

Supervisor **Vito Chiesa**, Chair, Stanislaus County
 Councilmember **Don Tatzin**, Vice-Chair, City of Lafayette
 Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
 Supervisor **Rodrigo Espinoza**, Merced County
 Supervisor **Scott Haggerty**, Alameda County
 Councilmember **Bob Johnson**, City of Lodi
 Supervisor **Doug Verboon**, Kings County
 Supervisor **Brett Frazier**, Madera County
 Supervisor **Sal Quintero**, Fresno County
 Supervisor **Amy Shuklian**, Tulare County



San Joaquin
 Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
 Alternate **Federal Glover**, Contra Costa County
 Alternate **Don Nottoli**, Sacramento County
 Alternate **Mike Villalta**, City of Los Banos
 Alternate **Tom Blalock**, BART
 Alternate **Bob Elliott**, San Joaquin County
 Alternate **Justin Mendes**, City of Hanford
 Alternate **Andrew Medellin**, City of Madera
 Alternate **Michael Derr**, City of Selma
 Alternate **Bob Link**, City of Visalia

AGENDA

July 28, 2017 – 12:30 PM

Sacramento County Board of Supervisors Chambers
 700 H Street, Sacramento CA

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

All proceedings before the Authority are conducted in English. Any writings or documents provided to a majority of the Authority regarding any item on this agenda will be made available for public inspection at the offices of the San Joaquin Regional Rail Commission located at 949 E. Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda and meeting materials are also available on the San Joaquin Joint Powers Authority Website: <http://www.sjpa.com/Home>

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|-----|--|--------------|--------------------|
| 1 | Call to Order, Pledge of Allegiance, Roll Call | Chair Chiesa | |
| 2 | Consent Calendar | Chair Chiesa | |
| 2.1 | Approve Minutes from May 26, 2017 Board Meeting | | ACTION |
| 2.2 | Next Board Meeting Location | | INFORMATION |
| 2.3 | SJPA Operating Expense Report | | INFORMATION |
| 2.4 | San Joaquins 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 |

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
 Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

2.7	Administrative Items		INFORMATION
3	Public Comments	Chair Chiesa	
	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.		
4	Recognition of Former SJJPA Vice-Chair Steve Cohn	Stacey Mortensen/ Dan Leavitt	INFORMATION
5	Presentation by Shasta Regional Transportation Agency on Plans for a New Bus Service from Redding to Sacramento	Daniel Krause/ Jennifer Pollom	INFORMATION
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	Dan Leavitt	ACTION
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	Dan Leavitt	ACTION
8	Marketing and Outreach Update	David Lipari	INFORMATION
9	Executive Director's Report	Stacey Mortensen	INFORMATION
10	Board Member Comments	Chair Chiesa	
11	Adjournment	Chair Chiesa	

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 2.1

ACTION

May 26, 2017 SJJPA Board Meeting Minutes

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 1:00 PM, May 26, 2017 at the Fresno County Board of Supervisors Chambers in Fresno.

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 1:00 PM. The Pledge of Allegiance was led by Vice-Chair Tatzin.

Board Members Present: Chair Chiesa, Vice-Chair Tatzin, Nottoli, Espinoza, Blalock, Johnson, Verboon, Frazier, Quintero, and Shuklian.

Kings County Alternate Justin Mendes was sworn in.

2. Consent Calendar

- | | |
|---|--------------------|
| 2.1 Approve Minutes from March 24, 2017 Board Meeting | ACTION |
| 2.2 Next Board Meeting Location | INFORMATION |
| 2.3 SJJPA Operating Expense Report | INFORMATION |
| 2.4 Administrative Items | INFORMATION |
| 2.5 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 Meetings Where Two-Thirds Vote is Required | ACTION |

There was no Board discussion on this item.

Mike Barnbaum recommended the July 28 Board Meeting be held in the greater San Francisco Bay Area, due to the high temperature in the valley.

M/S/C (Tatzin/Verboon) to approve Items 2.1 and 2.5. Passed and Adopted by the San Joaquin Joint Powers Authority on May 26, 2017, by the following vote to wit:

Ayes: 9 Chair Chiesa, Vice-Chair Tatzin, Nottoli, Espinoza, Blalock,
Verboon, Frazier, Quintero, and Shuklian
Noes: 0
Abstain: 1 Johnson
Absent: 0

3. Public Comment

Doug Kerr discussed the Federal Budget's potential impact on the cost of the San Joaquins.

Mike Barnbaum discussed legislation that would lower the voter threshold needed to enact transportation measures. Mr. Barnbaum also mentioned a service audit he conducted between San Diego and Sacramento during the daylight saving time change in early March.

There were no additional public comments.

4. Recognition of Former SJJPA Vice-Chair Henry Perea

Mr. Leavitt began the item by discussing the vital role Henry Perea played in the formation of SJJPA. Mr. Leavitt then introduced former SJJPA Chair John Pedrozo.

Mr. Pedrozo spoke of Mr. Perea's leadership and commitment to SJJPA and intercity rail. Chair Chiesa discussed the important mentorship role Mr. Perea has played in his life. Vice-Chair Tatzin mentioned how Mr. Perea welcomed him to the Board. Member Verboon thanked Mr. Perea for his help and influence. Member Frazier spoke of how much Mr. Perea has accomplished for the San Joaquin Valley as a whole.

Mr. Perea thanked everyone for their kind words and recognition.

5. April 10th San Joaquins "Safety Train" Event in Fresno and General Safety and Security Update

Ms. Madigan began the item with a presentation on the April 10th Safety Train. Ms. Madigan also provided an update on efforts to improve safety throughout the corridor. The content of Ms. Madigan's presentation is summarized in the Board Briefing Materials, and in Ms. Madigan's PowerPoint slides for the agenda item (available on the website).

Member Espinoza inquired into the medical training of onboard staff. Ms. Madigan said they have CPR and AED training. Member Espinoza asked about coordination between emergency responders. Ms. Madigan said this is part of Amtrak's Emergency Preparedness Plan.

Member Shuklian said the Safety Train event was informative and thanked everyone for their participation. Member Verboon said it was a great event as well.

Member Quintero asked if it's possible for the safety team to make presentations at events. Ms. Madigan said yes. Member Quintero requested Ms. Madigan's contact info after the meeting.

6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2017 San Joaquin Joint Powers Authority Business Plan Update, and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2017/2018

ACTION

Mr. Leavitt began the item with a presentation to review the contents of the 2017 SJJPA Business Plan. 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).

Chair Chiesa mentioned the estimated cost of the service is based upon projections from Amtrak, and the actual cost may actually be much less. Mr. Schmidt also pointed out that the service is based on actual costs; therefore, Amtrak is paid based on actual work performed.

Member Blalock thanked staff for making the changes in red. Member Blalock also expressed his support for ticketing integration. Member Blalock then asked if the Merced station improvements will utilize Senate Bill 1 funds. Mr. Schmidt said it was from old Prop 1B funding.

Vice-Chair Tatzin asked if there are any disagreements with aspects of Amtrak's estimates. Mr. Schmidt said there are disagreements over some of the methodologies and the projected cost of diesel fuel.

Mr. Barnbaum mentioned the importance of marketing professional sports in order to attract ridership. Mr. Barnbaum also discussed the importance of creating a connection

with BART and increasing the frequency of Thruway service to Las Vegas. Mr. Leavitt said all these points were touched upon in the Business Plan.

M/S/C (Verboon/Tatzin) to approve a resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2017 San Joaquin Joint Powers Authority Business Plan Update, and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2017/2018. Passed and Adopted by the San Joaquin Joint Powers Authority on May 26, 2017, by the following vote to wit:

Ayes:	10	Chair Chiesa, Vice-Chair Tatzin, Nottoli, Espinoza, Blalock, Johnson, Verboon, Frazier, Quintero, and Shuklian
Noes:	0	
Abstain:	0	
Absent:	0	

7. Morning Express Service Update

Mr. Schmidt began the item with an update on progress made toward launching the Morning Express Service. The content of Mr. Schmidt's presentation is summarized in the Board Briefing Materials, and in Mr. Schmidt's PowerPoint slides for this agenda item (available on the website).

Troy Hightower asked about the location of the layover facility in Fresno. Mr. Schmidt said he will relay the exact address.

Mr. Barnbaum asked about how the Morning Express Service will affect connecting train and Thruway bus services. Mr. Schmidt said no connections will be broken.

Member Johnson requested the Morning Express Service marketing effort be discussed at the next Board meeting.

8. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Revisions to the Minor Capital and Safety and Security Project List

Mr. Krause began the item with an updated list of the minor capital and safety and security projects. The content of Mr. Krause's presentation is summarized in the Board Briefing Materials, and in Mr. Krause's PowerPoint slides for this agenda item (available on the website).

Member Nottoli pointed out an error in the staff report with an incorrect date. Mr. Schmidt said it will be corrected.

M/S/C (Nottoli/Tatzin) to approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Revisions to the Minor Capital and Safety and Security Project List. Passed and Adopted by the San Joaquin Joint Powers Authority on May 26, 2017, by the following vote to wit:

Ayes:	10	Chair Chiesa, Vice-Chair Tatzin, Nottoli, Espinoza, Blalock, Johnson, Verboon, Frazier, Quintero, and Shuklian
Noes:	0	
Abstain:	0	
Absent:	0	

9. San Joaquins Operations Update

Mr. Schmidt updated the Board on the San Joaquins service operations. Mr. Schmidt's presentation is summarized in the Board Briefing Materials, and in Mr. Schmidt's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

10. Update on Planning for Madera Station Relocation

Mr. Leavitt began the item with an update on the Madera Station relocation planning efforts. 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 Frazier discussed the benefits of the planned Madera Station and the housing developments taking place in the near future. Norman Allinder, Chief of Development Services and Planning Director for Madera County, discussed the plans to build a new multi-modal facility in Madera County. Member Frazier mentioned that the property owners are collaborating on the project. Mr. Leavitt said the project would potentially be explored in the upcoming TIRCP application.

Member Verboon asked how this station would link with high-speed rail. Mr. Leavitt said this location would work much better than the current Madera Station. Member Frazier discussed the limitations of the current station. Member Verboon requested a similar process be conducted in the future with the Hanford Station in order to address high-speed rail connectivity.

11. Transit Transfer Program Update

Mr. Peterson began the item with a presentation on a potential Transit Transfer Program for the San Joaquins. Mr. Peterson's presentation is summarized in the Board

Briefing Materials, and in Mr. Peterson's PowerPoint slides for this agenda item (available on the website).

There was no Board discussion on this item.

12. Marketing and Outreach Update

Mr. Lipari began the item with an update on advertising efforts, as well as, recent group trips on the San Joaquins. 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).

Member Shuklian asked about potentially marketing the Sequoia – Kings Canyon connection. Mr. Lipari said the team will work on incorporating this information into the advertising campaign.

13. Food Service Update

Mr. Lipari began the item with an update on efforts to improve the food service on the San Joaquins. 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).

Douglas Richert discussed the difficulties in conducting on-board sampling of the food service.

There was no Board discussion on this item.

14. Executive Director's Report

Mr. Leavitt reported that the next Board Meeting will focus on future service to Sacramento, as well as, the upcoming TIRCP grant application.

15. Board Member Comments

There were no Board Member comments.

16. Adjournment

Chair Chiesa adjourned the meeting.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 2.2

INFORMATION

Next Board Meeting Location

Background:

SJJPA is planning on holding the next Board Meeting on September 22nd in Stockton, 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.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 2.3

INFORMATION

SJIPA Operating Expense Report

Please see the attached SJIPA Operating Expense Report for the following period:

- Fiscal Year 2016/17 (July 1, 2016 – May 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
May 2017
92% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 16-17 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Project Management, Services & Supplies			
Salaries/Benefits/Contract Help	1,430,410	1,096,192	76.6%
Office Expense	8,000	1,721	21.5%
Subscriptions/Periodicals/Memberships	5,000	-	0.0%
Office Equipment Lease	12,000	10,114	84.3%
Computer Systems	-	-	0.0%
Communications	25,000	6,462	25.8%
Motor Pool	8,000	6,253	78.2%
Transportation/Travel	30,000	11,737	39.1%
Training	-	-	0.0%
Audits Regulatory Reporting	15,000	15,000	100.0%
Professional Services Legislative	-	-	0.0%
Professional Services Legal	50,000	36,229	72.5%
Professional Services General	40,000	16,150	40.4%
Publications/Legal Notices	2,000	913	45.6%
Project Management, Services & Supplies Subtotal	1,625,410	1,200,770	73.9%
Contracted Services			
Maintenance of Headquarters Structures/Grounds	76,000	7,293	9.6%
Insurance	15,000	13,748	91.7%
Insurance Management Fees	9,840	9,840	100.0%
Security Services/Safety Program	1,000	1,000	100.0%
Marketing & Outreach	1,158,430	908,207	78.4%
Communications, Operations	8,000	7,333	91.7%
San Joaquin Intercity Rail Operations	46,000,000	34,813,262	75.7%
Minor Capital	-	564	-
Contracted Services Subtotal	47,268,270	35,761,249	75.7%
TOTAL OPERATING EXPENSES	48,893,680	36,962,019	75.6%

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 2.4

INFORMATION

San Joaquins Operations Update

Tier 4 Charger Locomotives:

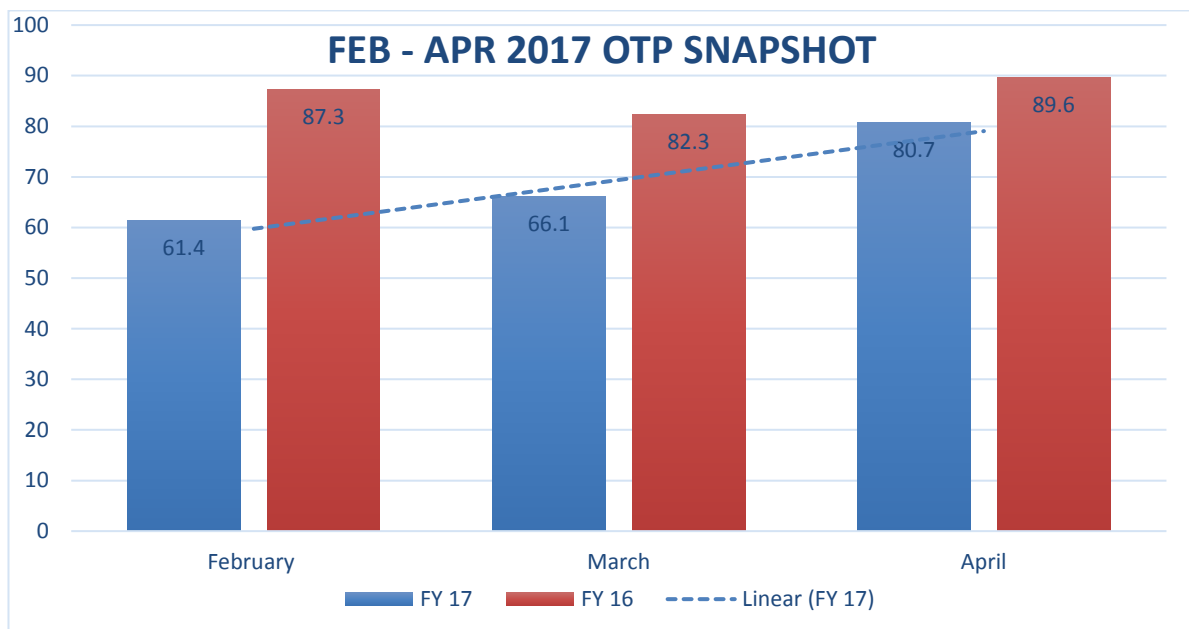
The six (6) new Charger locomotives are currently operating in revenue services on both the San Joaquins and Capitol Corridor routes. The new locomotives will be operating with a second locomotive until all the required acceptance tests have been passed and final acceptance certificates have been signed. It is anticipated the Charger locomotives will be fully accepted by the end of September 2017.

Positive Train Control:

Testing of Positive Train Control on the BNSF is scheduled to begin in February 2018 on the San Joaquins Corridor. Testing will include; crew training, 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:

The delays encountered as a result of the heavy rains and the associated track work has been completed by the UPRR and BNSF and as a result OTP continues to improve. The chart below shows the On-time Performance for the past Quarter:



Through first 9 months of the Fiscal Year, the San Joaquins' On-Time Performance (OTP) was 76.4%. The chart below provides an overview of the San Joaquins OTP compared to the two other State supported services:

Service	Month-to-Date	Oct – June
San Joaquins	81.0%	76.4%
Capitol Corridor	92.3%	90.7%
Pacific Surfliner	65.0%	70.3%

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 2.5

INFORMATION

Safety and Security Update

Ongoing Safety Efforts:

SJJPA is working with the Northern California Rail Safety Team 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, areas have been prioritized to target initiatives in Jack London Square, Richmond (Parr Blvd-Brookside Drive), Stockton (Church), Merced and Fresno (Figarden). Various planning efforts are underway for Rail Safety Month in September, including a Safety Train event in Sacramento.

Other rail safety outreach initiatives conducted in coordination with Amtrak's Community Relations Officer included:

- **CHP Stockton Field Office Stockton, CA** - Amtrak Police provided railroad safety training to 30 members of the CHP during training day at the Stockton Field office. Officers were provided with the railroad collision investigation checklist; Amtrak PD Transit Code pamphlets; and Emergency Number System (Blue Sign) information cards. Roll-Call trainings are being planned in Stockton and Oakland.
- **Caltrans Kids to Work Day District 10 Headquarters Stockton, CA** - Operation Lifesaver Booth at the Caltrans Kids to Work Day event held at District 10 Headquarters in Stockton reached over 225 kids and parents.
- **Other OL Education -- Fresno / Shafter / Bakersfield** - OL presentation to kids and adults at the Lunch at the Library program at 3 branches in Fresno, Bakersfield (over 200 in attendance) and Shafter Youth Activities Group.

Camera Enforcement – Working the CPUC, Amtrak PD, BN PD, and UP to initiate a pilot program at a high-risk crossings (ex. Cutting Blvd, Parr Blvd Richmond). Working with the LA Metro officer in charge of camera enforcement to discuss their experience with the effectiveness of red-light cameras.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 2.6

ACTION

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!”

September is Rail Safety Month in California. Each year, support is requested for California Rail Safety Month. The SJJPA would like to be able to show this support in advance of September by approving the attached Resolution.

Background:

In 2009 the State of California, in support of California Operation Lifesaver (CAOL), proclaimed September as Rail Safety Month. CAOL partners – ACE, Amtrak, BNSF, Caltrain, Caltrans, CFNR, Metrolink, Modesto & Empire Traction Company, North County Transit District, Operation Lifesaver Inc., OCTA, Richmond Pacific Railroad, Santa Clara VTA, SJVR, UP, and Veolia – continue to support Rail Safety Month efforts and related educational activities/events each September to promote rail safety awareness.

The Northern, Southern, and San Diego Rail Safety Teams, that include many of these same CAOL partners, support the mission of Operation Lifesaver and work with CAOL to promote Rail Safety Awareness in September and throughout the year. The teams and CAOL are active throughout the San Joaquins corridor working to increase rail safety messaging to educate the public in cities and communities in this corridor.

Each September, California Operation Lifesaver presentations and events are planned and executed in these cities and other communities throughout the entire month. CAOL utilizes many different methods to deliver the rail safety message which include: Rail Safety Presentations, Community Event Outreach, Rail Safety Blitz’s, Media Outreach, PSA’s and more. CAOL collaborates with railroads and transit providers, city governments, school districts, public service agencies, private industry organizations, and area businesses to raise awareness about safety among the groups and communities that need it most.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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!”

SJJPA RESOLUTION NO. _____

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!”

WHEREAS, the San Joaquin Joint Powers Authority places a priority on rail safety and supports the rail safety efforts of California Operation Lifesaver and our rail partners’ efforts to improve railroad safety and to educate people of the dangers of not obeying the signs and signals around railroad property; and

WHEREAS, September is historically back to school month for most children and college students where many must cross railroad tracks to attend school, and it is important to reinforce rail safety with both children and their caretakers; and

WHEREAS, California Operation Lifesaver, the Federal Rail Administration, the California Department of Transportation, the California Public Utilities Commission, and freight and passenger railroads are working together to improve railroad safety and to educate children and adults of the dangers of not obeying the signs and signals around railroad property; and

WHEREAS, railroad operators, motor vehicle operators, and pedestrians will benefit from a combined effort by local, state, and Federal Government, industry and citizen efforts to promote safety around railroad tracks and crossings and reduce the likelihood of train related incidents; and

WHEREAS, September is Rail Safety Month in the State of California; and

WHEREAS, the **See Tracks? Think Train** campaign by Operation Lifesaver, and its federal partners aims to help reduce pedestrian and driver injuries and fatalities around railroad tracks by highlighting behaviors that put people at great risk; and

WHEREAS, California Operation Lifesaver supports the **See Tracks? Think Train** effort by conducting on-the-ground law enforcement trainings, safety presentations, and public awareness activities to help reduce train related incidents; and

NOW THEREFOR BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority do hereby support September as Rail Safety Month, commend efforts being made to improve railroad crossing safety, and urge the public to be cautious and safe around railroad tracks and property and to remember; **“SEE TRACKS? THINK TRAIN!”**

PASSED AND ADOPTED, by the SJJPA this 28th day of July, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

Stacey Mortensen, Executive Director

Vito Chiesa, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 2.7

INFORMATION

Administrative Items

Media Stories:

Attached is an article about the Morning Express Service. A link is provided below.

Hanford Sentinel: http://hanfordsentinel.com/news/local/business/retailer-rue-closing-in-hanford/article_eaf8e404-4691-5faf-a47f-7f340caa5061.html

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

Hanford Sentinel

KINGS COUNTY BUSINESS

By John Lindt Jun 1, 2017

Amtrak to add morning express service to Sacramento

The Kings County rep for the San Joaquin Joint Powers Authority — Doug Verboon — says he is excited about the plan to start a daily early morning express train serving from Fresno to Sacramento that will get you there by 8 a.m. Coming back - the train would depart Sacramento around 1 p.m. and another would depart around 5:30 p.m., allowing for both half-day and full-day trips. The Amtrak train would leave Fresno around 4:45 a.m., but a partnership with V-LINE could be pursued to provide early connections between Visalia and Fresno. Kings County residents would have to drive up to Fresno to make the connection because the Hanford to Fresno train runs too late to make the Sacramento express.

To make all this happen, a train would layover in Fresno each night. Verboon says when he takes Amtrak he can “get a lot of work done on the way.”

In other Amtrak news, the SJJPA is identifying key track improvements needed to increase speeds to 90 mph in some places and further reduce travel times on its routes.

John Lindt is an independent business reporter. He can be reached at sierra2thesea@gmail.com

Link: http://hanfordsentinel.com/news/local/business/retailer-rue-closing-in-hanford/article_eaf8e404-4691-5faf-a47f-7f340caa5061.html

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 4

INFORMATION

Recognition of Former SJJPA Vice-Chair Steve Cohn

Former Sacramento City Councilmember Steve Cohn will be recognized and honored for his service as Vice-Chair of the San Joaquin Joint Powers Authority (SJJPA), his role in the establishment of SJJPA, and his many years of working to improve the Amtrak San Joaquins passenger rail service.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 5

INFORMATION

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

A presentation will be given by Shasta Regional Transportation Agency (SRTA) staff about its plans for a new express bus service between Redding and Sacramento.

Recently, SJJPA staff has met twice with SRTA staff to discuss the possibility of a collaboration between the two agencies that would work to provide good connectivity between the San Joaquins and the proposed new bus service, and improve connectivity between the San Joaquins and the northern Central Valley. The bus service is currently envisioned to provide service to/from Redding along the I-5 corridor, which would provide much faster service for San Joaquins passengers than the current Amtrak Thruway bus service, which utilizes the SR-99 corridor. The proposed bus service would also provide a connection to the Sacramento International Airport.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 6

ACTION

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

Background

A key focus of the SJJPA's 2017 Business Plan is increasing the frequency of San Joaquins service to/from Sacramento. At the January 2017 SJJPA Board Meeting, staff presented alignment options for evaluation of additional San Joaquins service to Sacramento and described the planning study efforts underway in coordination/partnership with the California High-Speed Rail Authority (Northern Connecting Corridors Study) and San Joaquin Regional Rail Commission (ACE *forward* planning). The primary goal of this study effort has been to identify the best alignment for further evaluation to enable the increase of San Joaquins service to/from Sacramento and to do the planning and outreach needed to enable the SJJPA to submit a successful TIRCP application at the end of 2017 for more service to/from Sacramento.

Over the past six months, staff has been working to develop a program to evaluate the increased service to/from Sacramento that is a focus of the SJJPA Business Plan. This work has included both technical study and outreach work with the communities potentially affected by the alignment/station options. Currently, the San Joaquins operate only two (2) daily round-trips between Bakersfield and Sacramento. Between Stockton and Sacramento, these trains operate over the Union Pacific Railroad (UPRR) Fresno Subdivision. From Stockton to Bakersfield, the San Joaquins operate over the Burlington Northern Santa Fe (BNSF) Stockton Subdivision. UPRR has indicated that the Fresno Subdivision is congested and additional passenger service on this subdivision is not likely. Staff produced a review of the major rail corridors (including the congested UPRR Fresno Subdivision) between Stockton and Sacramento.

Each option was evaluated and scored in the following Project Elements:

- Right of Way Impacts
- Environmental Concerns
- Track Construction Requirements
- Operational Aspects

- Station Locations
- Construction Cost

North of Stockton

There are two (2) active rail corridors North of Stockton, the UPRR Fresno and Sacramento Subdivisions. The San Joaquins Service currently operates primarily on the UPRR Fresno Subdivision, but on occasion will operate on the Sacramento Subdivision based on operational factors. Staff analyzed three (3) options for increasing passenger service North of Stockton (shown on Figure 1):

- Constructing a stand-alone track outside and adjacent to the UPRR Fresno Subdivision
- Constructing an additional track inside the UPRR Fresno Subdivision
- Operating on the Sacramento Subdivision (which has latent capacity per UPRR) and constructing select track improvements

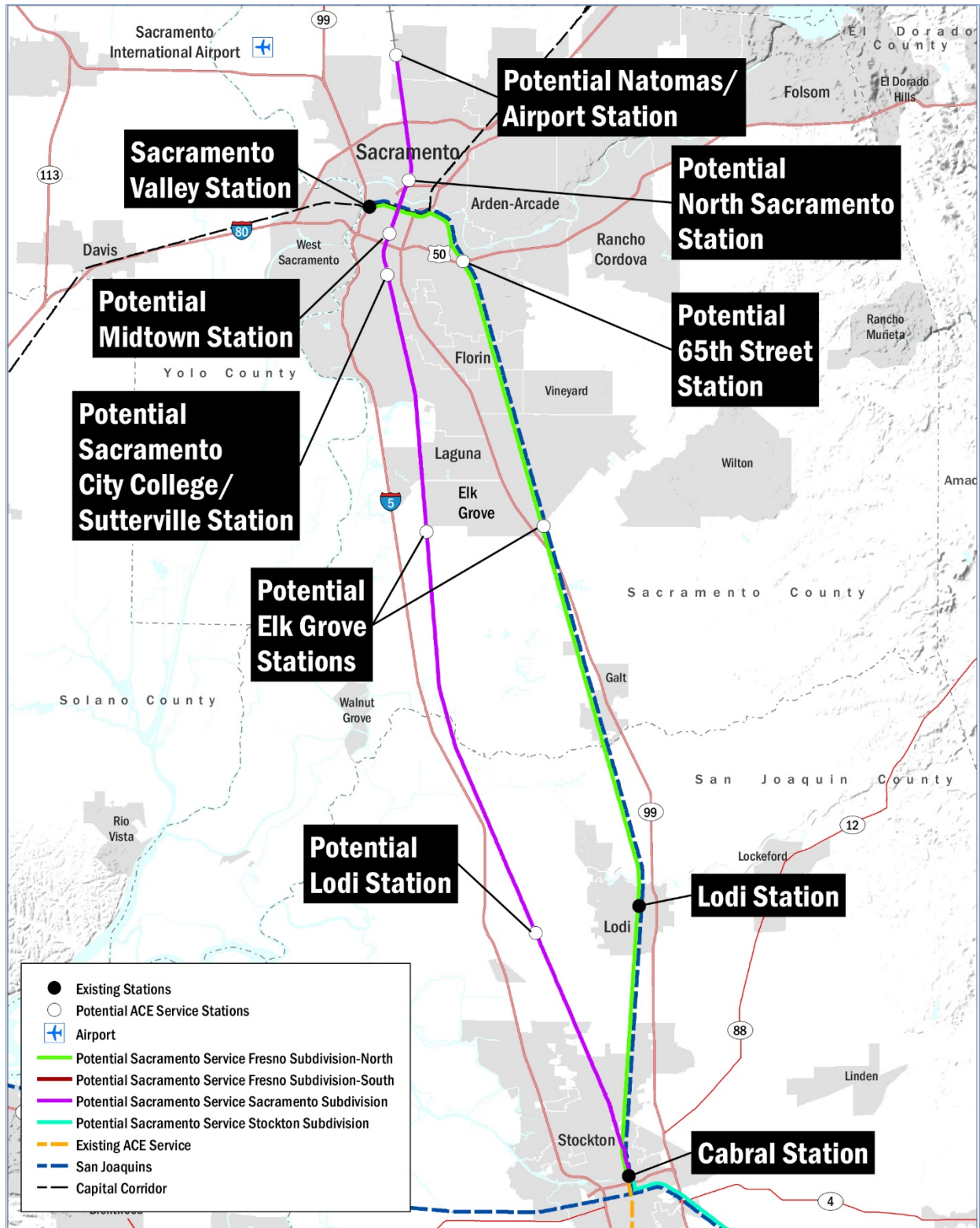
The inside the Right-Of-Way (ROW) operating on the Sacramento Subdivision is recommended as the best option. Table 1 summarizes the findings and provides the scoring in each element. A “1” and a red cell represents a negative aspect and a “3” and a green cell represents a positive aspect. Additional tables which include the detailed study results are provided in an attachment to this document (Attachment 1).

Table 1

Project Element	Fresno Sub. Outside ROW	Fresno Sub. Inside ROW	Sacramento Sub. Inside ROW
Right of Way	1.0	2.8	2.6
Environmental Concerns	1.0	2.0	2.5
Track Construction	1.0	1.0	3.0
Operations	2.0	1.3	2.6
Station Locations	2.6	2.6	2.8
Construction Cost	1.4	1.9	2.6

A preliminary review indicates that the Sacramento Subdivision should have less environmental impacts, costs and construction issues for providing additional San Joaquins Service to/from Sacramento than the other options. There is excess capacity on the Sacramento Subdivision and UPRR is willing to work with SJJPA and the State to enable passenger service on this line. In addition, the Sacramento Subdivision extends north beyond downtown Sacramento and enables a superior connection to Sacramento International Airport, including additional population at a Natomas Station.

Figure 1



The Fresno Subdivision is where UPRR operates its mainline service. UPRR does not support additional passenger service along this alignment, making the “Fresno Subdivision Inside the ROW” option potentially impracticable for significant service expansion. A new track outside the ROW along the Fresno Subdivision would potentially result in increased environmental impacts and costs, and does not enable a phased implementation program to provide additional, near-term service to/from Sacramento.

Providing expanded service via the Sacramento Subdivision has two primary drawbacks:

- The Sacramento Subdivision does not serve downtown Lodi
- The Sacramento Subdivision does not serve the Sacramento Valley Station

These two drawbacks could be addressed by providing a new Lodi station on the Sacramento Subdivision (west of Lodi) and by extending service beyond downtown Sacramento to Natomas (providing a possible Sacramento International Airport connection via local transit). The new Lodi Station would have good access to Interstate 5 (via Highway 12) and could be connected to the downtown station/transit center via local transit. Extending San Joaquin service beyond downtown Sacramento to Natomas could increase the potential markets which would be served (see Figure 2) and could enable Sacramento to be served by multiple stations – providing greater access to transit, the regional population and freeway network as well as a potential convenient link to Sacramento International Airport. Light rail transfers could be made at the Sutterville/City College, Midtown, and Del Paseo stations (see Figure 3).

As proposed, the Sacramento Subdivision provides:

- Better access to the State Capitol and surrounding businesses (via the Midtown Station)
- Easy Access to SacRT Light Rail at three (3) stations
- Connection to Sacramento International Airport via local transit
- Increased access to Sacramento region via multiple station locations

Population Center Comparison

Comparison of population within 5 miles of station areas by corridor alignment

Sacramento Subdivision	
Station Area (5 miles)	Population
Airport / Natomas	118,977
North Sacramento	307,274
Sacramento (Midtown)	344,461
Sacramento City College / Sutterville	283,379
Elk Grove	134,597
Lodi	114,605
Stockton – Cabral	346,372

Fresno Subdivision	
Station Area (5 miles)	Population
Sacramento Intermodal	234,364
65th Street	280,265
Elk Grove	96,902
Lodi	154,801
Stockton - Cabral	346,372

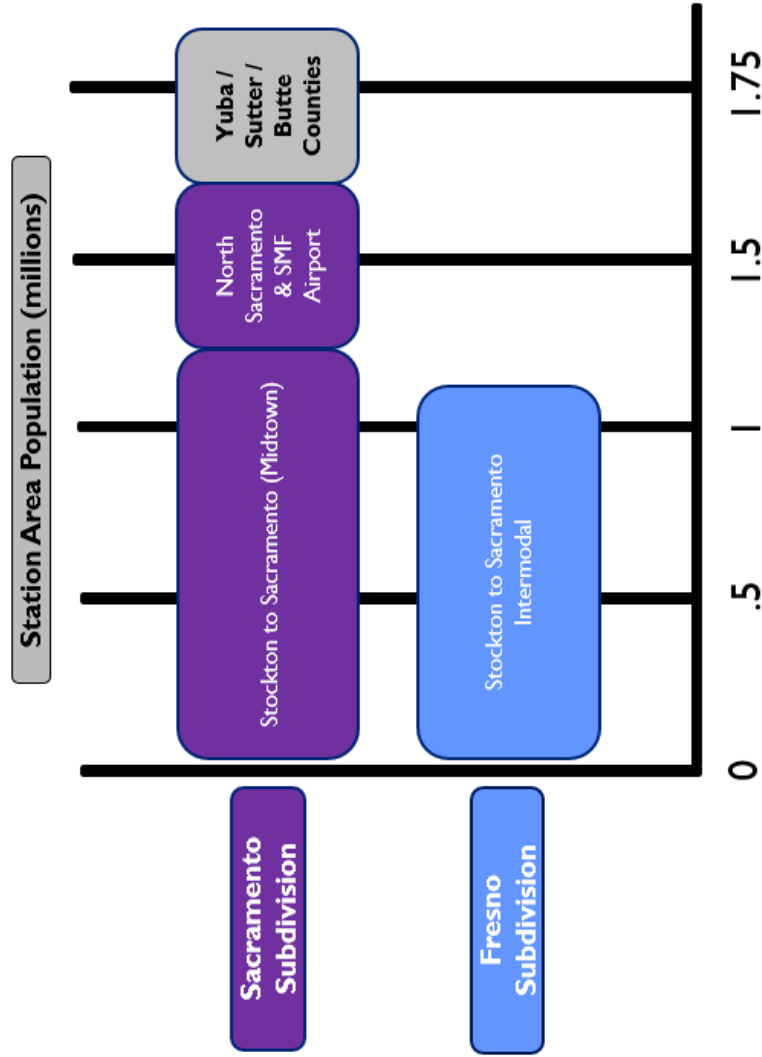
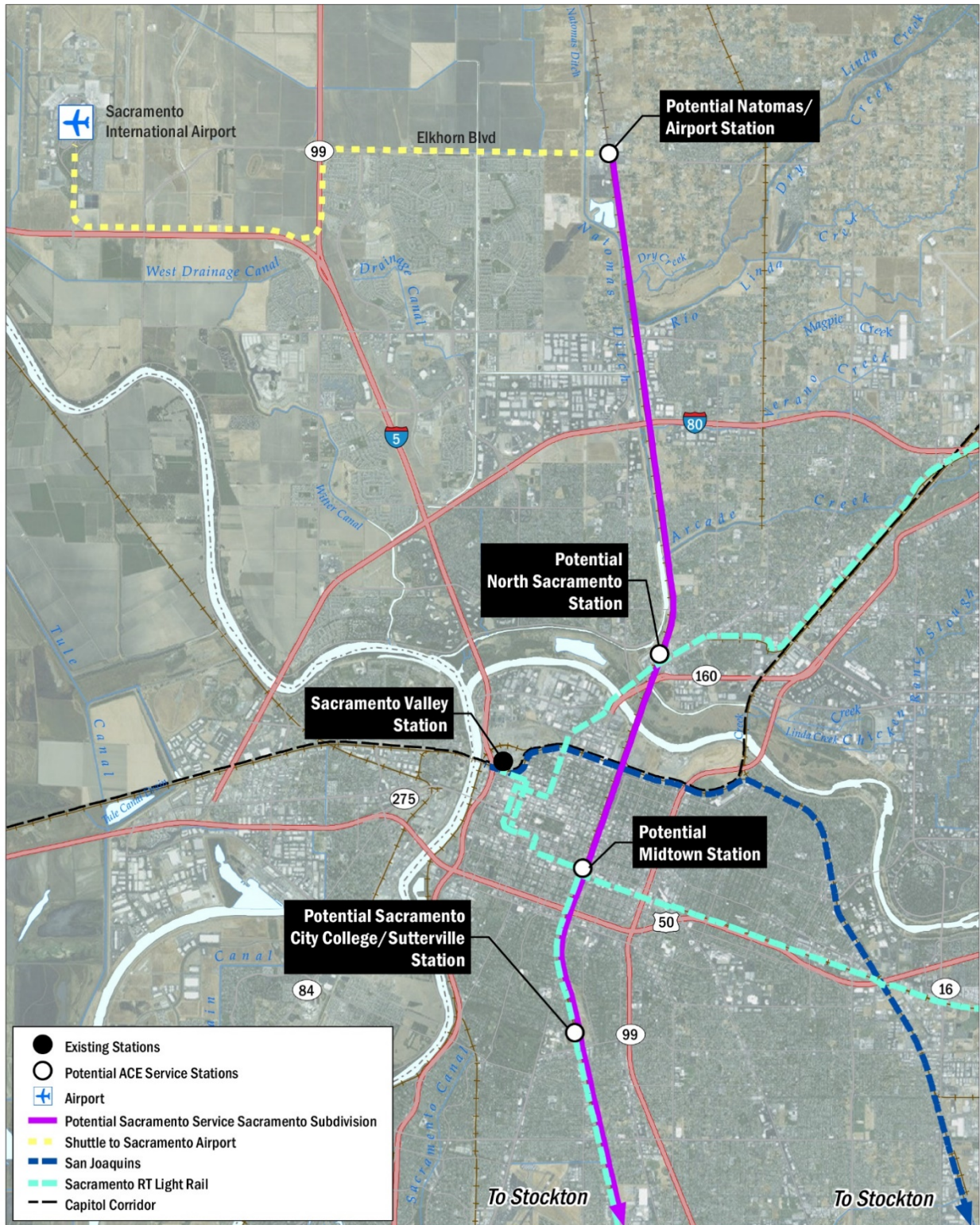


Figure 2

Figure 3



During the development of this Program, staff conducted extensive outreach in the Sacramento region and made several presentations to the Central Valley Rail Working Group. Presentations were made to the City of Lodi and the City of Modesto. The Program has received enthusiastic support from the Central Valley Rail Working Group and numerous agencies, organizations, and elected officials in the Sacramento region. Several presentations were also made to the Sacramento Regional Rail Working Group. This group was formed in direct response to the Sacramento Service Expansion Program and Capitol Corridor Vision Planning work underway. The Sacramento working group has been an important resource for staff during the planning aspect of this Program. Presentations were also made to Caltrans and CalSTA. Based on the outreach efforts, it is believed that there is strong support for expanding the San Joaquins along the Sacramento Subdivision throughout the Sacramento Region and San Joaquin Valley. A list of meetings/presentations held during the planning process is included as an attachment to this agenda item (Attachment 2).

As part of the outreach efforts in working with the City of Sacramento, the Midtown Station would be unique, in that there would be no parking lot included as part of the station since existing adjacent parking facilities will be leveraged. Instead of adding parking, the application will include improvements to enhance off-street bicycle and pedestrian access to the Midtown Station and connectivity to local transit in coordination with the City of Sacramento. Safety improvements will be included to screen the UPRR alignment through Midtown.

Figure 4 shows the proposed service expansion to the Sacramento Region via the Sacramento Subdivision. Figure 5 is a schematic for the proposed San Joaquins service expansion between Fresno and the Sacramento Region. As noted, this planning process has been done in partnership with and has been fully coordinated with the CHSRA (Connected Corridor – North) and the *ACEforward* Planning efforts. Staff greatly appreciates the time, and support from CHSRA to develop a plan to enable near-term expansion of the San Joaquins which is consistent with statewide planning goals and the future implementation of HSR in the corridor.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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.

Figure 4

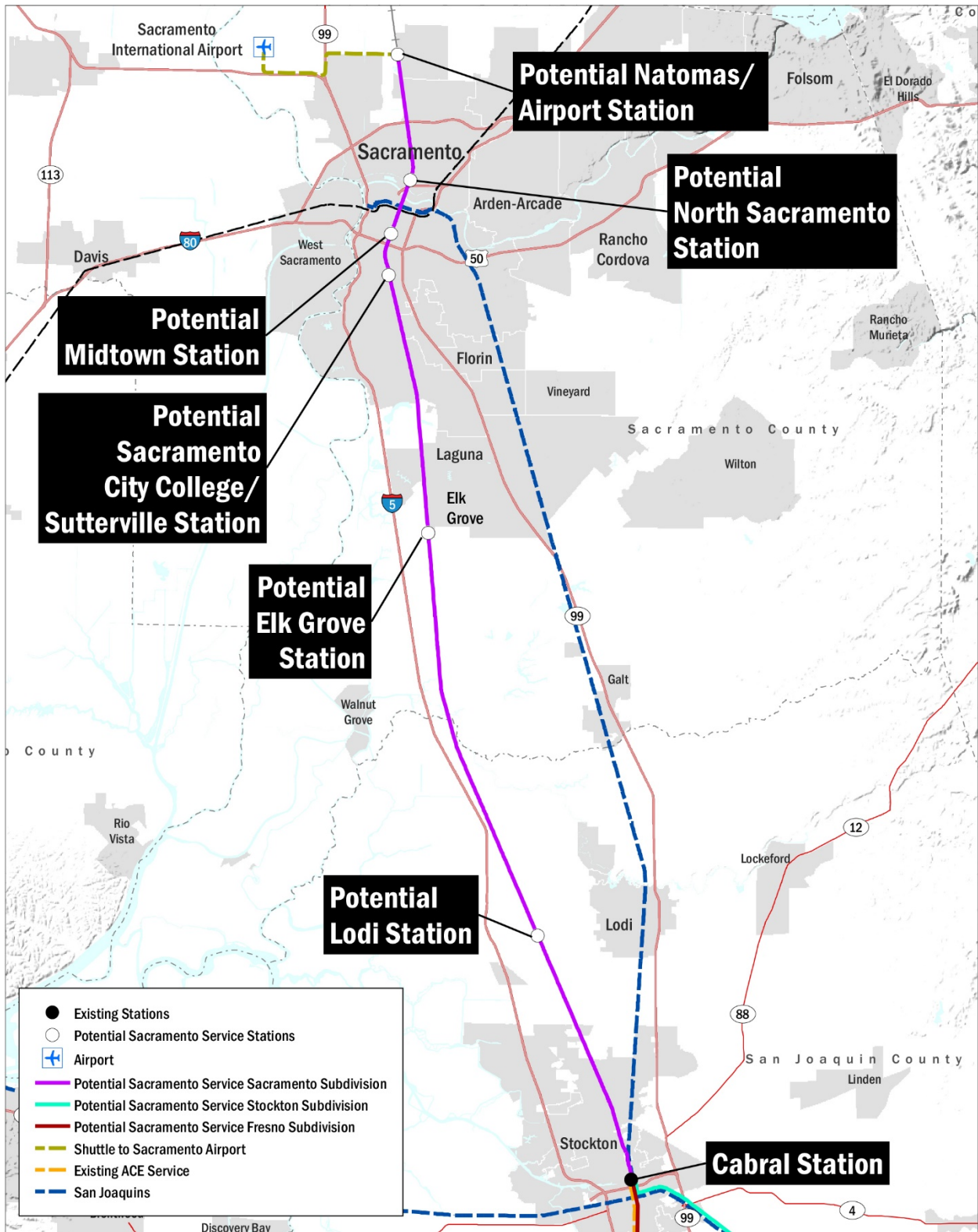


Figure 5



Attachment 1

(For Item 6 Staff Report)

Project Element Matrix

Project Element	Fresno Subdivision Outside ROW		Fresno Subdivision Inside ROW		Sacramento Subdivision Inside ROW	
Right of Way						
Residential Property	1	44 Acres / 300+ Homes	3	None	3	None
Commercial Property	1	77 Acres / 102 Commercial Units	2	17 Acres / 2 Commercial Units	3	10.5 Acres / 2 Commercial Units
Agricultural Property	1	100 Acres	3	None	2	9 Acres
Park and Preserve Property	1	14 Acres	3	None	2	11 Acres
Railroad Property	1	26 Acres	3	None	3	None
Project Element	Fresno Subdivision Outside ROW		Fresno Subdivision Inside ROW		Sacramento Subdivision Inside ROW	
Environmental Concerns						
Likely Environmental Document	1	Full Environmental Impact Report	2	Mitigated Negative Declaration	2	Mitigated Negative Declaration
Wildlife Refuge and Wetland Impacts	1	Extensive through the Consumnes River Preserve	2	Less impacts through the Consumnes River Preserve	3	Station Options Exist outside the sensitive areas, no track work in the protected areas

Project Element	Fresno Subdivision Outside ROW		Fresno Subdivision Inside ROW		Sacramento Subdivision Inside ROW	
Track Construction						
Track Construction (Minimum)	1	46.0 Miles	1	46.0 Miles	3	3.0 Miles - 15.0 Miles
Track Structure (Minimum)	1	4 Miles	1	1.5 miles of track structure 2.5 miles of retaining wall	3	None
Grade Separation Modification (Minimum)	1	8 Grade Separations	1	4 Grade Separations	3	None
At-Grade Crossing Modifications (Minimum)	1	35 At-Grade Crossings	1	35 At-Grade Crossings	3	3 At-Grade Crossings

Project Element	Fresno Subdivision Outside ROW		Fresno Subdivision Inside ROW		Sacramento Subdivision Inside ROW	
Operations						
Adds Freight Capacity		Not Applicable	3	Additional capacity would benefit freight and passenger	3	Additional capacity would benefit freight and passenger
Allows for faster speeds	3	Allows for speeds up to 110 MPH	1	Will be limited to 79 MPH	3	Allows for speeds up to 110 MPH
Controlled Dispatching	3	No freight traffic Dedicated Dispatching	1	Subject to UPRR Dispatching	1	Subject to UPRR Dispatching
Trackage Rights Required	3	No agreement required	1	Would be difficult to obtain additional slots	2	Likely to obtain trackage rights agreement
Phased Implementation	1	Service can not be phased	1	Service not likely to be phased	3	Service definitely can be phased based on conversations with UP
Service Expansion Potential to the North (Marysville, Oroville)	1	Service North would require double occupancy of the diamond and serverly impact travel times	1	Service North would require double occupancy of the diamond and serverly impact travel times	3	Service could easily extend north
Unconstrained Travel Times @ 79 MPH		Not Applicable	1	Slowest (existing speeds) 56 Min. Stockton to Sacramento Valley Station	3	Fastest 48 Min. Stockton to Midtown
Unconstrained Travel Times @ 110 MPH	1	UP will not allow	1	UP will not allow	3	Fastest 41 Min. Stockton to Midtown

Project Element	Fresno Subdivision Outside ROW		Fresno Subdivision Inside ROW		Sacramento Subdivision Inside ROW	
Station Locations						
Stockton	3	Existing Robert J. Cabral Station, additional parking will be required	3	Existing Robert J. Cabral Station, additional parking will be required	3	Existing Robert J. Cabral Station, additional parking will be required
Lodi	3	Existing station located in downtown Lodi, ample parking	3	Existing station located in downtown Lodi, ample parking	2	Located West of Lodi, greenfield area
Elk Grove	1	Location is south of the ridership area, not good for Northbound service. Ingress and egress to station is not efficient	1	Location is south of the ridership area, not good for Northbound service. Ingress and egress to station is not efficient	3	Location is good for ridership area and has good ingress and egress
South Sacramento	3	65th Street Station will have limited parking, close connection to light rail. Good connection with SR-50.	3	65th Street Station will have limited parking, close connection to light rail. Good connection with SR-50.	3	Platform to Platform Transfer to Light Rail at Sacramento City College, parking available (need to coordinate with College)
Sacramento	3	Platform to Platform transfers with Capitol Corridor and other Amtrak Services, connection to Light Rail. Walking distance to Capitol.	3	Platform to Platform transfers with Capitol Corridor and other Amtrak Services, connection to Light Rail. Walking distance to Capitol.	3	Connection to Light Rail, no parking needed. Walking distance to Capitol.
Project Element	Fresno Subdivision Outside ROW		Fresno Subdivision Inside ROW		Sacramento Subdivision Inside ROW	
Construction Cost						
ROW Acquisition	1	\$400 M	2	\$17.0 M	3	\$17.2 M
Track, Structures and Crossings	1	\$768 M	1.5	\$486 M	3	\$53.4 M - \$134 M
Stations	3	\$22.0 M	3	\$22.0 M	1	\$37.2 M
Total	1	\$1,190 M	1.5	\$525 M	3	\$108 M - \$189 M

Meetings, Presentations and Outreach to Key Stakeholders

December 2016 – July 2017

- Asm. Adam Gray and Adam Capper (D-Merced) – 4/11/17, 4/19/17
- Asm. Heath Flora (R-Manteca) – 3/28/17, 7/12/17
- Asm. Jim Cooper (D-Elk Grove) – 2/1/17, 7/13/17
- Asm. Joaquin Arambula (D-Fresno) – 2/1/17
- Asm. Ken Cooley staff (D-Rancho Cordova) – 2/21/17
- Asm. Kevin McCarty (D-Sacramento) – 12/20/16, 7/11/17
- Bay Area Council, Michael Cunningham and Jim Wunderman – 5/4/17
- CA High Speed Rail Authority – 12/1/16, 2/1/17, 2/2/17, 2/22/17, 3/2/17, 7/18/17
- CA Partnership for the San Joaquin Valley – 12/9/16, 6/16/17
- CalSTA, Chad Edison, staff – 12/2/16, 2/13/17, 2/22/17, 5/17/17, 5/30/17, 6/30/17
- CalTrans, Kyle Gradinger – 3/29/17
- Capitol Area Development Authority – 12/18/16, 6/1/17
- Central Valley Working Group – 2/24/17, 6/23/17
- City of Madera staff – 2/17/17, 4/17/17
- City of Marysville: Mayor Ricky Samayoa, Walter Munchheimer, City Manager – 5/30/17
- City of Sacramento staff – 6/9/16, 7/19/17
- Congressmember Doris Matsui staff (D-Sacramento) – 1/25/17, 7/13/17
- Downtown Sacramento Partnership – 12/7/16, 7/11/17
- Elk Grove City Councilmember Pat Hume, City Manager Laura Gill, and City of Elk Grove staff – 4/4/17
- Fresno Mayor Lee Brand – 12/29/16
- Greater Sacramento Area Economic Council – 1/4/17
- Lodi City Council – 2/7/17
- Lodi City Councilmember Bob Johnson, SJRRC Chair– 12/15/16, 1/19/17
- Madera County – 2/17/17, 2/22/17
- Madera CTC – 12/8/16, 2/17/17
- Madera City Councilmember William Oliver, Mayor Andrew Medellin and Supervisor Brett Frazier – 4/17/17
- Merced City Staff – 6/6/17
- Merced County Association of Governments, Patick Pittenger – 7/14/17
- Merced Mayor Mike Murphy and City Manager Steven Carrigan – 5/8/17
- Merced Supervisor Rodrigo Espinoza – 1/17/17
- Midtown Business Association – 12/13/16, 6/15/17
- Modesto City Council – 2/7/17

- Office of Sacramento Mayor Darrell Steinberg, COS Mike McKeever – 4/4/17, 7/20/17
- Sacramento City Councilmember Allen Warren (District 2) – 4/5/17
- Sacramento City Councilmember Angelique Ashby (District 1) – 4/11/17, 7/11/17
- Sacramento City Councilmember Jay Schenirer (District 5) – 2/21/17
- Sacramento City Councilmember Jeff Harris (District 3) – 4/4/17
- Sacramento City Councilmember Steve Hansen (District 4) – 12/20/16, 2/21/17, 4/19/17, 5/9/17, 5/16/17, 7/10/17, 7/20/17
- Sacramento County Supervisor Don Nottoli (District 5) – 1/25/17, 5/16/17, 7/20/17
- Sacramento County Supervisor Patrick Kennedy (District 2) – 12/7/16
- Sacramento County Supervisor Phil Serna (District 1) – 1/9/16, 4/18/17, 7/20/17
- Sacramento Council Area of Governments – 6/27/17
- Sacramento Metropolitan Chamber of Commerce – 12/7/16, 7/13/17, 7/14/17
- Sacramento Regional Rail Working Group – 2/23/17, 4/13/17, 5/18/17
- Sacramento Regional Transit Executive Director Henry Li, and staff – 12/1/16, 5/10/17, 7/17/17
- San Joaquin Council of Governments, Andy Chesly – 4/13/17
- Sen. Anthony Cannella (R-Merced) and staff – 4/19/17, 5/24/17
- Sen. Cathleen Galgiani (D-Stockton) staff – 5/24/17
- Sen. Richard Pan (D-Sacramento) – 12/15/16, 7/11/17
- Sotiris Kolokotronis, SKK Developments – 12/13/16, 6/15/17
- Stanislaus County Supervisor Vito Chiesa – 12/27/16, 4/17/17
- Sutter County Administrator Scott Mitnick – 5/30/17, 7/13/17
- Sutter County Supervisor Dan Flores – 5/30/17
- Transportation California, Executive Director Roger Dickinson – 3/22/17
- UPRR – 5/2/17
- Valley Vision – 5/17/17
- Valley Voice – 3/1/17
- Yuba City Councilmember John Buckland – 5/15/17
- Yuba City: Darin Gale, Economic Growth & Public Affairs, Steve Kroeger, City Manager – 5/15/17
- Yuba Sutter Transit, Keith Martin and Adam Hansen – 5/15/17, 7/14/17

SJJPA RESOLUTION NO. _____

**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**

WHEREAS, the 2017 Business Plan identifies the SJJPA's strong interest in increasing the San Joaquins service to/from Sacramento; and

WHEREAS, the San Joaquins currently only run two daily round-trips between the San Joaquin Valley and Sacramento; and

WHEREAS, the Sacramento Subdivision is the least costly option, has the least environmental impacts based on preliminary review, the least right-of-way constraints, enables convenient connections to Sacramento downtown, light rail, and Sacramento International Airport and is the most viable option for increasing San Joaquins service to/from Sacramento.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby selects the Sacramento Subdivision as the option for further environmental review to provide additional service to/from Sacramento.

PASSED AND ADOPTED by the SJJPA on this 28th day of July 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN
Executive Director

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 7

ACTION

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 and 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

The California State Transportation Agency (CalSTA) will release a Call for Projects for 2017 Transit and Intercity Rail Capital Program (TIRCP) later this year. TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. The goal of the TIRCP is to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry and rail transit systems to achieve the following objectives:

- Reduction in greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
- Improve safety

2017 TIRCP grant applications are expected to be due by the end of 2017 and awards announced by spring 2018. The 2017 Call to Projects will be for a 5-year program and is expected to have \$1 - \$2 billion in funding between SB1 and Cap and Trade funding.

Based on the approved SJJPA 2017 Business Plan and the work developed during the Sacramento Service Expansion Program studies and extensive stakeholder coordination in the region, staff is requesting authorization to submit a grant application for service expansion to/from Sacramento.

Through technical analysis, preliminary engineering, and stakeholder coordination in the region, the following preliminary project description was developed. It is anticipated that expansion of the Altamont Corridor Express (ACE) could be included in this application and that San Joaquin Regional Rail Commission (the owner and operator of ACE) could

be a joint project sponsor. However, ACE being included would need to be approved by the San Joaquin Regional Rail Commission.

Sacramento Service Expansion Project Description

Overview

San Joaquins

The Project is expected to propose an increase of the San Joaquins Service by two (2) daily round-trips, increasing the service frequency from seven (7) daily round trips to nine (9) daily round-trips. It is anticipated that the two (2) new daily round-trips between Fresno and Natomas will operate on the Burlington Northern Santa Fe (BNSF) Stockton Subdivision between Fresno and Stockton and the Union Pacific Railroad (UPRR) Sacramento Subdivision between Stockton and Natomas. Between Stockton and Sacramento, the two (2) existing San Joaquins trains may continue to operate on the existing UPRR Fresno Subdivision alignment (terminating in Sacramento Valley Station) or move to the Sacramento Subdivision operating to Natomas.

To maximize the efficiency of the service, some of the departure and arrival locations will be revised and the schedule would be adjusted to represent a “pulse” scenario in which train arrivals and departures occur at set intervals.

Altamont Corridor Express

For the ACE service, the Project could propose to extend the route from Stockton to Natomas. One (1) existing ACE train would extend north to depart from Natomas in the morning and operate to the Stockton ACE Station. The Rail Subdivisions operated upon by the ACE service is the same as the San Joaquins Service, North of Stockton. Once at the Stockton ACE Station, the train would operate in the same manner as the existing ACE service to San Jose. In the afternoon, one (1) existing train would depart San Jose and operate to Stockton as the current service does today, then continue north to Natomas, where the service terminates.

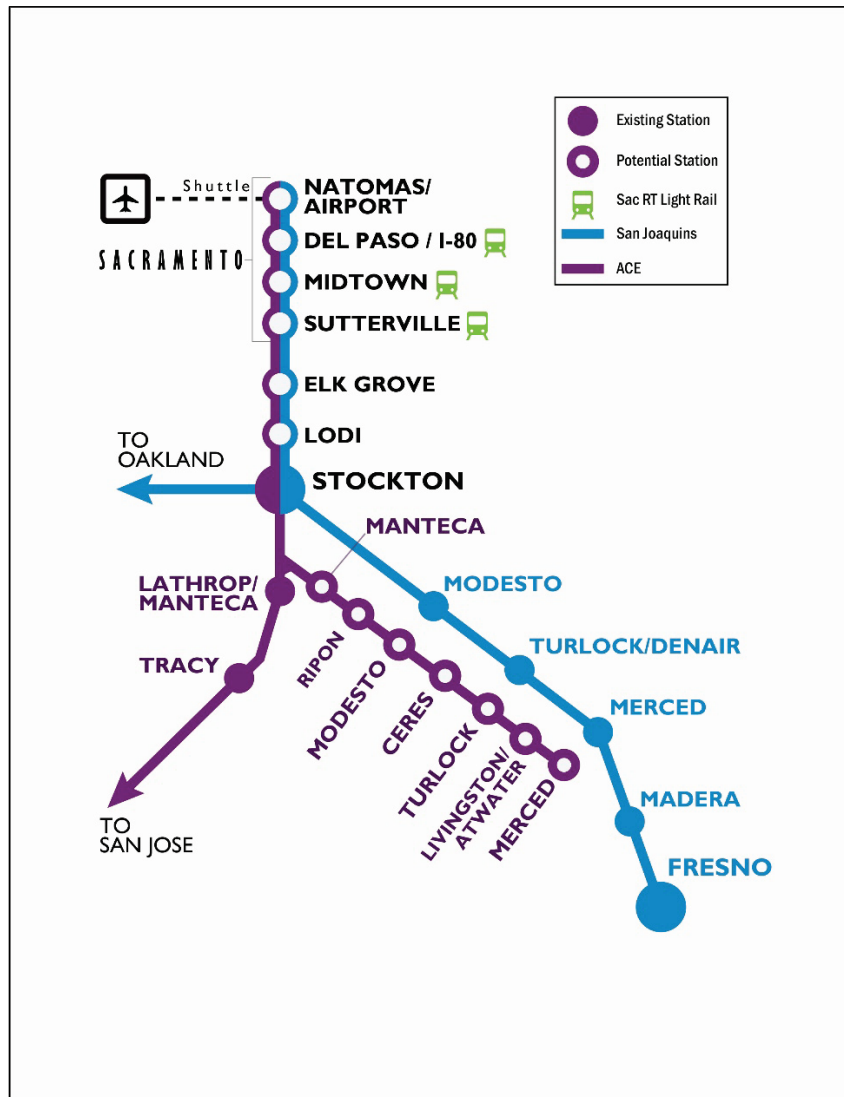
Additional Service

In addition to the identified expansion in the San Joaquins and ACE services, the Project could include a “Shuttle” between the Natomas and the Stockton ACE Station. It is possible this service could utilize new DMU equipment. This service would operate additional daily round-trips servicing communities along the alignment in between the times when the San Joaquins and ACE services operate through these cities. North of Stockton, the Rail Subdivision operated upon by the “Shuttle” would be the same as for the San Joaquins Service.

Operating Alignment

Figure 1 shows a schematic of the services in the proposed application.

Figure 1



San Joaquins

For the San Joaquins Service, the existing alignment South of Stockton would remain unchanged. The service will continue to operate over the BNSF Stockton Subdivision. Some trains will terminate in Bakersfield while some trains will terminate in Fresno (see the “Operating Schedule” section for additional information).

San Joaquins Service North of Stockton would entirely, or in part, move from the UPRR Fresno Subdivision to the UPRR Sacramento Subdivision. Trains using the Sacramento Subdivision, cannot effectively serve the Lodi and Sacramento Valley

Station. However, service to these cities could be restored by adding the new stations to support new service alignment. The service would operate from Stockton to Sacramento on the UPRR Sacramento Subdivision.

Altamont Corridor Express

This project would extend the ACE service north from Stockton to Natomas. One (1) ACE train would depart from Natomas and operate on the UPRR Sacramento Subdivision to Stockton where it would transfer to the UPRR Fresno Subdivision just before the Robert J. Cabral Station in Stockton. From the Stockton Station, the ACE train would continue on its normal alignment to San Jose. On the return trip, one (1) ACE train from San Jose would stop at the Robert J. Cabral Station in Stockton then continue to Natomas then layover overnight north of the station.

Additional Service (Shuttle)

Potential new service operating between Natomas and Stockton utilizing the UPRR Sacramento Subdivision.

Sacramento Service Expansion Stations

North of Stockton new stations unless noted otherwise:

- Stockton (Downtown/ACE) – existing station location
- **Lodi**
- **Elk Grove**
- **Sutterville/Sacramento City College**
- **Midtown Sacramento**
- **Del Paso Blvd.**
- **Natomas/Airport** (potential connection to Sacramento International Airport)

The Midtown Station would be unique in that there would be no parking lot included as part of the station since existing adjacent parking facilities will be leveraged. Instead of parking, the application will include improvements to enhance off-street bicycle and pedestrian access to the Midtown Station and connectivity to local transit in coordination with the City of Sacramento. Safety improvements will also be included to screen the UPRR alignment through Midtown.

Maintenance and Layover Facilities

Trains that layover in Stockton will utilize the existing ACE Rail Maintenance Facility in Stockton. The current configuration of the ACE Rail Maintenance Facility allows for two train consists to be stored without additional improvements. Layover locations are required in Natomas and Fresno to layover three to four train consists during non-operating hours.

Oakley Station Project

Construction of a new station in Oakley coincides with the Oakley transit center and Transit Oriented Development underway in Oakley. A new station at Oakley will promote increased ridership between Oakley and Oakland. Agreements would be needed with Amtrak and BNSF in order to implement this new station stop.

Madera Station Project

The application would include a relocated Madera station in the vicinity of Avenue 12, which will provide increased connectivity to transit, better access to SR-99, have more transit oriented development potential, higher ridership potential, and fit better with the near-term and long-term plans for the region. This relocated station would also better serve the Clovis, and northern Fresno population.

Morning Express Parking Improvement Projects

Due to the increased ridership from the Morning Express, additional parking will be required at various stations throughout the corridor. Based on future ridership forecasts (being done by the State), targeted parking expansions will be proposed. Currently, the following stations appear to be in need for parking expansions:

- Fresno
- Merced

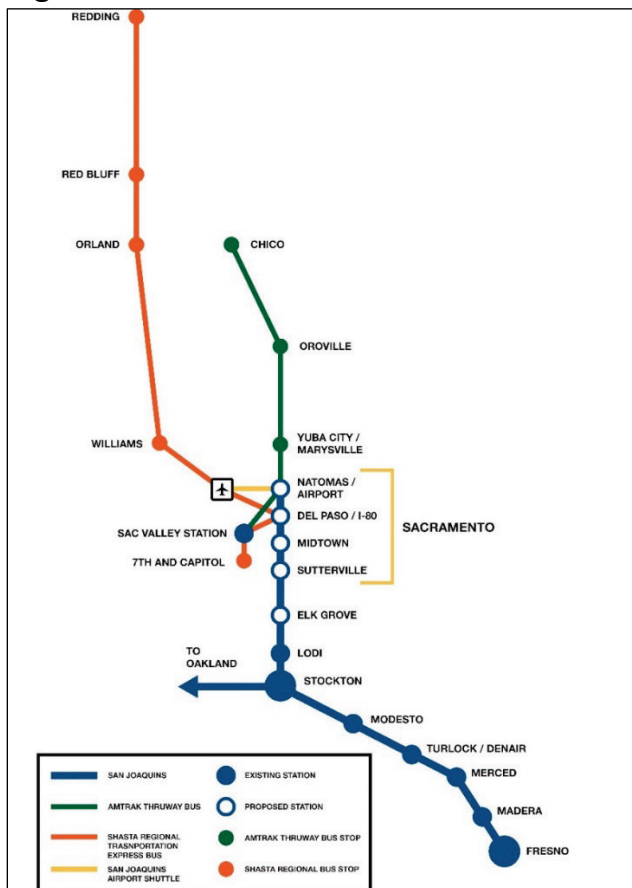
Thruway Bus Service

SJJPA is working with communities along the Amtrak Thruway Bus Route 3 (Stockton – Redding) in an effort to develop a more efficient connecting bus system to the San Joaquins. The Shasta Regional Transportation Agency (SRTA) is expecting to submit a TIRCP application to provide new express bus service between Redding and Sacramento. Currently, ridership to Redding on the San Joaquins Thruway Bus Route 3 is very low beyond Chico. This is in part because of the circuitous route to Redding,

but also since passengers on Route 3 north of Sacramento (like Chico and Redding) are not able to travel to Sacramento (since they need a rail trip as part of their ticket). SJJPA staff is currently investigating the potential for terminating Thruway Bus Route 3 in Chico to save operation costs and enable SJJPA to financially support SRTA's proposed express bus service. SJJPA financial support would greatly assist SRTA on its TIRCP application. This bus service could allow San Joaquins passengers to book tickets on SRTA's new bus service through Amtrak. Additionally, the service envisions much faster travel times between Sacramento and Redding (than the current Route 3 Thruway service) as the new line would run along I-5 corridor rather than SR 99 corridor. SJJPA would need to ensure San Joaquins passengers would have seamless access/ticketing on the new SRTA express bus.

Thruway Bus Route 3 could also be modified to have a new stop at the proposed Natomas Station (part of the Sacramento Service Expansion Project), and then it would continue on to Sacramento Valley Station to service riders making a connection to Capitol Corridor trains. Please see Figure 2 which shows how the Thruway connections could be made with a shortened Route 3 and with SRTA's new express service to Redding.

Figure 2.



Transit Transfer Program

Implementing a Transit Transfer Program for the San Joaquins would allow passengers to connect to a number of local transit services for free. This would help to reduce the number of passengers utilizing single-occupancy vehicles to travel to and from a San Joaquins station, a significant contributor to greenhouse gas emissions. A similar program is in place for Capitol Corridor at many shared stations, including Oakland, Emeryville, Richmond, Martinez, and Sacramento. SJJPA is looking into obtaining funding for a pilot of the Transit Transfer Program. The ongoing costs of the program could potentially be offset by associated ridership increases.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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 and 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

SJJPA RESOLUTION NO. _____

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.

WHEREAS, the California State Transportation Agency (CalSTA) will administer the Transit and Intercity Rail Capital Program to eligible grantees for transportation improvement and greenhouse gas reduction projects, and

WHEREAS, The San Joaquin Joint Powers Authority (SJJPA) is an eligible grantee for Transit and Intercity Rail Capital Program; and

WHEREAS, the 2017 Business Plan identifies the SJJPA's strong interest in increasing the San Joaquins service to/from Sacramento; and

WHEREAS, the CalSTA requires a resolution from the governing board in order to receive the funds and that SJJPA will abide by the terms that go with this grant;

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby authorizes the Executive Director to submit and execute any and all grant applications, agreements, certifications, assurances and other documents as may be necessary for obtaining federal financial assistance provided by the California State Transportation Agency under the Transit and Intercity Rail Capital Program.

PASSED AND ADOPTED by the SJJPA on this 28th day of July 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN
Executive Director

VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 8

INFORMATION

Marketing and Outreach Update

Ridership/Revenue:

The Ridership and Revenue chart below shows an overall stabilization of ridership over the previous fiscal year with YTD ridership at +0.4%. Additionally, revenue is stabilizing 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.

Month	Ridership			Ticket Revenue		
	FY17	FY16	% Chg.	FY17	FY16	% Chg.
Oct	87,454	90,961	-3.9	\$2,769,402	\$2,756,890	+0.5
Nov	101,672	102,915	-1.2	\$3,538,396	\$3,609,485	-2.0
Dec	98,053	97,530	+0.5	\$3,378,587	\$3,415,503	-1.1
Jan	82,707	82,475	+0.3	\$2,608,201	\$2,643,805	-1.3
Feb	76,288	80,868	-5.7	\$2,253,335	\$2,424,039	-7.0
Mar	92,019	97,167	-5.3	\$2,906,099	\$3,118,374	-6.8
Apr	102,440	84,968	+20.6	\$3,097,819	\$2,529,587	+22.5
May	95,894	96,630	-0.8	\$2,961,079	\$2,904,982	+1.9
Jun	98,158	97,844	+0.3	\$3,088,761	\$3,032,447	+1.9
YTD	834,685	831,358	+0.4	\$26,601,678	\$26,435,112	+0.6

Digital Marketing Update:

Staff will provide an update related to data for Social Media and Summer Digital Advertising Campaign. Social Media has been a key focus for SJJPA. Growing the audience and engagement is an important effort to reach passengers and potential passengers. The data presented will focus on results from FY16/17. The Summer Digital Campaign has been deployed corridor wide, including initial testing in select thruway markets. The data presented will focus on results from FY16/17. See attachments for Summer Digital Campaign creative.

Sacramento Morning Express Service Advertising Request for Proposal:

Staff has released a formal Request for Proposal (RFP) for advertising services related to Sacramento Morning Express Service. The Morning Express Advertising RFP includes three phases: 1) pre-campaign data analysis and collection, 2) advertising campaign, and 3) follow-up data analysis and collection. This phased approach will help in the assessment of both the advertising campaign, as well as, the service itself.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

Summer Digital Creative



Summer Digital Creative

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GET UP TO 5 MORE
50% OFF
BOOK NOW >

BUY ONE TICKET
GET UP TO 5 MORE
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SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 9

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 JULY 28, 2017 SJJPA BOARD MEETING
AT SACRAMENTO COUNTY BOARD OF SUPERVISORS CHAMBERS
700 H Street, Sacramento at 12:30 pm

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.

Getting there:

The Capitol Corridor Eastbound 524 Train (departing from Oakland at 7:45 am) arrives at the Sacramento Amtrak Station at 9:48 am. (Eastbound 528 Train arrives at the Sacramento Amtrak Station at 12:18 pm, but is not recommended for Board Members due to the close arrival to the Board Meeting start time).

The San Joaquins Northbound 701 Train (departing from Bakersfield at 6:00 am) arrives at the Sacramento Amtrak Station at 11:20 am. The Sacramento Amtrak Station is about 0.3 miles from the Sacramento County Board of Supervisors Building (see map above) and is about a 10 minute walk. Since the station is just a few blocks from the meeting location there will be no shuttle service provided.

Getting home:

The San Joaquins Thruway Bus 3816 departs from the Sacramento Amtrak Station at 3:05 pm (arriving at Stockton San Joaquin Street Station at 4:05 pm). The San Joaquins Southbound 716 Daily (to Bakersfield) departs from the Stockton San Joaquin Street Station at 4:21 pm.

Another Southbound option is the San Joaquins 704 Train that departs from the Sacramento Amtrak Station at 5:10 pm (arriving at the Stockton ACE Station at 6:06 pm).

The Capitol Corridor Westbound 543 Daily (to Oakland/San Jose) departs from the Sacramento Amtrak Station at 3:35 pm. We expect the meeting to be adjourned by 2:30 pm.

Driving

For those driving, 700 H Street is located in downtown Sacramento. Sacramento is over 55 miles north of downtown Stockton along NB-99 / NB I-5.

Coming from the South, take NB-99 (North). Towards Sacramento, use the right 2 lanes to take exit 298A for CA-99 W toward San Francisco/I-80 W/I-5. Merge onto CA-99/US-50 W. Continue onto I-305 W / I-80BUS W/US-50 W for 1.2 Miles. Use the right 2 lanes to take exit 4A for Interstate 5N/Interstate 5S/State Route 99 North Toward Redding/Los Angeles for 0.1 miles. Use the right 2 Lanes to take exit 519B for J Street toward Downtown. Drive to H Street use any lane to turn right onto J Street. Use the left 2 lanes to turn left onto 5th Street. Turn right onto H Street. Arrive at 700 H Street, Sacramento CA. It takes about 1 hour to drive from downtown Stockton to Sacramento. From Oakland it is about a 1 hour 30 minute drive.

There is a parking garage at the Sacramento County Board of Supervisors Building on the North side of the building. Street and garage parking is also available within a few blocks of the Sacramento County Board of Supervisors Building. There is no free parking downtown.

If you have any questions please contact: Freddy Rodriguez at freddy@sijpa.com or (209) 944-6271.

