey Mortensen, Executive Director, San Joaquin Joint Powers Authority
    Chad R. Edison, Deputy Secretary for Transportation, California State Transportation Agency
    Malcolm Dougherty, Director, California Department of Transportation
    Coco Briseno, Deputy Director, California Department of Transportation, Planning and Modal Programs
    Kyle Gradinger, Acting Chief, California Department of Transportation, Division of Rail and Mass Transportation
The possible future of transportation in Elk Grove took center stage on Aug. 2 as community members heard details on a proposed multi-modal facility that could serve as a one-stop place for boarding light rail or transferring from buses to trains.

This project intends to improve local and regional transportation, reduce congestion, and further the city’s economic improvements and developments.
Mike Costa, senior transit planner for the city of Elk Grove and the main speaker at the community open house, emphasized that a multi-modal facility could “be many different things.”

“It can actually be connections with buses, with rail, whether that be heavy rail or light rail,” he said. “It could be connections to cars, potential park-and-ride facilities. It can be connections with transportation companies such as Uber and Lyft.

“Different pedestrian facilities can connect to multi-modal, different bike trails can connect to multi-modal. So, it basically is just a place where multiple modes of transportation meet up in one place.”

Elk Grove’s e-tran system currently has buses that travel within the city of Elk Grove and to downtown Sacramento, and has bus connections to the light rail station at Cosumnes River College.

About 25 local residents visited the Elk Grove City Council Chambers to view the project plans.

The city is currently considering the following locations: 1) Adjacent to the railroad tracks, north of Bilby Road; 2) near the intersection of Elk Grove and Franklin boulevards; 3) near the future Elk Grove Civic Center site at Elk Grove and Big Horn boulevards; and 4) near the city’s special waste collection center.

Costa noted that in the event that the proposed multi-modal facility includes heavy rail/passenger rail, the city would like to have a 1,000-foot area for a potential platform connection. And he stated that the overall site for the project would need to consist of 5 to 10 acres, preferably vacant sites.

“Some of the things we’re looking at are vacant sites – sites that are non-development, sites that the city would not have to purchase and then demolish or deconstruct, if we
were to move forward with construction," he said. “Also, sites that have minimal environmental impacts, something that could be a little more project ready.”

One of the requirements of the multi-modal facility is that it would be located adjacent to existing rail corridors.

Elk Grove has two rail corridors that run through the main portion of the city. One is in the eastern section of the city in the areas of Old Town Elk Grove and Grant Line Road, and the other is in the western section of the city in Laguna West and parallels the Interstate-5/Franklin corridor.

Costa responded to an inquiry about the possible funding mechanism for a multi-modal facility in Elk Grove.

“That is actually one of the questions that the feasibility study will be looking at,” he said. “Financing typically for a project of this scale, if you’re creating a platform connected to another agency’s service, but it’s in our jurisdiction, typically you’re most likely going to find some kind of joint funding source and opportunity.”

Darren Suen, the lone Elk Grove City Council member who attended the meeting, spoke about possible financing for the project.

“There are a lot of challenges (for) what we have in the future for funding, not just for this (project), but for (the) Kammerer Road extension, for implementing our comprehensive operational analysis,” he said. “We’re going to renew our buses and implement bus rapid transit,” he said.

“We tried last year, (but) Measure B failed. There are several grant sources that we hope will continue going forward. But the Tiger Grant, which is a federal grant, didn’t make it through the federal bill.”

Suen also addressed the possibility of a public-private partnership.
“For any public-private partnership, there needs to be profit for the private, so we have yet to see how that model will work in this scenario,” he said. “But if you want to talk about revenue sources, there are sales tax measures, there are bond measures, there are potentially (Senate Bill) 1. I don’t know the ability to finance something like this with SB 1 (transportation bill) funds.

“There are things we can look at, but it’s going to all come down to priorities. And as (a meeting attendee) mentioned earlier, we haven’t even extended light rail into the city yet. It’s still about a mile, mile and a half outside of the city.”

A feasibility study for the proposed project is being prepared for the city through funding that the city received from the Sacramento Area Council of Governments' Sustainable Transportation Planning Strategic Partnerships Grant.

Among the primary partners in this study is the San Joaquin Joint Powers Authority, which runs the Amtrak service that currently travels through Elk Grove, but does not have a stop in this city. The Amtrak line runs to and from Sacramento and Bakersfield.

The Altamont Corridor Express could also potentially offer service in this area.

Another partner is the Sacramento Area Council of Governments, which assists in obtaining transit funding for a lot of transportation projects in the region.

The city is also communicating with the Sacramento Regional Transit (RT) regarding future connections between RT and Elk Grove’s e-tran buses.

Costa noted that the feasibility study will not identify any construction plans.

“This (study) is meant to learn and to hear back from our community residents on what are (their) thoughts about the four sites that we’re looking at, what are (their) concerns with the multi-modal station in Elk Grove,” he said. “And then also is there anything that maybe we missed.”
A briefing of the study will be presented to the City Council this month.

With a goal of delivering the final feasibility study report for review and approval of the City Council on Oct. 25; another open house will be held on Sept. 14.

The community is also invited to participate in an online questionnaire through Aug. 16, and a second online questionnaire will be available from Sept. 14-21.

Transit is key to adding jobs in Sacramento

BY BARRY BROOME
JULY 25, 2017

While Sacramento continues to climb the charts of desirable places to work and live, it's important to do some self-analysis on how we should be prioritizing new investments. As we look to improve our economic position in the Northern California "mega region," the urgent need for a well-funded transportation network has never been more apparent.

Public transportation is clearly an affordable way to travel that brings environmental and significant economic benefits. According to the American Public Transportation Association, public transit trips have increased by 37 percent since 1995, outpacing population growth and vehicle miles traveled.

Sacramento benefits from Amtrak passenger rail service on the Capitol Corridor and San Joaquins lines; efforts to improve timing and frequency of the San Joaquins service exemplify an exciting opportunity.

Our roadways, bicycle paths and pedestrian-friendly streetscapes all serve as feeders in and out of the core transit network, and together support our local economy and quality of life. To make our city attractive for new business, we must demonstrate that employees can conveniently get to work, but also thrive in Sacramento.

The real estate market in Sacramento is hot, and we can expect demand to increase. As more coastal residents choose to move inland, there is no doubt that proximity to public transit will play a large role in attracting and fostering a competitive job market in Sacramento.

As attention is focused on President Donald Trump’s highly anticipated infrastructure package, we hope that transit systems and inter-city rail are recognized as critical investments. Sacramento’s rail lines and the proposed streetcar provide important connections, boosting tourism and further solidifying our identity as a center for industry development and entertainment. As transportation priorities are debated in Washington, D.C., and Sacramento, we urge elected officials to support rail and transit as top priorities.

Barry Broome is president and CEO of the Greater Sacramento Economic Council. He can be contacted at bbroome@selectsacramento.com.

Link to Article: http://www.sacbee.com/opinion/op-ed/soapbox/article163403573.html
Daily commuters and weekend getaways by train will have to wait for thousands of Valley residents.

Early morning and late-in-the-day weekday Amtrak users in south San Joaquin Valley will see their train service affected by railroad work through next month.

Instead of a relaxing train ride to Bakersfield or Northern California, Amtrak users leaving the Hanford station are being bused to their destinations to allow repair work to be completed overnight.

Work is scheduled to continue through Oct. 17.
Amtrak is warning those planning a trip or relying on the rail to reach Oakland or Bakersfield. The train routes mainly affected are the 718, which runs late in the day from Oakland to Bakersfield, and the 711, which is in service in the early hours of the morning from Bakersfield to Oakland.

The temporary train service delay along those routes allows for maximum repair work hours and minimal passenger disruption.

As an alternative, Amtrak is offering bus service from Bakersfield to Hanford and Fresno, where riders can continue their travels. There will be no service to Wasco or Corcoran during the seven-week period.

Amtrak also announced the 718 train on Sept. 27 and the 711 on Sept. 28 have been canceled. No alternative service will be provided.

Normally, there are seven round trip trains servicing the San Joaquin Valley, starting in Bakersfield. Five trains end their run in the Bay Area and two in Sacramento. The Bakersfield station also serves as a connection for users bound for Southern California.

Aging rail lines

Burlington Northern Santa Fe Railway is heading the project.

Earlier this year, BNSF announced it was going to spend $3.4 billion in capital improvement this year. California rails will get a $170 million upgrade.

“Each year we establish a capital plan that reflects the future needs of our customers and the constant need to keep our infrastructure in good working condition,” said Carl Ice, BNSF president and CEO. “This year’s capital plan ensures we continue to operate a safe and reliable rail network while capturing new opportunities our customers present to us.”

There’s a reason for investing in railroad improvements, Ice said.

“Our ongoing investments, along with the outstanding efforts of our employees, resulted in the lowest number of derailments in company history last year,” he said. “The strength and condition of our railroad today gives us the confidence that we will operate safely in the communities we serve and meet our customers’ expectations of reliable and consistent service.”

Hanford and Corcoran are the closest Amtrak stations to Tulare County.

According to Amtrak, 201,098 riders used the Hanford station last year, 12,825 fewer than in 2015. Corcoran, a much smaller station, had 30,104 riders, 2,227 fewer than 2015.
There were 12 million train riders in California last year, according to Amtrak.

Amtrak conductor Christian De Ponte gets all onboard his northbound afternoon Amtrak train as they prepare to leave Bakersfield Thursday.

Amtrak service from Bakersfield is changing.

In January, Bakersfield will lose one of its seven train connections as the agency that oversees the system implements changes designed to reverse a slide in ridership.
Fresno will benefit from Bakersfield’s loss.

It will gain a train service that will connect business travelers to Sacramento by 8 a.m. — in time to hold business meetings and lobby legislators in the state capital.

Bakersfield loses a train that leaves in the evening and delivers riders to the Sacramento station at around midnight.

Not all is lost.

Bakersfield travelers will be able to connect to the Fresno express train — but they will have to get on a bus at around 2 a.m. to claim that benefit.

TRAIN

Dan Leavitt, manager of regional initiatives for the San Joaquin Joint Powers Authority, said the goal is to make it possible for a one-day round-trip from Fresno to Sacramento.

Currently the San Joaquins are used by leisure travelers who plan an extended stay in either Sacramento or the San Francisco Bay Area, he said.

“It’s hard to do a daily round trip for business passengers,” Leavitt said. “Even with our current train you have to say overnight.”

That adds a couple hundred dollars in expenses to what would otherwise be a relatively cheap round-trip train ticket from the South Valley to the state’s capital.

And currently the earliest Amtrak coming into Sacramento from the south arrives in the late morning — not the best option for people who have business to conduct.

“If you’re able to do daily trips you actually became an affordable option,” Leavitt said.
Attracting business travelers to the train is critical to keeping the system growing and strong, he said.

“With the valley — pretty much any industry you’re in — you have some connection to Sacramento. That travel to Sacramento is getting more and more difficult. There’s more and more congestion on Highway 99,” Leavitt said. “The San Joaquins are a very, very safe alternative.”

The San Joaquin Joint Powers Authority thinks attracting business passengers is the key to the Amtrak system’s future, he said.

“We see a very bright future for the San Joaquins. We just need to be smart in what we do,” Leavitt said.

The Authority board, which controls Amtrak service in the Central Valley, has already voted to create the express service from Fresno to Sacramento.

Next week that board, Leavitt said, will vote to make the schedules official.

BAKERSFIELD

Michael Turnipseed with the Kern County Taxpayers’ Association will be at that meeting.

He spoke to the Kern County Board of Supervisors on Tuesday, urging them to oppose the loss of the train to Bakersfield.

Instead, Turnipseed said, there should be a special “express” train service created from Bakersfield that skips some smaller stations on the way to Sacramento so that passengers coming out of Bakersfield can also make it up to the capital in time for an 8 a.m. meeting.
“The biggest problem with Amtrak is they have trains that don’t run when people want to ride them,” Turnipseed said.

He said Kern County is sitting back and letting people drive cars when environmental regulations call for the county to reduce air pollution.

Leavitt said the whole goal of the service is to add stops and serve more of the valley — not exclude connections to smaller communities.

Ahron Hakimi, executive director of the Kern Council of Governments, said Amtrak just isn’t competitive with cars for Bakersfield travelers.

Parking is cheap, traffic isn’t bad and the trains are slower and have had trouble making it to destinations on time, he said.

Users will have to see value, Hakimi said, before they use the train.

Presentation by Bakersfield Stakeholders on a Proposal for Express Train Service from Bakersfield to Sacramento

Bakersfield residents Adam Cohen and Troy Hightower will give a presentation on their proposal for an express train service between Bakersfield and Sacramento.

SJJPA staff members Dan Leavitt and Daniel Krause met with stakeholders in Bakersfield on August 17, 2017 where the proposal was presented by Adam Cohen. Present at the meeting were Mr. Cohen, Mr. Hightower, City of Bakersfield Mayor Karen Goh, Kern County Supervisor Leticia Perez, and Michael Turnipseed of the Kern County Taxpayers Association. At this meeting, the group requested time at the next SJJPA Board Meeting for a presentation on the proposal.

Attached to this staff report is a handout summarizing the proposal and the PowerPoint slides that will be presented at the Board Meeting.

Fiscal Impact:
The there is no fiscal impact.

Recommendation:
This is an informational item. There is no action requested.
San Joaquin Express Service
Proposed by the Southern California and Kern County Stakeholder Group

Issue
California’s San Joaquin Valley is geographically isolated, often with limited and expensive air service, and consistently ranks worst nationally in air quality. The San Joaquin Amtrak service is a critical transportation and economic link connecting San Joaquin Valley cities and destinations. The San Joaquin Amtrak service is also critical to our collective goals to reduce vehicular emissions and improve air quality, all in support of SB375, AB32, SB32, and SB743 compliance. Historically, leisure travel has been the primary market for the San Joaquis. However, in recent years the leisure travel market has declined and San Joaquin Amtrak ridership is limited because long-distance travel times are typically longer than driving. Northbound morning express service and southbound evening express service can reduce long-haul travel times upwards of 45 minutes making San Joaquin Amtrak service competitive with driving. Express Service has a great potential for increased ridership, revenue, service coordination, and performance.

Feasibility Study Findings
A feasibility study of San Joaquin Amtrak Express Service found:

- **Reduced Travel Times Competitive With Driving:** Existing San Joaquin service is not competitive with driving. Current service takes 5 hours and 15 minutes from Bakersfield to Sacramento compared to 4 hours and 20 minutes when driving. San Joaquin Express Service would reduce travel times from Bakersfield to Sacramento by approximately 45 minutes.

  ![San Joaquin Express Service Timeline](image)

  - San Joaquin Express Service (4 hours 30 minutes est.)
  - Existing San Joaquin Service (5 hours 15 minutes)
  - Auto (4 hours 20 minutes)

- **Reduced Travel Times and Improved Connectivity to the East Bay and BART:** Express Service has an estimate arrival time into the Tri-Valley (East Dublin Pleasanton BART) before 9:30 AM via a Thruway Connection from Stockton.

- **Reduced Travel Times To and From Southern California:** Express Service reduces long-haul travel times from Los Angeles Union Station to Sacramento and the San Francisco Bay Area by 45 minutes.

KEY TAKEAWAYS
Express service can save up to 45 minutes between Bakersfield and Sacramento

- Allows all large San Joaquin Valley cities same-day travel with a full work day in Sacramento

- Cost savings for business and government travelers

- Reduced travel times will yield increased ridership and revenue

- Express service will reduce SOV travel and air emissions along I-5 and CA-99, consistent with SB375 and the Sustainable Communities Strategies of all valley cities

Express Service Reduces Travel Times to Both Sacramento and the Bay Area; Adds a New Multi-Modal Connection to BART in the Tri-Valley
Feasibility Study Findings (Cont.)

- **Cost Savings for Business and Government Travelers**: By enabling same-day roundtrip travel for the entire San Joaquin Valley, same-day Amtrak travel is 63% cheaper than driving and 68% cheaper than taking the train and spending a night in Sacramento.
- **Express service could serve up to 81% of existing San Joaquin Valley passengers without a Thruway connection**

**Approach**

- **Switch Northbound #711 with #701 and make #701 an Express**: Train 701 will take the existing 711 time slot and proceed to Sacramento. Train 711 will take the existing 701 time slot and proceed to the East Bay.

**Sample Northbound Morning Timetable**

<table>
<thead>
<tr>
<th>Station</th>
<th>Morning Local</th>
<th>Morning Express</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bakersfield</td>
<td></td>
<td>4:30 AM</td>
</tr>
<tr>
<td>Wasco</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corcoran</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fresno</td>
<td>4:25 AM</td>
<td>6:05 AM</td>
</tr>
<tr>
<td>Madera</td>
<td>4:55 AM</td>
<td></td>
</tr>
<tr>
<td>Merced</td>
<td>5:30 AM</td>
<td>6:55 AM</td>
</tr>
<tr>
<td>Turlock-Denair</td>
<td>6:00 AM</td>
<td></td>
</tr>
<tr>
<td>Modesto</td>
<td>6:15 AM</td>
<td></td>
</tr>
<tr>
<td>Stockton</td>
<td>7:00 AM</td>
<td>8:00 AM</td>
</tr>
<tr>
<td>Pittsburgh Bay Point</td>
<td></td>
<td>9:25 AM</td>
</tr>
<tr>
<td>-&gt; East Dublin Pleasanton</td>
<td></td>
<td>9:25 AM</td>
</tr>
<tr>
<td>Lodi</td>
<td>7:13 AM</td>
<td></td>
</tr>
<tr>
<td>Sacramento</td>
<td>7:45 AM</td>
<td>9:00 AM</td>
</tr>
</tbody>
</table>

- **Designate Southbound #704 an Express**: Train 704 will retain its existing departure time from Sacramento as an express. #704 would arrive in Stockton at 6:00PM (to connect with ACE). #704 would arrive in Fresno and Bakersfield before 8:00PM and 10:00PM, respectively.

**Conclusion & Recommendations**

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. **Implementing San Joaquin Express Service is a key strategy requiring no additional resources. Implementing San Joaquin Express Service yields immediate schedule improvements, reduced travel times, and enhanced multi-modal connectivity.** Additional time savings can be achieved at locations where the San Joaquins’ maximum speed could be increased to 90 mph. Future Express Service to the Bay Area could result in significant operational cost savings, as a crew change could be eliminated for each roundtrip.

*Based on available data provided from the SJJPA, SJJPA Business Plan, Amtrak and other available sources. This brief was prepared by Adam Cohen Transportation Planner, Troy Hightower Transportation Consultant.*
San Joaquin Express Service
A PROPOSAL SUBMITTED TO THE SAN JOAQUIN
JOINT POWERS AUTHORITY
SEPTEMBER 22, 2017

Issues

- Five San Joaquin cities account for 1.7M residents
- Fiscal Austerity -> Need for San Joaquin Valley governments to save travel costs
- Travel Time
- Falling Cost Efficiencies
- Schedules
- Thruway Connections
- Quality of Life
Issues: Travel Time

- San Joaquin Service is slower than driving.
- Sacramento <-> Bakersfield: 5hr 15m (53 MPH)
- Los Angeles Union Station <-> Sacramento: 8hr 10m (47 MPH)

Issues: Falling Cost Efficiencies

- Farebox recovery has fallen from its peak of 87% in 1988 to 50% in 2016
- Train loss per passenger mile has increased from $0.01 to $0.24
- Ridership has fallen each year since 2013, despite adding service
Issues: Schedules

- Historically, leisure travel has been the primary market for the San Joaquins
- In recent years the leisure travel market has declined
- Current schedules don’t readily serve business travelers
- Business travelers are highly schedule sensitive

Issues: Thruway Connections

- In 2016, over 55% of San Joaquins passengers used an Amtrak Thruway bus on at least one end of their trip
- The Thruway bus station with the greatest number of riders is by far Los Angeles Union Station (over 110,000 passengers in FY 2016)
- Bakersfield is the busiest San Joaquin station (including Thruway)
  - 75% of these passengers took a connecting bus between Bakersfield and Southern California
  - 407,774 riders connected through Bakersfield on a Thruway connection
Issues: Quality of Life

San Joaquin Valley ...  
- Has Limited and expensive air service
- Is Geographically Isolated
- Consistently ranks worst nationally in air quality

The 10 Most Air-Polluted Cities in the U.S.

1. Bakersfield, Calif.

It makes sense that Bakersfield owes its early boom years in the 20th century to the oil industry, because it's oil that has enabled the suburban sprawl and congestion that has caused the city to have perhaps the worst air pollution in the U.S. It's not all bad — high-sulfur days in Bakersfield have dropped over the past decade (the economic slowdown may have played a role). But if the residents of Bakersfield and the rest of Southern California ever want to experience truly clean air, they're going to need to look to innovative solutions: electric cars, public transit and maybe even the occasional walk.
The 10 Most Air-Polluted Cities in the U.S.

The World Health Organization has ranked cities around the world on their amount of particulate pollution in the air. Here’s the dirtiest of the dirty in the U.S.

2. Fresno, Calif.
By Bryan Walsh   Thursday, Sept. 20, 2011

Fresno may be known as the “Raisin Capital,” but the city is also regularly near the top of air-pollution lists. Traffic congestion and industry contribute to the pollution problems throughout the city. More than 75,000 of the city’s 460,000 people suffer from asthma, and another 25,000 suffer from chronic bronchitis.

See TIME’s video “A Planet Polluted.”

7. Visalia-Porterville, Calif./Hilo, Hawaii/Modesto, Calif./Fairbanks, Alaska
By Bryan Walsh   Thursday, Sept. 25, 2011

Which of these cities doesn’t belong? Visalia and Modesto are both Central Valley California towns that suffer from the same congestion-created, hot-weather air pollution as their neighbors. But Hilo and Fairbanks are in Hawaii and Alaska — two states most Americans would associate with fresh, clean air. However, Hilo — on the Big Island — experiences volcanic ash that can darken the sky, creating what’s known as “vog.” In Fairbanks, meanwhile, local air pollution is worsened by the use of outdoor wood-fired boilers called hydronic heaters. They may be on the way out, though — the city council is considering outlawing them.

See “Freeway Pollution Linked to Brain Damage in Mice.”

5. Riverside/San Bernardino/Ontario, Calif.

San Joaquin Valley suffers from the worst air quality in the nation that adversely impacts our quality of life and the health of our children and elderly, alike!

San Joaquin Express Service Can Reduce SOV trips and emissions for the entire valley!
Importance of San Joaquin Service

- Amtrak is a critical transportation and economic link to other San Joaquin Valley cities and connecting destinations
- Amtrak is critical to all valley cities, counties, and MPOs goals to reduce emissions and improve air quality

Improved San Joaquin schedules and reduced travel times are critical to all valley stakeholders

Proposed Solutions

- Northbound morning express service to Sacramento; and southbound evening express service to Bakersfield
- Thruway connections to/from Stockton ACE to BART (either Pittsburgh/Bay Point or East Dublin/Pleasanton)
Proposed Service Map

Map Not To Scale

Express Stations Existing Ridership

<table>
<thead>
<tr>
<th>Station</th>
<th>Ridership (Excluding Thruway Connections)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fresno</td>
<td>359,044</td>
</tr>
<tr>
<td>Hanford*</td>
<td>173,328</td>
</tr>
<tr>
<td>Stockton (San Joaquin St.)</td>
<td>141,405</td>
</tr>
<tr>
<td>Sacramento</td>
<td>135,997</td>
</tr>
<tr>
<td>Bakersfield</td>
<td>125,823</td>
</tr>
<tr>
<td>Merced</td>
<td>110,317</td>
</tr>
<tr>
<td>Stockton (Downtown)</td>
<td>17,732</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,063,646</strong></td>
</tr>
</tbody>
</table>

Express service could serve up to 81% of existing San Joaquin Valley passengers without a Thruway connection (based on Business Plan Table 3.5)

Opportunities for increased ridership from reduced travel times

Opportunities for increased revenue and farebox recovery from increased ridership and higher fares for express service

*Optional express station based on demand. Could also access express service with a Thruway connection to/from Fresno
Travel Distance & Times (Excluding Stops)

<table>
<thead>
<tr>
<th>Segment</th>
<th>Distance (mi)</th>
<th>Travel Time (h:min)</th>
<th>Max Speed (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bakersfield to Stockton</td>
<td>233.8</td>
<td>2+58</td>
<td>79</td>
</tr>
<tr>
<td>Stockton to Elvas</td>
<td>45.9</td>
<td>+46</td>
<td>60</td>
</tr>
<tr>
<td>Elvas to Sacramento</td>
<td>2.8</td>
<td>+5</td>
<td>35</td>
</tr>
<tr>
<td>Total</td>
<td>282.5</td>
<td>3+49</td>
<td></td>
</tr>
</tbody>
</table>

By reducing the number of stops, San Joaquin express service can achieve significant time savings.

<Table shows travel times at max speeds without any stops>

Proposed Solutions

Switch Northbound #711 with #701 and make #701 an express

Train 701 will take the existing 711 time slot and proceed to Sacramento

Train 711 will take the existing 701 time slot and proceed to the East Bay
Proposed Solutions

Keep Southbound Train #704 and make #704 an express

Express Stations

Sample Timetable (est.) Northbound
Sample Timetable (est.)
Southbound

<table>
<thead>
<tr>
<th>Station</th>
<th>Evening Express</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sacramento</td>
<td>5:10 PM</td>
</tr>
<tr>
<td>Lodi</td>
<td></td>
</tr>
<tr>
<td>-&gt; Pittsburgh Bay Point</td>
<td>4:30 PM</td>
</tr>
<tr>
<td>-&gt; East Dublin Pleasant</td>
<td>4:15 PM</td>
</tr>
<tr>
<td>Stockton</td>
<td>6:00 PM</td>
</tr>
<tr>
<td>Modesto</td>
<td></td>
</tr>
<tr>
<td>Turlock-Denair</td>
<td></td>
</tr>
<tr>
<td>Merced</td>
<td>7:05 PM</td>
</tr>
<tr>
<td>Madera</td>
<td></td>
</tr>
<tr>
<td>Fresno</td>
<td>7:55 PM</td>
</tr>
<tr>
<td>Hanford</td>
<td></td>
</tr>
<tr>
<td>Corcoran</td>
<td></td>
</tr>
<tr>
<td>Wasco</td>
<td></td>
</tr>
<tr>
<td>Bakersfield</td>
<td>9:50 PM</td>
</tr>
</tbody>
</table>

One-way Travel Time
Comparison

San Joaquin Express Service
(4 hours 30 minutes est.)

Existing San Joaquin Service
(5 hours 15 minutes)

Auto
(4 hours 15 minutes)
### Travel Time and Speed Comparisons

#### Sacramento

<table>
<thead>
<tr>
<th>City Pairs</th>
<th>Average Speed</th>
<th>Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anaheim &lt;-&gt; Sacramento</td>
<td>32 MPH</td>
<td>13h 19m</td>
</tr>
<tr>
<td>LA Union Station &lt;-&gt; Sacramento</td>
<td>47 MPH</td>
<td>8h 10m</td>
</tr>
<tr>
<td>Bakersfield &lt;-&gt; Sacramento</td>
<td>53 MPH</td>
<td>5h 15m</td>
</tr>
<tr>
<td>Fresno &lt;-&gt; Sacramento</td>
<td>53 MPH</td>
<td>3h 13m</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>65 MPH</strong></td>
<td><strong>6h 34m</strong></td>
</tr>
<tr>
<td><strong>Travel Time</strong></td>
<td><strong>6h 34m</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Travel Time and Speed Improvements

#### Sacramento

<table>
<thead>
<tr>
<th>City Pairs</th>
<th>Average Speed</th>
<th>Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anaheim &lt;-&gt; Sacramento</td>
<td>34 MPH</td>
<td>12h 34m</td>
</tr>
<tr>
<td>LA Union Station &lt;-&gt; Sacramento</td>
<td>52 MPH</td>
<td>7h 25m</td>
</tr>
<tr>
<td>Bakersfield &lt;-&gt; Sacramento</td>
<td>62 MPH</td>
<td>4h 30m</td>
</tr>
<tr>
<td>Fresno &lt;-&gt; Sacramento</td>
<td>59 MPH</td>
<td>2h 55m</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>34 MPH</strong></td>
<td><strong>12h 34m</strong></td>
</tr>
<tr>
<td><strong>Travel Time</strong></td>
<td><strong>12h 34m</strong></td>
<td></td>
</tr>
</tbody>
</table>

Additional Time Savings Can Be Achieved With Planned 90 MPH Operational Improvements
Adverse Impacts of SJJPA Schedule Change (As Implemented - Maintenance)

ONE-WAY: BAKERSFIELD -> SACRAMENTO AM (9/4/17)

Schedule Change Adds 1 Hour One-way Travel Time and 1 New Bus Connection

Adverse Impacts of SJJPA Schedule Change (As Implemented - Maintenance)

One-way: LA Union Station -> Sacramento AM (9/4/17)

Schedule Change Adds 1 Hour One-way Travel Time and 1 New Bus Connection
Adverse Impacts of SJJPA Schedule Change (As Implemented - Maintenance)

One-way: Sacramento -> LA Union Station
(9/11/17)

Cancelling Train 718 Adds A Bus Connection for Many Bakersfield and Southern California Riders

Travel Time and Speed Comparisons Bay Area

<table>
<thead>
<tr>
<th>City Pairs</th>
<th>Departure Time</th>
<th>Arrival Time</th>
<th>Departure Time</th>
<th>Arrival Time</th>
<th>Departure Time</th>
<th>Arrival Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bakersfield &lt;-&gt; Tri Valley (BART)</td>
<td>4:25 AM</td>
<td>11:08 AM</td>
<td>4:25 AM</td>
<td>9:05 AM</td>
<td>4:25 AM</td>
<td>9:25 AM</td>
</tr>
<tr>
<td>Bakersfield &lt;-&gt; Financial District</td>
<td>4:25 AM</td>
<td>11:00 AM</td>
<td>4:25 AM</td>
<td>10:25 AM</td>
<td>4:25 AM</td>
<td>10:30 AM</td>
</tr>
<tr>
<td>Fresno &lt;-&gt; Tri Valley (BART)</td>
<td>6:18 AM</td>
<td>11:08 AM</td>
<td>6:18 AM</td>
<td>9:30 AM</td>
<td>6:18 AM</td>
<td>9:25 AM</td>
</tr>
<tr>
<td>Fresno &lt;-&gt; Financial District</td>
<td>6:18 AM</td>
<td>11:00 AM</td>
<td>6:18 AM</td>
<td>10:50 AM</td>
<td>6:18 AM</td>
<td>10:30 AM</td>
</tr>
</tbody>
</table>

Additional Time Savings Can Be Achieved With Planned 90 MPH Operational Improvements
**Cost Comparison to Sacramento**

**Assumptions:**
- Express Service Includes Estimated Fare Increase
- Based on GSA Per Diem Rates and IRS Mileage Rates

<table>
<thead>
<tr>
<th>Same Day Train Trip (Express)</th>
<th>Overnight Train Trip (Local)</th>
<th>Same Day Driving</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train $112.50 (Express)</td>
<td>Train $90 (Value)</td>
<td>570 Roundtrip Miles</td>
</tr>
<tr>
<td>Total Cost: $112.50</td>
<td>Lodging $119</td>
<td>@ $0.535 per mile</td>
</tr>
<tr>
<td>Travel Time: 9 Hours Roundtrip</td>
<td>Hotel Tax $14.28</td>
<td></td>
</tr>
<tr>
<td></td>
<td>M&amp;IE ($128)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Cost: $351.28</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Travel Time: 11 Hours Roundtrip</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Cost: $304.95</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Travel Time: 8+40 Hours Roundtrip</td>
<td></td>
</tr>
</tbody>
</table>

*Even with an express fare increase, same day express travel is 63% cheaper than driving; and 68% cheaper than taking the train and spending the night*

*Express Service is More Economical for Business and Government Travelers*

**Benefits of Express Service**

- Fresno Northbound: Two morning Sacramento-bound trains
- Early local may connect with ACE
- Evening ACE can connect with Southbound Express
- Express to Sacramento connects to the Bay Area faster with Thruway connections (approx. 9:30 AM)
Benefits of Express Service

- Increased Ridership
- Reduced travel times
- Increased revenue and farebox recovery (through higher express fares and increased ridership)
- Allows all major cities same-day travel with a full work day in Sacramento
- Greater convenience
- Cost savings for government and business travelers
- Reduces SOV travel and air pollution (consistent with SB375 and SCS)
- Service may be eligible for air district, SGC, and ARB funding

Requests to SJJPA

1. Switch Bakersfield’s First Departing Train #711 with #701
2. Keep Train #704
3. Designate #701 and #704 Express/Limited Stop Service
4. Improve (or work with other JPAs) to improve Southern California Thruway connections from Bakersfield (e.g., 6AM Southbound Thruway Service to Los Angeles Union Station)
Questions
Item 5  ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute the San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak for Federal Fiscal Years 2018 and 2019

Background:

In order to provide continued operation of the San Joaquins intercity passenger rail service as included in the San Joaquin Joint Powers Authority (SJJPA) 2017 Business Plan Update, annual Operating Agreements have been negotiated and executed with Amtrak. The current Operating Agreement between SJJPA and Amtrak is set to expire on September 30, 2017.

In consultation with the LOSSAN Agency, CalSTA, Caltrans and Amtrak, consensus was reached for pursuing a two-year Operating Agreement with Amtrak to streamline the administrative and legal review processes for all parties. Expense and revenue projections however, would continue to be negotiated on an annual basis.

The 2017 Business Plan Update outlines the budget and major goals and objectives for maintaining and improving the San Joaquins through Federal fiscal years 2018 and 2019, which coincides with the term of the proposed Operating Agreement. SJJPA is planning changes to the existing train schedules to serve the business travel market more effectively and better serve leisure travelers making daily round-trips.

Currently, 2 daily round-trips run between Sacramento and Bakersfield and 5 daily round-trips run between Oakland and Bakersfield. The 7 existing daily round-trips will be maintained, but 2 would be modified to start/end at mid-corridor in Fresno, allowing trains to arrive in the early morning in both Sacramento and the Bay Area.

SJJPA has branded this as “Morning Express Service” and is on schedule to initiate the first Morning Express Service to Sacramento by January 2018 and to the Bay Area by 2019. This service is anticipated to result in increased ridership and reduced operational costs from the current service scenario. Small capital improvements are underway for the initial Morning Express Service to Sacramento, including a temporary layover facility in Fresno, additional parking, and station enhancements.

Amtrak Forecasting Process:

Amtrak expense and revenue forecasting is based upon a complex allocation formula (PRIIA 209 Cost Methodology Policy) mandated by Congress to reduce federal
subsidies to Amtrak and to have all costs allocated to state supported services in the same manner. Amtrak submitted a detailed operating cost and revenue estimate for 2018 and a preliminary projection for 2019 for the San Joaquins on March 30, 2017. These estimates were approved by the Governing Board as part of the 2017 Business Plan Update (See Figure 1). Monthly reconciliations are performed however, such that SJJPA only pays according to the actual costs incurred and revenues received. Current year expenses are running 9% below estimates and current year revenues are running 7% below estimates.

Based upon the current expense and revenue trends, revised fiscal year 2018 projections have been agreed to with Amtrak as shown in Figure 2 Estimates for Fuel, Train and Engine Crews, Car and Locomotive Maintenance and Connecting Motor Coach have been revised to reflect fiscal year 2017 actuals.

![Figure 1](image)

**Summary of State Funding Request for the San Joaquins for FY 2017/18 and FY 2018/19**

<table>
<thead>
<tr>
<th>Expense Category</th>
<th>FY 2017/18 (Projected)</th>
<th>FY 2018/19 (Projected)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td>$49,133,285</td>
<td>$50,607,284</td>
</tr>
<tr>
<td>Morning Express Service Capital</td>
<td>TBD*</td>
<td>TBD**</td>
</tr>
<tr>
<td>-Additional Parking and Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhancements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marketing</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Morning Express Service Launch</td>
<td>$500,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>Advertising</td>
<td>$2,110,414</td>
<td>$2,007,749</td>
</tr>
<tr>
<td>Total</td>
<td><strong>$52,743,699</strong></td>
<td><strong>$54,115,033</strong></td>
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*Funds would be derived from cost savings from FY 15/16.
**Additional cost savings from FY 2016/17 could also be applied to Morning Express Service capital projects when the amount of savings are determined.
### San Joaquin Corridor FY18 Agreement Calculations

#### REVENUES:

<table>
<thead>
<tr>
<th>Description</th>
<th>Revised FY18 Estimate</th>
<th>Amtrak Forecast FY18 Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ticket Revenue</td>
<td>37,687,000</td>
<td>37,687,000</td>
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<tr>
<td>Food and Beverage Revenue</td>
<td>2,417,000</td>
<td>2,417,000</td>
</tr>
<tr>
<td>Mail, Express, and Other</td>
<td>691,000</td>
<td>691,000</td>
</tr>
<tr>
<td><strong>Total Operating Revenue Estimate</strong></td>
<td><strong>40,795,000</strong></td>
<td><strong>40,795,000</strong></td>
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</tbody>
</table>

#### EXPENSES:

<table>
<thead>
<tr>
<th>Description</th>
<th>Revised FY18 Estimate</th>
<th>Amtrak Forecast FY18 Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train Fuel and Power</td>
<td>5,121,000</td>
<td>5,830,000</td>
</tr>
<tr>
<td>Host RR Fees</td>
<td>10,239,000</td>
<td>10,239,000</td>
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<tr>
<td><strong>Total Third Party Estimate</strong></td>
<td><strong>15,360,000</strong></td>
<td><strong>16,069,000</strong></td>
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<tr>
<td>T&amp;E Labor</td>
<td>13,836,834</td>
<td>14,218,000</td>
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<tr>
<td>Car &amp; Loco Maint</td>
<td>9,060,222</td>
<td>9,721,000</td>
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<tr>
<td>Onboard Passenger Technology</td>
<td>360,000</td>
<td>360,000</td>
</tr>
<tr>
<td>OBS Crew</td>
<td>2,921,000</td>
<td>2,921,000</td>
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<tr>
<td>Commissary</td>
<td>1,284,000</td>
<td>1,284,000</td>
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<tr>
<td>Res &amp; Call Ctrs</td>
<td>3,024,000</td>
<td>3,024,000</td>
</tr>
<tr>
<td>Stations-Route</td>
<td>4,651,000</td>
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<tr>
<td>Stations-Shared</td>
<td>1,342,000</td>
<td>1,342,000</td>
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<tr>
<td>Station Technology</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Commissions</td>
<td>813,000</td>
<td>813,000</td>
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<tr>
<td>Cust Concessions</td>
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<tr>
<td>Conn Motor Coach</td>
<td>19,210,000</td>
<td>20,884,000</td>
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<tr>
<td>Regional/Local Police</td>
<td>829,000</td>
<td>829,000</td>
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<tr>
<td>Terminal Yard Ops</td>
<td>653,000</td>
<td>653,000</td>
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<tr>
<td>Terminal MofW</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Insurance</td>
<td>2,014,000</td>
<td>2,014,000</td>
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<tr>
<td>Marketing Additives</td>
<td>527,618</td>
<td>527,618</td>
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<tr>
<td>T&amp;E Additives</td>
<td>4,419,360</td>
<td>4,606,632</td>
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<tr>
<td>MofE Additives</td>
<td>2,419,759</td>
<td>2,634,391</td>
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<tr>
<td>OBS Crew Additives</td>
<td>420,500</td>
<td>420,500</td>
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<tr>
<td>Police Additives</td>
<td>823,981</td>
<td>823,981</td>
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<tr>
<td>G&amp;A Additives</td>
<td>1,970,736</td>
<td>2,041,163</td>
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<tr>
<td><strong>Total Route Costs and Additives Estimate</strong></td>
<td><strong>70,671,010</strong></td>
<td><strong>73,859,285</strong></td>
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</tbody>
</table>

- **Total Operating Expense Estimate**: 86,031,010
- **Net Operating Costs Less Revenue**: 45,236,010

---

### Capital Equipment Costs

#### Add-On Expense: Suppl Ins Property Access

<table>
<thead>
<tr>
<th>Description</th>
<th>Revised FY18 Estimate</th>
<th>Amtrak Forecast FY18 Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJJPA Operating Payment</td>
<td>45,260,010</td>
<td>49,157,285</td>
</tr>
</tbody>
</table>

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Figure 2
The annual cost of the operations for the San Joaquins in FY 2018 is $45,260,010 and the adopted State Budget Allocation for the San Joaquins service contains sufficient funding to cover these costs. The final draft of the Operating Agreement is under review by SJJPA Council, Amtrak and Caltrans. The terms and conditions are the same as the current Operating Agreement approved by the Governing Board last year and no significant revisions are anticipated.

It is recommended that the Chair be authorized to review and approve minor changes and execute the Agreement subject to concurrence of Counsel. Staff will present a detailed operating budget for Board consideration prior to commencing the second year (FY19) of the operating agreement. The funding necessary for the second year would also be subject to future approval by Caltrans and CalSTA through the annual Business Plan Update process.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute the San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak for Federal Fiscal Years 2018 and 2019.
SJJPA RESOLUTION NO. _____

APPROVE A RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT
POWERS AUTHORITY AUTHORIZING THE CHAIR TO EXECUTE THE SAN JOAQUIN
INTERCITY PASSENGER RAIL SERVICE OPERATING AGREEMENT WITH AMTRAK
FOR FEDERAL FISCAL YEARS 2018 AND 2019

WHEREAS, the Intercity Passenger Rail Act of 2012 provided for the creation of the
San Joaquin Joint Powers Authority (SJJPA) which provides oversight and management of
the San Joaquin Intercity Passenger Rail Service; and

WHEREAS, SJJPA and Amtrak annually execute an Operating Agreement that
describes the San Joaquin service to be provided, roles and responsibilities of the parties,
cost and revenue estimates and payment schedule; and

WHEREAS, the general terms and conditions of the existing Operating Agreement are
planned to remain in effect in the new Operating Agreement and Amtrak and SJJPA desire to
streamline the administrative process and spend more time on the service definition and
cost/revenue estimates; and

WHEREAS, Amtrak has submitted cost and revenue estimates for the 2018 and 2019
Federal Fiscal Years, which have been adopted in the SJJPA 2017 Business Plan Update; and

WHEREAS, SJJPA and Amtrak have been negotiating in good faith, have reached
agreement on the major provisions and a total contract amount of $45,260,010 for FY 2018; and

WHEREAS, SJJPA and Amtrak desire to enter into a 2-year Operating Agreement,
subject to more refined cost and revenue estimates for FY 2019; and

WHEREAS, there may be minor changes to the final draft Operating Agreement
recommended by the Executive Director or Counsel as part of their final review and it would
be appropriate for the Chair to review and approve any minor changes.

NOW THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin
Joint Powers Authority Authorizes the Chair to Execute the San Joaquin Intercity Passenger
Rail Service Operating Agreement with Amtrak for Federal Fiscal Years 2018 and 2019.

PASSED AND ADOPTED by the SJJPA on this 22\textsuperscript{nd} of September 2017, by the
following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:
SAN JOAQUIN JOINT POWERS AUTHORITY

STACEY MORTENSEN, Secretary

VITO CHIESA, Chair
Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the New San Joaquins Schedule, including the Morning Express Service to Sacramento

Background

At the May 26, 2017 SJJPA Board Meeting, the SJJPA Governing Board approved the final version of the 2017 SJJPA Business Plan Update. A key part of the Business Plan was establishing the Morning Express Service to Sacramento in early 2018.

Capital projects that support the Morning Express Service were also approved at the May 26, 2017 SJJPA Board Meeting, including a new Temporary Layover Facility in Fresno, several parking expansion projects, and other station enhancements.

The last Board action required to allow for the inauguration of the Morning Express Service to Sacramento on January 8th, 2018 is approval of a new schedule for the San Joaquins. SJJPA has been working with Amtrak, UPRR, and BNSF to develop this new schedule over the last year. The proposed new schedule includes modifications that allow one northbound train to depart and one southbound train to terminate in Fresno, as well as to allow for early morning train arrivals in Sacramento. The new schedule also adjusts the times of several other trains to create more predictable departure and arrival times. The specific changes to the schedule are outlined below. Also attached to the resolution for this item is a table showing the timetable for the new schedule.

Please note, the attached new scheduled/timetable is for weekday service. Weekend service will mirror the weekday schedule except the early morning train departing out of Fresno to Sacramento would leave approximately one hour later than the 4:25am departure time for weekday trains. No other trains would change.
Schedule Changes*

Northbound:

1. Train 703 (which currently leaves Bakersfield at 6:25 pm and arrives Sacramento at 11:40 pm) will become Train 701, departing from Fresno at 4:25 am and arrives in Sacramento at 7:41 am.

2. Train 701 will stay in same slot but shall become Train 703 (departing Bakersfield at 6:00 am and arriving in Sacramento at 11:15 am).

3. The last four trains from Bakersfield to Bay Area leave about an hour or so later to provide better spacing (last train to Bay Area provides a good connection to Coast Starlight at Martinez).

Southbound:

1. Train 702 (which currently leaves Sacramento at 6:35 am and arrives in Bakersfield at 12:00 pm) will have a later start at 12:41 pm and arrive at Bakersfield at 6:06 pm

2. Train 704 will stay in the same slot (departing Sacramento at 5:30 pm and arriving in Bakersfield at 10:45 pm).

3. Train 714 (which currently leaves Oakland at 12:35 pm and arrives in Bakersfield at 6:49 pm) will become Train 710, moving into the early slot and leaving Oakland at 5:35 am and arriving in Bakersfield at 11:52 am. A Thruway bus connection at Stockton is made from Sacramento to this train which originates in the Bay Area.

4. Train 718 (which currently leaves Oakland at 5:55 pm and arrives in Bakersfield at 11:58 pm) will continue to leave Oakland at 5:55 pm, but will terminate at Fresno at 9:52 pm (this train would then lay over in Fresno and become the early morning train to Sacramento the following morning).

*Departure and arrival times could change slightly prior to the January 8, 2018 start-date, but will not change significantly.

SJJPA and Amtrak have modified the Thruway connecting buses to accommodate the new train times and coordinated timed connections to Pacific Surfliner and Capitol Corridor.
Fiscal Impact:
This schedule change is estimated to reduce annual operating costs by approximately $900,000 as a result of running fewer route miles for the Morning Express train pair.

Recommendation:
Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the New San Joaquins Schedule, including the Morning Express Service to Sacramento.
WHEREAS, the SJJPA Board approved the 2017 San Joaquin Joint Powers Authority Business Plan Update, of which a key part was the establishment of the Morning Express Service to Sacramento in early 2018; and

WHEREAS, the SJJPA Board approved a list of Minor Capital and Safety and Security projects along the San Joaquins Corridor and at stations that support the implementation of the Morning Express to Sacramento; and

WHEREAS, the SJJPA Staff has worked with Caltrans, Amtrak, BNSF and UPRR on producing a new schedule for the San Joaquins Rail Service that would allow for early morning train arrivals in Sacramento by originating/terminating one train pair in mid-corridor at Fresno; and

WHEREAS, the SJJPA Staff has worked with Caltrans, Amtrak, BNSF and UPRR on producing a new schedule for the San Joaquins Rail Service that creates more predictable departure and arrival times; and

WHEREAS, the new schedule for the San Joaquins Rail Service (New San Joaquins Schedule), a copy of which is attached as Attachment A, is scheduled to begin on January 8th, 2018; and

WHEREAS, the new schedule for the San Joaquins Rail Service will include a slight change in departure time for one train on weekend days – the early morning northbound train originating in Fresno – of approximately a one hour later than during weekdays; and

WHEREAS, the Board recognizes that SJJPA Staff may need to make minor changes as needed to the New San Joaquins Schedule prior to the January 8th start date; and

WHEREAS, the Board also recognizes that SJJPA Staff may also need to revise the start date of the new schedule depending on circumstances;

NOW THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority Approves the attached New San Joaquins Schedule, including the Morning Express Service to Sacramento.

PASSED AND ADOPTED by the SJJPA on this 22nd of September 2017, by the following vote:

AYES:

NOES:

ABSENT:
ABSTAIN:

ATTEST:      SAN JOAQUIN JOINT
            POWERS AUTHORITY

_______________________________  __________________________
STACEY MORTENSEN, Secretary  VITO CHIESA, Chair
ATTACHMENT A

NEW SAN JOAQUINS SCHEDULE

(SEE NEXT PAGE)
<table>
<thead>
<tr>
<th>Time</th>
<th>710</th>
<th>712</th>
<th>714</th>
<th>702</th>
<th>716</th>
<th>704</th>
<th>718</th>
<th>STATIONS</th>
<th>701</th>
<th>711</th>
<th>703</th>
<th>713</th>
<th>715</th>
<th>717</th>
<th>719</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Ar 9:52 PM</td>
<td>Fresno</td>
<td>Dp 4:25 AM</td>
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<tr>
<td>Ar 11:52 AM</td>
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<td>3:49 PM</td>
<td>6:06 PM</td>
<td>8:53 PM</td>
<td>10:45 PM</td>
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<td>12:00 PM</td>
<td>3:00 PM</td>
<td>5:10 PM</td>
<td></td>
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</table>

**SOUTHWARD / EASTWARD -- READ DOWN:**

**NORTHWARD / WESTWARD -- READ UP:**
Item 7

**ACTION**

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Nine-Month Agreement for a Marketing Campaign for the Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed $500,000 from October 1, 2017 – June 30, 2018, and Authorizing and Directing the Executive Director to Execute the Agreement

**Background:**

As identified in the SJJPA’s approved 2017 SJJPA Business Plan Update, a key to the success of the Sacramento Morning Express Service is the ability to market and advertise the new service. With a transformational service change like Morning Express that seeks to increase ridership in the business traveler rider profile as well as increase same day leisure trips, it is necessary to engage in a multi-channel advertising strategy targeted at the desired rider profile. In the 2017 SJJPA Business Plan Update, SJJPA requested and received approval for $500,000 to engage in this activity.

The Marketing Campaign for the Sacramento Morning Express contract is designed in three phases:

- **Phase #1: Pre-Campaign Data Gathering:** Before launching an advertising effort, relevant data will be analyzed, new data acquired, and benchmarks developed to prepare an effective and measurable advertising campaign. This phase will be used to develop sufficient measurables for both the effectiveness of the campaign and the effectiveness of the ‘Sacramento Morning Express Service’. Effective pre-campaign data will be collected that can be re-measured and analyzed post campaign.

- **Phase #2: Advertising Campaign:** The design and methodology of the Advertising Campaign will take queues from the acquired/analyzed data from ‘Phase 1’ in both messaging and budget allocation across media markets and channels. A focus of the campaign will be business travelers both daily travelers and frequent business travelers. Secondarily, the campaign will address the leisure profile which currently makes up nearly 90% of the San Joaquin’s ridership. Messaging and creative strategies will need to be developed for both rider profiles and deployment methodologies may differ.
- **Phase #3: Post-Campaign Evaluation**: Based on the Pre-Campaign evaluation and benchmark exercise, post-campaign data will be gathered and analyzed to evaluate both the effectiveness of the “Advertising Campaign” and the service itself.

On July 18, 2017, SJJPA released a Request for Proposal (RFP) for the solicitation of the Marketing Campaign for the Sacramento Morning Express Service with the proposals due on August 18, 2017. As a result of the solicitation, SJJPA received ten responsive proposals from the following firms:

- 3Fold Communications – Sacramento, CA
- Carol H. Williams Advertising – San Francisco, CA
- Elevator, LLC – Portland, OR
- Imprinta Communications Group – Sacramento, CA
- Infuze – Sacramento, CA
- Jeffrey Scott Agency – Fresno, CA
- JP Marketing – Fresno, CA
- Povlov – Fort Worth Texas
- Sensis, Inc. – Los Angeles, CA
- Tuleburg – Stockton, CA

A panel consisting of David Lipari (SJJPA), Sarah Rasheed (SJJPA), Freddy Rodriguez (SJJPA), and Jordan Peterson (SJJPA) reviewed and evaluated the proposals. The top-ranked proposers were invited to oral interviews that were held on September 7, 2017. The top-ranked proposers were:

- 3Fold Communications
- Jeffrey Scott Agency

Based on the proposers' responsiveness to the scope of work, Jeffrey Scott Agency was selected as the most responsive proposer from each of the members of the evaluation team. Staff recommends selecting Jeffrey Scott Agency for the Marketing Campaign for the Sacramento Morning Express Service Agreement. This agreement will be for 9-months.

**Fiscal Impact:**

As established in the approved 2017 SJJPA Business Plan Update, the approved budget is for $500,000 for FY 2017-18. The funds have been approved by the State as part of the SJJPA’s annual marketing and outreach budget.
Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing a Nine-Month Agreement for a Marketing Campaign for the Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed $500,000 from October 1, 2017 – June 30, 2018, and Authorizing and Directing the Executive Director to Execute the Agreement.
WHEREAS, the Governing Board of the San Joaquin Joint Powers Authority (SJJPA) desires to proceed with the approved Marketing Campaign for the Sacramento Morning Express Agreement (collectively the “Agreement”); and

WHEREAS, the approved 2017 SJJPA Business Plan Update identifies the need for a Marketing Campaign for the Sacramento Morning Express Service;

WHEREAS, a Request for Proposal for services related to the Marketing Campaign for the Sacramento Morning Express was issued on July 18, 2017 with a due date of August 18, 2017; and

WHEREAS, on August 18, 2017, ten responsive proposals to the RFP were received for services related to the Marketing Campaign for the Sacramento Morning Express and evaluated as part of the procurement process; and

WHEREAS, the San Joaquin Joint Powers Authority came to agreement on the terms and price with Jeffrey Scott Agency for services related to the Marketing Campaign for the Sacramento Morning Express;

NOW THEREFORE BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority hereby Authorizes a Nine-Month Agreement for Marketing and Advertising Services for Sacramento Morning Express Service to Jeffrey Scott Agency for an Amount Not-To-Exceed $500,000 from October 1, 2017 – June 30, 2018, and Authorizing and Directing the Executive Director to Execute the Agreement.

PASSED AND ADOPTED by the SJJPA on this 22nd day of September, 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: SAN JOAQUIN JOINT POWERS AUTHORITY
California Transportation Foundation Fallen Worker Memorial Fund Presentation

Sarah West of the California Transportation Fund (CTF) and SJJPA Executive Director Stacey Mortensen (CTF Board Member) will give a presentation on the “Fallen Worker Memorial Fund.”

One of the original reasons for CTF’s creation remains its most fundamental – supporting those injured or killed on the job with financial support. During the difficult days and weeks after an emergency or death in the transportation community, the CTF is there to help.

CTF establishes “Injured and Fallen Worker Funds” to help the California transportation industry (private or public sector) employees and their families who are in need of financial assistance because of death, medical conditions, or injury. These accounts provide a ready-made, audited fiscal entity to collect and disburse worker assistance and memorial funds. CTF matches donations dollar for dollar up to $5,000 when the death or injury is work related. CTF also helps fund memorial signs on State Highways to honor fallen colleagues by setting up an account to which people may make tax deductible donations to fund memorial signs.

CTF also supports college/university students in transportation related studies through scholarships, Educational Symposiums and mentorship programs.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.
Item 9  INFORMATION

Presentation of Recent Data on Trespasser Incidents

Susan Madigan, SJJPA Regulatory and Compliance Officer, will give a presentation on the latest data on trespasser and vehicle collision incidents.

Fiscal Impact:
There is no fiscal impact.

Recommendation:
This is an informational item. There is no action requested.
Marketing and Outreach Update

Ridership/Revenue:

The Ridership and Revenue chart below shows continued overall stabilization of ridership over the previous fiscal year with YTD ridership at +0.1%. Additionally, revenue is stabilized over the previous fiscal year with YTD Revenue at +0.6%. Staff has strategies in place for consistent advertising and grassroots efforts for the remaining months of Federal FY17 to encourage ridership and revenue growth.

<table>
<thead>
<tr>
<th>Month</th>
<th>FY17</th>
<th>FY16</th>
<th>% Chg.</th>
<th>FY17</th>
<th>FY16</th>
<th>% Chg.</th>
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<tr>
<td>Oct</td>
<td>87,454</td>
<td>90,961</td>
<td>-3.9</td>
<td>$2,769,402</td>
<td>$2,756,890</td>
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<tr>
<td>Nov</td>
<td>101,672</td>
<td>102,915</td>
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<td>$3,538,396</td>
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<td>Dec</td>
<td>98,053</td>
<td>97,530</td>
<td>+0.5</td>
<td>$3,378,587</td>
<td>$3,415,503</td>
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<td>Jan</td>
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<td>82,475</td>
<td>+0.3</td>
<td>$2,608,201</td>
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<td>Feb</td>
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<td>$2,253,335</td>
<td>$2,424,039</td>
<td>-7.0</td>
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<td>Mar</td>
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<td>84,968</td>
<td>+20.6</td>
<td>$3,097,819</td>
<td>$2,529,587</td>
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<tr>
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<td>YTD</td>
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<td>+0.1</td>
<td>$32,969,559</td>
<td>$32,766,886</td>
<td>+0.6</td>
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University and College Outreach:

Staff will provide an update on activities related to outreach to universities and colleges. According to the California Intercity Passenger Rail Survey of the riders surveyed, 22% identified as students. Student travel is a significant portion of Amtrak San Joaquins ridership and a target rider profile that requires its own unique set of strategies.

Staff and the Outreach Teams have been working throughout the corridor to table at student services events, reach students via social media, and update Amtrak San Joaquins’ entries on college websites. With these and other strategies that will be presented, staff has been reaching students throughout the corridor to encourage travel on the San Joaquins both to/from school as well as for other trips within the corridor.
Fiscal Impact:
There is no fiscal impact.

Recommendation:
This is an informational item. There is no action requested.
University and College Creative

STUDENTS SAVE 15% ON TRAVEL WITH AMTRAK

STUDENTS SAVE 15% ON TRAVEL WITH AMTRAK

STUDENTS SAVE 15% ON TRAVEL WITH AMTRAK AMTRAKSANJOAQUINS.COM
Item 11  INFORMATION

Executive Director’s Report

Executive Director Stacey Mortensen will give the monthly Executive Director’s report.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.
DIRECTIONS TO SEPTEMBER 22, 2017 SJJPA BOARD MEETING AT
THE SAN JOAQUIN COUNCIL OF GOVERNMENTS (BOARD ROOM)
555 E. Weber Avenue, Stockton at 10:30 am

Getting there on the Amtrak San Joaquins:
Board Members, Working Group Members, and members of the Public are strongly
encouraged to use Amtrak to get to the SJJPA Board Meeting if possible. The time and
location of the SJJPA Board Meeting is convenient for those who would like to take the
San Joaquins to the meeting.

From the San Joaquin Valley:
Take San Joaquins Northbound 701 Train (departing from Bakersfield at 6:00 am); it
arrives at the Stockton Downtown/ACE Amtrak Station (a.k.a. Cabral Station) at 10:09
am. The Cabral Station is about 0.3 miles from the San Joaquin Council of
Governments Building (see map above).

- SJJPA staff will escort people on foot and/or via shuttle between the
  Cabral Station and the meeting venue.

From the Bay Area:
Take San Joaquins Southbound 710 Train (departing from Oakland at 7:35 am); it
arrives at the Stockton San Joaquin Street Amtrak Station at 9:21 am. The station is
about 1.0 miles from the San Joaquin Council of Governments Building (see map
above).

- SJJPA will have a shuttle waiting for arriving passengers.

From the Sacramento:
Due to limited number of trains, there is no convenient service from/to Sacramento that
match up well with the meeting times.

Getting Home on the Amtrak San Joaquins:
To the San Joaquin Valley:
Take the Amtrak San Joaquins Southbound 714 Train (to Bakersfield), which departs
from the Stockton San Joaquin Street Amtrak Station at 2:23 pm.

- SJJPA will have a shuttle to the station leaving from the SJCOC parking lot
  at 2:00 pm.
To the Bay Area:
Take the Amtrak San Joaquin Northbound 715 Train (to Oakland), which departs from the Stockton San Joaquin Street Amtrak Station at 2:47 pm

- SJJPA will have a shuttle to the station leaving from the SJCOG parking lot at 2:00 pm.

Driving

For those driving, 555 East Weber Avenue is located in downtown Stockton.

Coming from the South:
Take NB-99 (North). Follow sign that indicate CA-99 N to S Stanislaus St. in Stockton. Keep right at the fork to continue on CA-4, follow signs for Downtown Stockton / I-5. Take exit 66B for Stanislaus St toward Downtown Stockton. Turn left on S Stanislaus St. and follow to E Weber Avenue and take a left. SJCOG will be in the right at the northwest corner of Weber and American. To access the SJCOG parking lot, take a right on American St. from Weber and the driveway will be on the left.

Coming from the North:
Take either Highway 99 or I-5 (South). For I-5 use the right lane to take exit 472 for State Highway 4 East toward Downtown Stockton/Fresno Ave. Take exit 66 for Stanislaus St toward Downtown Stockton. Turn left on S Stanislaus St and follow to E Weber Avenue and take a left. SJCOG will be in the right at the northwest corner of Weber and American. To access the SJCOG parking lot, take a right on American St. from Weber and the driveway will be on the left.

For Highway 99 use two right lanes to CA-4 Downtown Stockton exit. Take CA-4 east toward downtown Stockton to the Stanislaus Street Exit. Turn right on Stanislaus Street. Turn left on Weber Ave (three blocks). San Joaquin COG is one block north on the right (NW corner of Weber Ave. and S. American Street).

Parking

There is a parking at the San Joaquins Council of Governments Building on the north side of the building (all spaces are available for use unless marked for a manager).

If there is no parking available, we recommend a lot on east side of American Street. Please see the attached map that shows where the parking lot is located. Street parking is also available immediately around the San Joaquins Council of Governments.

If you have any questions please contact: Freddy Rodriguez at freddy@sjjpa.com or (209) 944-6271.
If parking is unavailable at SJCOG (their parking lot is located on north side of the building), the red box above indicates the recommended city parking lot to utilize. The cost is $2/hour.