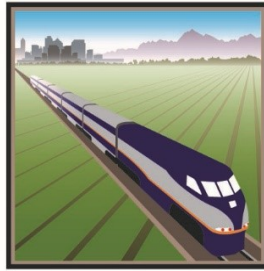


Supervisor **Vito Chiesa**, Stanislaus County
Councilmember **Patrick Hume**, Chair, City of Elk Grove
Supervisor **David Haubert**, Alameda County
Councilmember **David Hudson**, City of San Ramon
Supervisor **Rodrigo Espinoza**, Vice-Chair, Merced County
Supervisor **Kathy Miller**, San Joaquin County
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Vice-Chair, 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 **Don Nottoli**, Sacramento County
Alternate **Melissa Hernandez**, City of Dublin
Alternate **Diane Burgis**, Contra Costa County
Alternate **Daron McDaniel**, Merced County
Alternate **Mikey Hothi**, City of Lodi

Alternate **Tom Wheeler**, Madera County
Alternate **Rey Leon**, City of Huron

TELECONFERENCE BOARD MEETING

March 26, 2021 – 9:00 AM

Call-In Information: [+1 \(646\) 749-3122](tel:+16467493122) Conference Access Code: 308-755-469
GoToMeeting Link: <https://global.gotomeeting.com/join/308755469>

SPECIAL NOTICE **Coronavirus COVID-19**

In accordance with the Governor's Executive Orders N-25-20, N-29-20 and N-35-20, San Joaquin Joint Powers Authority Board Members will be attending this meeting via teleconference or videoconference. Members of the public may observe the meeting by dialing [+1 \(646\) 749-3122](tel:+16467493122) with access code: 308-755-469 or log-in using a computer, tablet or smartphone at [GoToMeeting.com](https://global.gotomeeting.com/join/308755469) using link: <https://global.gotomeeting.com/join/308755469>.

Please note that all members of the public will be placed on mute until such times allow for public comments to be made. If a person wishes to make a public comment during the meeting, to do so they must either 1) use GoToMeeting and will have the option to notify SJJPA staff by alerting them via the "Chat" function or they can 2) contact SJJPA staff via email at publiccommentssjjpa@sjjpa.com in which staff will read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment and no more than 240 words.

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.sjjpa.com/Home>.

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

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

2. Consent Calendar

- 2.1 Approve Minutes from January 22, 2021 Board Meeting **ACTION**
- 2.2 Appoint New Member to the San Joaquin Valley Rail Committee **ACTION**
- 2.3 Next Board Meeting Location **INFORMATION**
- 2.4 SJJPA Operating Expense Report **INFORMATION**
- 2.5 Washington Update **INFORMATION**
- 2.6 Accept Independent Auditors' Report for Fiscal Year 2019/20 **ACTION**

3. Public Comments

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. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a person wishes to make a public comment during the meeting, to do so they must either 1) use GoToMeeting using link: <https://global.gotomeeting.com/join/308755469> and will have the option to notify SJJPA staff by alerting them via the "Chat" function or they can 2) contact SJJPA staff via email at publiccommentssjjpa@sjjpa.com in which staff will read the comment aloud during the public comment period. Public comments will be limited to two (2) minutes per comment and no more than 240 words.

4. Recognition of Former Chair Vito Chiesa
 (Stacey Mortensen/Dan Leavitt)

INFORMATION

5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the 2021 Second Amended Interagency Transfer Agreement with the California Department of Transportation for Administration of the San Joaquins Intercity Passenger Rail Service, and Authorizing and Directing the Executive Director to Execute All Necessary Documents
 (Stacey Mortensen)

ACTION

6. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute an Amendment to the 2020 San Joaquins Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through June 30, 2021**
(Stacey Mortensen) **ACTION**
7. **Review of Public Comment for the Draft 2021 SJJPA Business Plan**
(Paul Herman) **INFORMATION**
8. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2021 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 2021/2022**
(Paul Herman) **ACTION**
9. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:**
a. **Approving Agreements with Amtrak for the Proposed Seventeen Minor Capital Projects, within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report**
b. **Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits**
c. **Execute Any and All Documents Related to the Projects**
(Rene Gutierrez) **ACTION**
10. **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:**
a. **Approving Agreements with Amtrak for the Proposed Safety and Security Project within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report**
b. **Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Safety and Security Program within Existing Board Approved Funding Limits**
c. **Execute Any and All Documents Related to the Projects**
(Rene Gutierrez) **ACTION**

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 11. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Agreement with Group Manufacturing Services, Inc. for the Purchase of Thruway Bus Wayfinding Signage, Not-To-Exceed \$113,889.57, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project
(Rene Gutierrez) | ACTION |
| 12. San Joaquins Operations and Ridership/Revenue Update
(David Lipari) | INFORMATION |
| 13. Station LOVE Program
(Angela Miller/Rene Gutierrez) | INFORMATION |
| 14. Executive Director’s Report | INFORMATION |
| 15. Board Member Comments | |
| 16. Adjournment
The next regular meeting is scheduled for:
May 21, 2021 – 9:00 am | |

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

Item 2.1

ACTION

Minutes of SJJPA Board Meeting January 22, 2021

The regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 9:00 am on January 22, 2021 in accordance with the Governor's Executive Orders N-25-20, N-29-20 and N-35-20. The San Joaquin Joint Powers Authority Board Members attended this meeting via teleconference.

1 Call to Order, Pledge of Allegiance, Roll Call

Chair Vito Chiesa called the meeting to order at 9:00 am and led the audience in the Pledge of Allegiance.

Board Members Present: Chair Chiesa, Espinoza, Frazier, Haubert, Hudson, Vice-Chair Hume, Alternate Kuehne, Alternate León, Shuklian, and Verboon.

2 Consent Calendar

2.1	Approve Minutes from November 20, 2020 Board Meeting	ACTION
2.2	Appoint New Members to San Joaquin Valley Rail Committee	ACTION
2.3	Next Board Meeting Location	INFORMATION
2.4	SJJPA Operating Expense Report	INFORMATION
2.5	Blue Ribbon Task Force Letter	INFORMATION
2.6	Washington Update	INFORMATION
2.7	Administrative Items	INFORMATION

M/S/C (Hume/Espinoza) to approve Items 2.1-2.7. Passed and Adopted by the San Joaquin Joint Powers Authority on January 22, 2021, by the following vote to wit:

AYES: 8 Chair Chiesa, Espinoza, Frazier, Haubert, Vice-Chair Hume, Alternate Kuehne, Shuklian, Verboon

NOES: 0

ABSTAIN: 0

ABSENT: 2 Hudson, Alternate León

3 Public Comments

Mike Barnbaum wished everyone a Happy New Year and welcomed everyone to a new Administration. Mr. Barnbaum commented that the San Joaquins are still operating at the full four daily round trips and that there have been some things that have happened since COVID hit. He said we have been without café cars, and we have reduced schedules, and this is not just the San Joaquins, but this is Nationwide. Mr. Barnbaum suggested that 717 and 714 be brought back onto the schedule as soon as possible, return of café car service, return of Thruway Bus Service from Bakersfield to West Los Angeles, and Thruway Bus Service in Shasta up to Redding via the I-5 Corridor.

Dylan Stone commented that he is pleased to see the Madera Station Relocation project approved by the Board and that he is grateful for the work of SJJPA and AECOM staff for the development of the environmental document. SJJPA staff did an extraordinary job with outreach in both the City of Madera and Madera County. The City of Madera and Madera County have made significant investments on Avenue 12 for the college area and to connect the communities of Fresno and Madera. This really makes the most out of those investments and opens the door for meaningful expansions.

- 4 **Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final Initial Study/Mitigated Negative Declaration (Final IS/MND) for the Madera Station Relocation Project (Project), Adopting the Mitigation Monitoring and Reporting Program for the Project, Approving the Madera Station Relocation Project, Authorizing and Directing the Executive Director to Execute and File a Notice of Determination Under the California Environmental Quality Act (CEQA) for the Project, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project**

ACTION

Dan Leavitt gave a presentation on this item.

Member Frazier thanked Mr. Leavitt for his presentation and for his work on the project. Member Frazier commented that this is one of the projects that he is most proud of and that he appreciates everything Mr. Leavitt and the team does. He said the City of Madera and Madera County have invested in more public transit, such as a bus line for the State Center Community College that takes people out to Valley Children's and Fresno that will serve the Relocated Madera Station location. He noted there is also a line that goes from the Fresno area to Southeast Madera County. Member Frazier said that there are no existing or planned transit routes serving the existing Madera Acres Station. He said the only thing that was out there was the Country Club. Member Frazier said they have been

working with State Center Community College so that their students can go to and from different surrounding areas using transit.

Member Hudson asked Mr. Leavitt if there will be any follow up on much needed bike storage.

Mr. Leavitt responded that all of the comments that came in were greatly appreciated, and that bike storage was added in.

M/S/C (Frazier/Verboon) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final Initial Study/Mitigated Negative Declaration (Final IS/MND) for the Madera Station Relocation Project (Project), Adopting the Mitigation Monitoring and Reporting Program for the Project, Approving the Madera Station Relocation Project, Authorizing and Directing the Executive Director to Execute and File a Notice of Determination Under the California Environmental Quality Act (CEQA) for the Project, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 22, 2021 by the following vote to wit:

AYES:	9	Chair Chiesa, Espinoza, Frazier, Haubert, Hudson, Vice-Chair Hume, Alternate Kuehne, Shuklian, Verboon
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Alternate León

- 5 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Accept and Sign Waiver of Potential and Actual Conflicts of Interest Letters with SJJPA Counsel, Neumiller and Beardslee (N&B), Arising from Concurrent Representation of San Joaquin Joint Powers Authority and San Joaquin Regional Rail Commission Regarding 1) a Joint Use Agreement and 2) Rail Maintenance Facility (RMF) Use Agreement and Electing to Waive the Conflict and allow N&B to prepare the Agreements for both SJJPA and SJRRC**

ACTION

SJJPA legal counsel, Daniel J. Schroeder, and Ms. Stacey Mortensen gave a presentation on this item.

Chair Chiesa recommended electing to waive the Conflict and allow N&B to prepare the Agreements for both SJJPA and SJRRC.

M/S/C (Hume/Shuklian) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Accept and Sign Waiver of Potential and Actual Conflicts of Interest Letters with SJJPA Counsel, Neumiller and Beardslee (N&B), Arising from Concurrent Representation of San Joaquin Joint Powers

Authority and San Joaquin Regional Rail Commission Regarding 1) a Joint Use Agreement and 2) Rail Maintenance Facility (RMF) Use Agreement and Electing to Waive the Conflict and allow N&B to prepare the Agreements for both SJJPA and SJRRC.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 22, 2021 by the following vote to wit:

AYES: 9 Chair Chiesa, Espinoza, Frazier, Haubert, Hudson,
Vice-Chair Hume, Alternate Kuehne, Shuklian,
Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 1 Alternate León

- 6 Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Reimbursement Agreement with Capital Corridor Joint Powers Authority (CCJPA) for Design, Installation, Operation, and Maintenance of California Passenger Information Display System for an Amount Not-to-Exceed \$700,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Projects**

ACTION

Brian Schmidt and Autumn Gowan presented this item. The content of Mr. Schmidt's and Ms. Gowan's presentation is summarized in the Board Briefing Materials and in the PowerPoint slides for this agenda item, available on the SJJPA website at <https://sjjpa.com>.

Chair Chiesa thanked Mr. Schmidt and Ms. Gowan for their presentation on this item.

There were no comments on this item.

M/S/C (Frazier/Kuehne) to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving a Reimbursement Agreement with Capital Corridor Joint Powers Authority (CCJPA) for Design, Installation, Operation, and Maintenance of California Passenger Information Display System for an Amount Not-to-Exceed \$700,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Projects.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 22, 2021 by the following vote to wit:

AYES: 9 Chair Chiesa, Espinoza, Frazier, Haubert, Hudson,
Vice-Chair Hume, Alternate Kuehne, Shuklian,
Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 1 Alternate León

7 San Joaquins Operations and Ridership/Revenue Update

INFORMATION

David Lipari presented this item. The content of Mr. Lipari's presentation is summarized in the Board Briefing Materials, and in the PowerPoint slides for this agenda item, available on the SJJPA website at <https://sijpa.com>.

Member Frazier thanked Mr. Lipari for his presentation and asked if the San Joaquins ridership is down less than other state-supported services because it serves mostly leisure travelers.

Mr. Lipari responded that Member Frazier is right. Capitol Corridor is mostly business riders and the Bay Area is working from home and not recovering as quickly. The Surfliner sits in between the San Joaquins and Capitol Corridor because it has a little bit of business, but quite a bit of leisure travel, and they are struggling to get business passengers back. The San Joaquins is predominantly a leisure service, which means non-business. We are trying to market toward students and getting students back once campuses open, because students are 18% of the San Joaquins ridership.

Member Frazier commented that the advertising and the marketing writes itself as we start to get out of this. People get vaccinated and taking off the masks so that people can see faces, they can say goodbye to virtual hugs and let Amtrak get you your first hug in post-COVID age. Member Frazier added that people are going to have a desire to go see family and people after this and will have to capture this after the fact.

Member León commented that the recommendation is that masks should still be worn after the vaccine.

8 Update on the 2021 SJJPA Business Plan

INFORMATION

Paul Herman presented this item. The content of Mr. Herman's presentation is summarized in the Board Briefing Materials and in the PowerPoint slides for this agenda item, available on the SJJPA website at <https://sijpa.com>.

There were no Board Member comments on this item.

Mike Barnbaum commented that he is glad to see that the charts on the business plan supporting reintroduction of the fifth train. Mr. Barnbaum asked if there will be any online business forums and if the SJJPA is trying to get onto the agenda of certain transit boards to have some of these initiatives discussed and how they would affect their regions.

Mr. Herman responded that there will be public meetings that will be focused around the San Joaquin Valley Rail Committee in late February or early March. There will be other opportunities to comment on the draft. The draft will be on the website and SJJPA staff will be doing outreach through email and on social media platforms. There will be opportunities to comment online and at a virtual public meeting. Mr. Herman added that SJJPA staff has coordinated with Shasta Transportation Authority as well as Butte County Association of

Governments for the planning efforts in the Northern Valley. That will continue this calendar year.

Troy Hightower, Transportation Consultant in Bakersfield, CA, commented to raise concerns about the planning efforts and business plan that seems to be focused on the Northern end of the Valley and not the Southern end. He said that Bakersfield has the highest ridership in the system and as reported earlier, future San Joaquins service improvements would focus on increasing ridership from Merced to the North. Mr. Hightower said that at the Rail Commission meeting, SJJPA reported that they were going to truncate Amtrak service at Merced. They also said that they were going to do some planning and analysis of what to do south of Merced, and Mr. Hightower has not heard anything else about that. Mr. Hightower commented that he watched the High-Speed Rail Authority Board meeting, and they mentioned the MOU. The MOU has very little mention of planning at the southern end. He said there is considerable detail as to what is planned for Merced. Mr. Hightower stated that in the California High-Speed Rail Draft Business Plan, there is a table that lists two bus connections: Merced High-Speed Rail that connects to Sacramento; and Bakersfield High Speed Rail that connects to Los Angeles Basin is listed. Mr. Hightower said the Business Plan states that there are no plans for the Bakersfield to Los Angeles basin bus connection, but they do plan to have bus connection service from Merced to Sacramento. He said that there are numerous indications that there has not been enough analysis and planning.

Chair Chiesa thanked Mr. Hightower for his comments and asked staff to contact Mr. Hightower.

9 Election of Officers

ACTION

Chair Chiesa thanked everyone for their confidence in him and recommended that Member Patrick Hume be elected as Chair and Members Frazier and Espinoza as Vice Chairs.

Member Frazier thanked Chair Chiesa for his service.

Member Espinoza thanked Chair Chiesa for his service.

M/S/C (Frazier/Shuklian) to Elect Member Patrick Hume as Chair and Members Brett Frazier and Rodrigo Espinoza as Vice-Chairs of the Governing Board of the San Joaquin Joint Powers Authority for 2021.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 22, 2021 by the following vote to wit:

AYES:	9	Chair Chiesa, Espinoza, Frazier, Haubert, Hudson, Vice-Chair Hume, Alternate León, Shuklian, Verboon
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Alternate Kuehne

10 Executive Director's Report

Ms. Mortensen gave the Executive Director's Report. Ms. Mortensen reported that at each Board meeting, staff will begin showcasing stations along the corridor through the Station Love Program. Ms. Mortensen thanked Chair Chiesa for his service.

11 Board Member Comments

Member Espinoza thanked Chair Chiesa and SJJPA staff. Member Espinoza also congratulated all of the new Board members.

Member León wished everyone a great weekend.

Member Frazier thanked Chair Chiesa and thanked everyone for their support of the Madera station relocation.

Member Hudson asked if there will be a representative that is sent to the APTA conference that is being held in Anaheim this year. In 2018, the rail subcommittee made one recommendation for funding. For the entire country, the recommendation was for the electrification of the Peninsula Corridor. Member Hudson commented that there will be some new people there for the network.

Chair Chiesa thanked Member Hudson for his comment.

SJJPA staff showed a short video that showcased Member León as part of the Veloz Electric For All campaign, "40 Million Reasons to Go Electric".

Member León commented that the campaign is to encourage people to buy electric vehicles and to help reach the goal of being 100% electric in California by 2035.

12 Adjournment

Chair Chiesa called the meeting to adjournment at 10:28 am.

The next regular meeting is scheduled for:
March 26, 2021 – 9:00 am

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 2.2

ACTION

Appoint New Member to the San Joaquin Valley Rail Committee

Background:

Staff has received a recommendation from Madera County Transportation Commission Executive Director, Patricia Taylor, to appoint Terrance Flanagan as a San Joaquin Valley Rail Committee (SJVRC) Member to represent Madera County on the Committee. Mr. Flanagan was previously employed as a Labor Relations Representative for the California School Employees Association, from 1998 until retirement in 2018. Mr. Flanagan voluntarily is serving on the Madera County Measure T Oversight Committee since August 2019. Madera County has two vacancies, one member and one alternate, to represent County interests in the San Joaquin rail and Thruway Bus corridor. Regular Members must be a resident of the county they represent and cannot be an elected official.

Terrance Flanagan's bio is attached.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Appoint Terrance Flanagan to fill a vacancy on the San Joaquin Valley Rail Committee (SJVRC).

Mr. Terrence Flanagan Bio:

My name is Terrence Flanagan, and I'm happy to have family, friends and colleagues call me Terry. Born in Santa Monica, CA and reside in Oakhurst with my wife Laurie since 1977. We have three adult sons and four grandchildren. I attended and studied Business Administration at Cal Poly, San Luis Obispo. I have served as a volunteer in various community organizations, including Cub Scouts, Boy Scouts, Little League, Youth Soccer and Pop Warner football. I've served on committees for Yosemite Joint Union HSD and State Center CCD. I am retired from a career spanning 26 years in the wholesale baking industry (French Bread). My bakery experience presented an opportunity to work as a Field Services Representative for the International Brotherhood of Teamsters in Washington D. C. where I was assigned to the Western United States. Most recently I was employed as a Labor Relations Representative for the California School Employees Association, from 1998 until retirement in 2018. I have voluntarily served on the Madera County Measure T Oversight Committee since August 2019.

Terrence Flanagan, Retired – flanaganterry2@gmail.com

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 2.3

INFORMATION

Next Board Meeting Location

Background:

The next SJJPA Board Meeting will be held on Friday, May 21, 2021, with the exact location to be determined based on availability. The meeting time will be coordinated with the San Joaquins schedule and in accordance with Federal, State and local ordinances related to COVID-19.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Advise on the next Board Meeting location.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 2.4

INFORMATION

SJJPA Operating Expense Report

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

- Fiscal Year Start 2020/21 (July 1, 2020 – January 31, 2021)

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
January 2021
58% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 20-21 ALLOCATION	EXPENSE TO DATE	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	2,361,112	820,503	35%
Office Expense	24,517	2,953	12%
Subscriptions/Periodicals/Memberships	5,000	5,000	100%
Computer Systems	5,000	-	0%
Communications	28,977	5,625	19%
Motor Pool	29,779	4,312	14%
Transportation/Travel	5,000	11	0%
Training	7,605	-	0%
Audits Regulatory Reporting	17,000	14,250	84%
Professional Services Legislative	34,486	15,583	45%
Professional Services Legal	75,000	39,779	53%
Professional Services General	281,015	87,458	31%
Professional Services Grants	67,000	-	0%
Publications/Legal Notices	10,000	115	1%
Professional Services Operations	20,000	13,857	69%
Communications, Operations	11,016	6,131	56%
Maintenance of Headquarters Structures/Grounds	109,623	42,934	39%
Insurance	93,850	25,699	27%
Insurance Management Fees	2,500	-	0%
Security Services/Safety Program	59,109	36,179	61%
Administrative Expenses Subtotal	3,247,589	1,120,390	34%
Marketing Expense			
Marketing & Outreach	2,410,000	407,963	17%
Marketing Expenses Subtotal	2,410,000	407,963	17%
Amtrak Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	60,205,207	20,251,133	34%
Amtrak Contract Expense Subtotal	60,205,207	20,251,133	34%
TOTAL OPERATING EXPENSES	65,862,796	21,779,485	33%

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 2.6

INFORMATION

Washington Update

Please see attached Washington Report provided for the month of February 2021.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

Tai Ginsberg & Associates, LLC
810 7th Street, NE
Washington, DC 20002
T 202 415 9703

Buchanan Ingersoll & Rooney PC
1700 K Street, NW, Suite 300
Washington, DC 20006
T 202 452 7900

TO: San Joaquin Joint Powers Authority (SJJPA)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for FEBRUARY 2021
DATE: February 28, 2021

THE BIDEN ADMINISTRATION/EXECUTIVE BRANCH

January 27, 2021. President Joe Biden issued several [Executive Orders](#) and [Here](#) to tackle climate change and build on the executive actions that the President took on his first day in office, including rejoining the Paris Agreement and immediate review of harmful rollbacks of standards that protect the nation’s air, water, and communities. The House Committee on Transportation and Infrastructure Chairman Peter DeFazio (D-OR) and Chairwoman of the Subcommittee on Water Resources and Environment Grace F. Napolitano (D-CA) released a [statement](#) praising President Biden for his Executive Orders on Climate and Science. Earlier on January 25, 2021, President Biden signed an [Executive Order](#) updating and centralizing the Made in America waiver process. The US DOT issued a [Statement](#) supporting the Buy America E.O. See 2021 Joe Biden [Executive Orders](#).

BIDEN 2021 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the January 2021 Report, following are the only changes in status (**RED TYPE**) to transportation-related nominees. A full 2019/2020 listing of “Nominations” is available from TG&A upon request.

NOMINEE	US DOT ADMINISTRATOR / OTHER	STATUS
Peter P. Montgomery Buttigieg Buttigieg	Secretary of Transportation.	Confirmed by the Senate by Yea-Nay Vote of 86 – 13 on 2/2/2021.
Alejandro Nicholas Mayorkas Mayorkas	Secretary of Homeland Security.	Confirmed by the Senate by Yea-Nay Vote of 56 – 43 on 2/2/2021.
Polly Ellen Trottenberg Trottenberg	Deputy Secretary of Transportation	Nomination received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 2/13/2021.
Deanne Bennett Criswell Criswell	Administrator of the Federal Emergency Management Agency, Department of Homeland Security	Nomination received in the Senate and referred to the Committee on Homeland Security and Governmental Affairs on 2/22/2021.

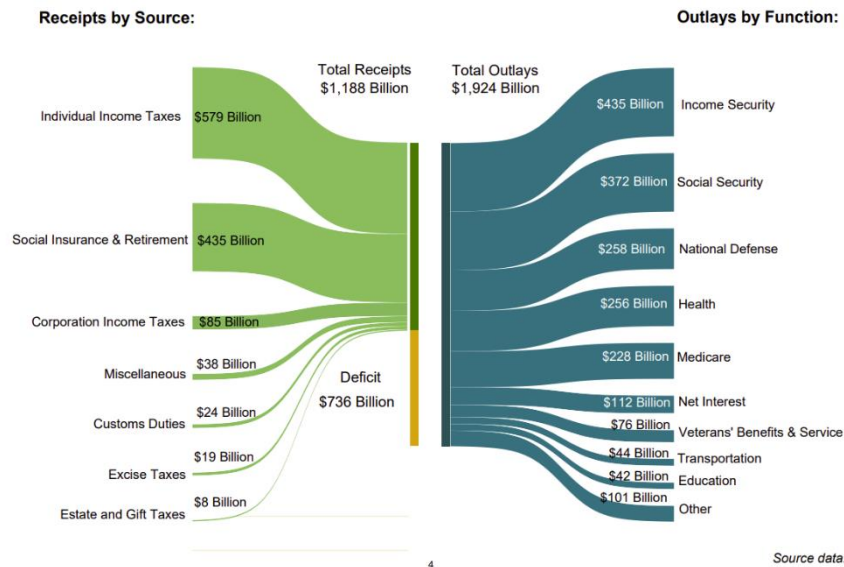
February 2, 2021 – Buttigieg Confirmed US DOT. **The Senate confirmed Peter Buttigieg as the 19th secretary of the U.S. Department of Transportation by a vote of 86 to 13** (see nominations matrix above). Buttigieg was sworn-in on February 3, 2021. Prior to joining the Biden-Harris Administration, Secretary Buttigieg served two terms as mayor of his hometown of South Bend, Indiana. A graduate of Harvard University and a Rhodes Scholar at Oxford, Buttigieg served for seven years as an officer in the U.S. Navy Reserve, taking a leave of absence from the mayor’s office for a deployment to Afghanistan in 2014. See [US DOT Press Release](#). The Biden Administration announced additional key members of its US DOT team who are joining the Department. See [Other Biden US DOT Appointees](#) and [Key Officials](#).

APPROPRIATIONS/BUDGET

February 11, 2021. The Congressional Budget Office (CBO) released a [report](#) entitled, “The Budget and Economic Outlook: 2021 to 2031” wherein the report notes that “the federal budget deficit will total \$2.3 trillion, federal debt will reach 102 percent of GDP, and real GDP will grow by 3.7 percent.”

February 10, 2021. The US Department of Treasury issued their [Monthly Treasury Statement](#) (Receipts and Outlays of the United States Government For Fiscal Year 2021 Through January 31, 2021, and Other Periods). The Statement noted that over the four-month period of FY 2021 (October thru January 2021), total **Receipts** amounted to \$1.188 trillion and **Outlays** totaled \$1.924 trillion resulting in a deficit of \$736 billion – a nearly 89 percent increase in the deficit from the same four-month period last fiscal year. See below - US Dept. of Treasury graph.

Figure 2. Cumulative Receipts, Outlays, and Surplus/Deficit through Fiscal Year 2021



February 11, 2021. The WSJ reports that President Biden’s first budget proposal will be delayed. According to the “Journal” White House press Secretary Jen Psaki declined to provide a date as to when the proposed FY 2022 budget would be released. Typically, the President initiates the annual budget cycle with the submission of an annual budget proposal for the upcoming fiscal year to Congress. The President is required to submit the annual budget on or before the first Monday in February; however, budget proposals are often delayed during the first year of a new administration.

BUDGET RESOLUTION/COVID RELIEF

(Also, See Addendum A. - at the end of the report.)

February 1-5, 2021. The Senate/House each passed [S. Con. Res. 5](#), the Concurrent Resolution on the Budget for FY 2021 on February 5, 2021. The Concurrent Resolution [Senate Report](#) notes that the Budget Resolution will enable Senate/House Democrats the ability to fast track President Joe Biden’s \$1.9 trillion deficit spending emergency COVID-relief bill through the partisan budget reconciliation process, which only requires a simple majority in both the Senate and House to pass. Republicans generally support more pandemic-relief assistance (a \$618 billion bill proposed by 10 Republican Senators), but not to the extent advocated by Democratic leaders. A key proposal of the Budget Resolution is to boost the \$600 direct payment passed in the \$900 billion December 2020 bill, for an overall total of \$2,000 (i.e. an additional \$1,400 in the current proposed House plan) for most working Americans, and to provide funding necessary to increase the \$300 a week in supplemental unemployment benefits to \$400 a week. The Democratic Resolution also proposes to provide approximately \$30 million in relief for transit agencies who have been impacted by the pandemic and to provide funding for Amtrak to rehire 1,500 workers who were involuntarily furloughed last year. Senate/House Democrats are aiming to get a COVID-relief bill approved by Congress by early March and sent to the President’s desk before current benefits lapse on March 14.

February 1, 2021. The Congressional Budget Office (CBO) released a [report](#) entitled, “An Overview of the Economic Outlook: 2021 to 2031” that projects that the economic expansion that began in mid-2020 will continue. Real GDP is projected to return to its pre-pandemic level in mid-2021. The number of people employed is projected to return to its pre-pandemic level in 2024. Inflation, as measured by the price index for personal consumption expenditures, is to rise gradually over the next few years and rise above 2.0 percent after 2023, as the Federal Reserve maintains low interest rates and continues to purchase long-term securities. Interest rates on federal borrowing are to rise. The Federal Reserve is to maintain the federal funds rate (the rate that financial institutions charge each other for overnight loans of their monetary reserves) near zero through mid-2024 and then start to raise that rate gradually. See [statement](#) from Department of Treasury Secretary Janet L. Yellen.

February 1, 2021 - January 28, 2021. The National Association of Counties (NACo) issued a [statement](#) noting that the organization, “Welcome[s] [the] prospect of bipartisan cooperation, but a coronavirus relief Bill without essential aid for local frontline efforts misses the mark. Earlier, NACo sent a [Letter](#) to Congressional leaders “urge[ing] your bipartisan support and immediate passage of the local government aid outlined in the President’s American Rescue Plan.” The proposal includes \$350 billion in critical aid to state, local and territorial governments.

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

Formal organizational meetings for the 117th Congress are ongoing and the following chart (below) will be updated to reflect additions as subcommittee chairs and ranking members are announced.

19-Feb-20		TG&A TAI GINSBERG & ASSOCIATES, LLC		Leadership of Transportation-Related Committees of the 117th Congress (1st Session)				
				WORK IN PROGRESS				
House Committees		Chairman/Chairwoman		Ranking		Selected House Democratic Leadership		
APPROPRIATIONS		Rosa DeLauro	D-CT	Kay Granger	R-TX	Nancy Pelosi	Speaker of the House of Rep.	D-CA
Sub. on Energy & Water Development		Marcy Kaptur	D-OH	Mike Simpson	R-ID	Steny H. Hoyer	Majority Leader	D-MD
Sub. On Homeland Security		Lucille Roybal-Allard	D-CA	Chuck Fleischmann	R-TN	James E. Clyburn	Majority Whip	D-SC
Sub. on Transportation/HUD		David E. Price	D-NC	Mario Diaz-Balart	R-FL	Henry Cuellar	Chief Deputy Whip	D-TX
BUDGET		John Yarmuth	D-KY	Jason Smith	R-MO	Katherine M. Clark	House Assistant Speaker	D-MA
ENERGY AND COMMERCE		Frank Pallone, Jr.	D-NJ	Cathy McMorris Rodgers	R-WA	Hakeem Jeffries	Caucus Chairman	D-NY
Sub. on Energy		Bobby L. Rush	D-IL	Fred Upton	R-MI	Pete Aguilar	Caucus Vice Chairman	D-CA
Sub. on Environment and Climate Change		Paul D. Tonko	D-NY	David B. McKinley	R-WV	Sean Patrick Maloney	Cong. Campaign Committee	D-NY
HOMELAND SECURITY		Bennie G. Thompson	D-MS	John Katko	R-NY			
Sub. on Transportation and Maritime Security		Bonnie Watson Coleman	D-NJ	Carlos Gimenez	R-FL			
TRANSPORTATION AND INFRASTRUCTURE		Peter DeFazio	D-OR	Sam Graves	R-MO	Selected House Republican Leadership		
Sub. on Aviation		Rick Larsen	D-WA	Garret Graves	R-LA	Kevin McCarthy	Minority Leader	R-CA
Sub. On Coast Guard/Maritime Transportation		Salud Carbajal	D-CA	Bob Gibbs	R-OH	Steve Scalise	Minority Whip	R-LA
Sub. on Highway/Transit		Eleanor Holmes Norton	D-DC	Rodney Davis	R-IL	Gary Palmer	Policy Chairman	R-AL
Sub. on Railroads/Pipelines/Hazardous Materials		Donald M. Payne, Jr.	D-NJ	Rick Crawford	R-AR	Liz Cheney	Conference Chairwoman	R-WY
Sub. on Water Resources/Environment		Grace F. Napolitano	D-CA	David Rouzer	R-NC	Tom Emmer	Nat'l. Republican Cong. Comm.	R-MN
WAYS AND MEANS		Richard Neal	D-MA	Kevin Brady	R-TX	Jim Banks	Study Committee	R-IN
						Mike Johnson	Vice Chair House Conference	R-LA
Senate Committees		Chairman/Chairwoman		Ranking		Selected Senate Democratic Leadership		
APPROPRIATIONS		Patrick J. Leahy	D-VT	Richard Shelby	R-AL	V.P. Kamala Harris	President	D-CA
Sub. on Transportation/HUD		Brian Schatz	D-HI	Susan Collins	R-ME	Patrick J. Leahy	President Pro Tempore	D-VT
Sub. on Homeland Security		Chris Murphy	D-CT	Shelley Moore Capito	R-WV	Charles E. Schumer	Majority Leader	D-NY
Sub. on Energy & Water Development		Dianne Feinstein	D-CA	John Kennedy	R-LA	Richard Durbin	Majority Whip	D-IL
BANKING, HOUSING AND URBAN AFFAIRS		Sherrrod Brown	D-OH	Patrick Toomey	R-PA	Patty Murray	Assistant Leader	D-WA
Sub. on Housing, Transportation & Community Development		TBD		TBD		Debbie Stabenow	Policy Committee Chair	D-MI
BUDGET		Bernie Sanders	I-VT	Lindsey Graham	R-SC	Elizabeth Warren	Vice Chair Dem. Conference	D-MA
COMMERCE, SCIENCE AND TRANSPORTATION		Maria Cantwell	D-WA	Roger Wicker	R-MS	Mark R. Warner	Vice Chair Dem. Conference	D-VA
Sub. on Aviation Safety, Operations and Innovation		Kyrsten Sinema	D-AZ	Ted Cruz	R-TX	Amy Klobuchar	Chair Steering Committee	D-MN
Sub. on Surface Transportation, Maritime, Freight and Ports		Gary Peters	D-MI	Deb Fischer	R-NE	Bernard Sanders	Chair of Outreach	I-VT
ENERGY AND NATURAL RESOURCES		Joe Manchin III	D-WV	John Barrasso	R-WY	Selected Senate Republican Leadership		
ENVIRONMENT AND PUBLIC WORKS		Thomas R. Carper	D-DE	Shelley Moore Capito	R-WV	Mitch McConnell	Minority Leader	R-KY
Sub. on Transportation and Infrastructure		TBD		TBD		John Thune	Minority Whip	R-SD
FINANCE		Ron Wyden	D-OR	Michael D. Crapo	R-ID	John Barrasso	Assistant Leader	R-WY
						Roy Blunt	Policy Committee Chair	R-MO
						Joni Ernst	Vice Chair Republican Conf.	R-IA
						Rick Scott	Rep. Senatorial Comm. Chair	R-FL

February 24, 2021. The Senate Committee on Environment and Public Works held a hearing to discuss and receive testimony on, “Building Back Better: Investing in Transportation while Addressing Climate Change, Improving Equity, and Fostering Economic Growth and Innovation.” **EPW Members and Staff Memorandum available from TG&A upon request.** [Committee Link and Testimony](#).

February 24, 2021. The House Committee on Transportation and Infrastructure Subcommittee on Highways and Transit held a hearing to discuss and receive testimony on, “Examining Equity in Transportation Safety Enforcement.” [Committee Link and Testimony](#).

February 24, 2021. The Senate Committee on Environment and Public Works held a hearing to discuss and receive testimony on, “Building Back Better: Investing in Transportation while Addressing Climate Change, Improving Equity, and Fostering Economic Growth and Innovation.” [Committee Link](#).

February 11, 2021. The Senate Committee on Commerce, Science, and Transportation held an executive session to consider 1) Rules Governing the Senate Committee on Commerce, Science, and Transportation, 2) Budget Resolution for the Senate Committee on Commerce, Science, and Transportation and 3) Organizing Meeting for 117th Congress. [Committee Link](#).

STATUS OF PRESIDENT BIDEN’S \$1.9 TRILLION COVID-19 AMERICAN RESCUE PLAN

See Addendum A. - at the end of the report.

February 4, 2021. The House Committee on Transportation and Infrastructure held an [organizational meeting and their first meeting](#) (Protecting Transportation Workers and Passengers from COVID: Gaps in Safety, Lessons Learned, and Next Steps) of the 117th Congress. [Committee Link and Testimony](#). **TG&A Summary Available Upon Request.** See [T&I Committee Roster](#).

February 3, 2021. The House Committee on Homeland Security held an Organizational Meeting (virtual) for the 117th Congress to cover Committee Rules, the Committee Roster, Subcommittee Rosters and Committee Actions. See [Committee Link](#).

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – FEBRUARY

SENATE BILLS			
S TBA Press Release	T. Carper (D-DE) Generating Resilient, Environmentally Exceptional National Streets Act” or the “GREEN Streets Act”. Establish national goals to reduce greenhouse gas emissions from the National Highway System and help states adapt their transportation systems to the adverse effects of climate change. Introduced 2/23/2021.	S 356	C. Masto (D-NV) A bill to develop and improve the transportation workforce. Introduced 2/22/2021.
S TBA Bill Summary	M. Cantwell (D-WA) “The Essential Transportation Employee Safety Act.” Requires US DOT/CDC/FEMA to support state /local governments to provide priority testing of transportation workers to implement PPE & to execute the cleaning, disinfection, & sanitization requirements for owners/operators of equipment /facilities used by certain transportation employers and to codify a mask mandate on certain modes of passenger transportation. Introduced 2/8/2021.	S 303	R. Blumenthal (D-CT) To require US DOT to support the efforts of State/local governments to provide for priority testing of certain transportation workers with respect to COVID-19 and require the owners/operators of equipment and facilities used by passenger or freight transportation employers to clean, disinfect, and sanitize that equipment and provide PPE to certain employees. Introduced 2/8/2021.
S Con Res 5 Sec. Analysis Report	B. Sanders (I-VT) Setting forth the congressional budget for the US Government for FY 2021 and setting forth the appropriate budgetary levels for FYs 2022 through 2030. Introduced 2/2/2021. Passed Senate on 2/5/2021 – 51 to 50. Passed House on 2/5/2021 – 219 to 209.		

HOUSE BILLS			
HR 1152	S. Lynch (D-MA) To amend title 49, United States Code, with respect to grants for buses and bus facilities. Introduced 2/18/2021.	HR 1142	W. Keating (D-MA) To direct US DOT to establish a grant program for projects to strengthen and protect vulnerable infrastructure used during mass evacuations. Introduced 2/18/2021.
HR 1082 Newspaper Article Press Release	C. Smith (R-NJ) "Sami's Law." To require ride-hailing companies to implement an enhanced digital system to verify passengers with their authorized ride-hailing vehicles and drivers. Introduced 2/15/2021.	HR TBA Press Release	J. Panetta (D-CA) "The Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act." To encourage the use of electric bicycles, or e-bikes, through a consumer tax credit. Introduced 2/9/2021.
HR 947	G. Pence (R-IN) To amend title 23, USC, to modify certain requirements of the railway-highway crossings program. Introduced 2/8/2021.	HR 867	J. Costa (D-CA) To reauthorize the high-speed rail corridor development program. Introduced 2/8/2021.
HR 903	B. Thompson, (D-MS) "The Rights for the Transportation Security Administration Workforce Act." To enhance the security operations of the Transportation Security Administration. TSA employees would have full federal sector collective bargaining rights and due process and whistleblower protections. Introduced 2/5/2021.	HR 792	D. Beyer, Jr. (D-VA) To direct US DOT to establish a grant program to facilitate the installation, on bridges, of evidence-based suicide deterrents, including suicide prevention nets and barriers. Introduced 2/4/2021.
HR 762	R. Krishnamoorthi (D-IL) To require the US DOT to provide States applying for distracted driving grants an explanation of the eligibility decision with respect to such State. Introduced 2/4/2021.	HR 740	J. Brownley (D-CA) T require the US DOT to solicit a study on climate resilient transportation infrastructure. Introduced 2/3/2021.
H Con. Res 11 Sec. Analysis	J. Yarmuth (D-KY) Establishing the congressional budget for the US Government for FY 2021 and setting forth the appropriate budgetary levels for FYs 2022 through 2030. Introduced 2/1/2021. Passed House on 2/3/2021 – 218 to 212.	HR 510 Press Release Article	J. Brownley (D-CA) "Support Local Transportation Act." Modifies the percentages of funds to be allocated to certain urbanized areas under the surface transportation block grant program. Introduced 1/28/2021.
HR 583 Press Release	J. Panetta (D-CA) "The Green Bus Tax Credit Act." Grants bus manufacturers a tax credit for battery electric or hydrogen fuel-cell buses. Introduced 1/28/2021.	HR 512 Press Release Article	J. Brownley (D-CA) "Green Bus Act of 2021." To require any bus purchased for use in public transportation with funds provided by the Federal Transit Administration to be a zero-emission bus. Introduced 1/28/2021.
HR 511 Press Release	J. Brownley (D-CA) "National Multimodal Freight Network Improvement Act." To include a revenue metric in the port network components to better achieve the policy goals of the National Multimodal Freight Network. Introduced 1/28/2021.	HR 508 Press Release Article	J. Brownley (D-CA) "SAFE Streets Act." To include a special rule for the dedication of funds under the highway safety improvement program for certain vulnerable users. Introduced 1/28/2021.
HR 451	E. Blumenauer (D-OR) "The Building United States Infrastructure and Leveraging Development Act (aka BUILD Act). To increase the national limitation amount for qualified highway or surface freight transfer facility bonds (funding through Private Activity Bonds. Introduced 1/25/2021.		

FEDERAL REGISTER NOTICES OF FUNDING OPPORTUNITY (NOFOs) - GRANT AWARDS

See Addendum B. - Calendar Year NOFO/AWARDS SCORECARD – at end of report.

February 18, 2021. The Federal Highway Administration (FHWA) issued a [Notice](#) announcing a funding opportunity for "[Administration of the Dwight David Eisenhower Transportation Fellowship Program \(DDETFP\) Local Competition at Designated Institutions of Higher Education.](#)" The DDETFP Local Competition is to stimulate interest among students attending an Institution of Higher Education (IHE) of Minority Serving Institutions (MSI) and community colleges to conduct transportation-related research, pursue transportation-related degrees, to enter the transportation workforce, and to enhance the breadth, scope and diversity of knowledge of the entire transportation community in the United States.

The FHWA expects approximately \$1 million to be made available for the DDETFP Local Competition program. The FHWA anticipates selecting up to 50 DDETFP Local Competition fellowship programs per this notice. Cost sharing or matching is not required. **The current closing date for applications is April 16, 2021 at 5:00pm Eastern Time.**

February 17, 2021. The US DOT (USDOT) [announced](#) it is seeking applicants for the FY 2021 round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program to fund transportation projects of national and regional significance. [Recall that the earlier January 22, 2021 INFRA NOFO was recalled by the Biden Administration for revision.] The [Notice of Funding Opportunity](#) (NOFO) is soliciting applications for \$889 million in FY 2021 INFRA funds to be made available for awards. Also, amounts from prior year authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation. Eligible applicants for INFRA grants are: (1) a State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area; (3) a unit of local government or group of local governments; (4) a political subdivision of a State/local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States; (7) a tribal government or a consortium of tribal governments; or (8) a multi-State or multijurisdictional group of public entities. INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. For the first time, the US DOT is seeking INFRA projects that address climate change and environmental justice. **Applications must be submitted by 11:59 p.m. EST on March 19, 2021.**

February 11, 2021. The Advanced Research Projects Agency Energy (ARPA-E) within the Department of Energy issued a [Funding Opportunity Announcement](#) making available approximately \$100 million in funding to support high-risk R&D leading to the development of potentially disruptive new technologies across the full spectrum of energy applications. Areas of research responsive to this FOA include (but are not limited to) electricity generation by both conventional and renewable means; electricity transmission, storage, and distribution; energy efficiency for buildings, manufacturing and commerce, and personal use; and all aspects of transportation, including the production and distribution of both renewable and nonrenewable fuels, electrification, and energy efficiency in transportation. ARPA-E anticipates making approximately 30-50 awards under this FOA. Individual awards may vary between \$250,000 and \$10 million in Federal share. This FOA is open to U.S. universities, national laboratories, industry and individuals. Under a Cooperative Agreement or Grant, the Prime Recipient must provide at least 20 percent of the total project cost. The submission deadline for concept papers is 9:30 AM ET, April 6, 2021. The submission deadline for full applications is TBD.

February 11, 2021. The Federal Transit Administration (FTA) issued [\[announced\]](#) a [Notice of Funding Opportunity](#) (NOFO) [and here](#) and [here](#) making available \$180 million in competitive grants under the FY 2021 Low or No Emission Grant Program (Low-No Program). Funding will be awarded competitively for the purchase or lease of low or no emission vehicles that use advanced technologies for transit revenue operations, including related equipment or facilities. **Complete proposals must be submitted by 11:59 PM ET by April 12, 2021.**

February 11, 2021. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) (NOFO) making available \$1,380,241,050 to Amtrak (with splits of \$1,036,687,050 for Operating, Capital, Debt Service and American Disabilities Act (ADA) expenses and \$343,554,000 for activities associated with the National Network to prepare and respond to the coronavirus) per combination funding from the [FY 2021 Consolidated Appropriations Act](#) and Division M. of the [Coronavirus Response and Relief Supplemental Appropriations Act, 2021](#). Amtrak is the only entity eligible to apply. **The current closing date for applications is February 22, 2021.**

February 11, 2021. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) (NOFO) making available \$1,209,483,050 to Amtrak (with splits of \$555,067,050 for Operating, Capital, Debt Service and American Disabilities Act (ADA) expenses and \$654,416,000 for activities associated with the Northeast Corridor to prepare and respond to the coronavirus) per combination funding from the FY 2021 Consolidated Appropriations Act and Division M. of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021. Amtrak is the only entity eligible to apply. **The current closing date for applications is February 22, 2021.**

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

February 23, 2021. The Federal Railroad Administration (FRA) issued a [Correcting Amendment](#) to their published December 14, 2020 Final Rule amending FRA’s grade crossing safety standards. An error was made that resulted in a cross-reference to the wrong paragraph.

OTHER REPORTS/NOTICES/NEWS ARTICLES

February 22, 2021. The Federal Transit Administration (FTA) is working with the [Centers for Disease Control and Prevention \(CDC\)](#) and other federal agencies to provide guidance to the public transportation industry in response to the COVID-19 public health emergency. On January 29, 2021, the CDC issued an [Order](#) requiring the wearing of masks by travelers to prevent spread COVID-19. The FTA posted four new [Frequently Asked Question \(FAQs\)](#) regarding the CDC Order’s disability mask exemption and the Americans with Disabilities Act (ADA).

February 18, 2021. The Government Accountability Office (GAO) issued a [report](#) entitled, “GENERAL AVIATION – Stakeholders Expressed Mixed Views of FAA Policies on Private Pilot Expense Sharing.” The FAA Reauthorization Act of 2018 directed FAA to issue advisory guidance clarifying how private pilots may share expenses. In February 2020, FAA released this guidance as an advisory circular. The Act also includes a provision for GAO to review FAA's policies on expense sharing. This report describes: (1) FAA's rationale for its policies on how private pilots may find expense-sharing passengers and (2) selected stakeholder perspectives on FAA's policies and the risks and benefits of arranging these expense-sharing flights online.

February 17, 2021. The AASHTO Council on Rail Transportation held a [Webinar](#) covering several topics including: 1) Grants: Upcoming NOFOs and Best Practices, 2) Metrics and Standards, and 3) ADA Compliance and Research Panel Discussion. For example, the webinar noted that the FY 2021 BUILD Notice of Funding Opportunity (NOFO) is to be released before the statutory deadline of April 26, 2021, that applicants will have 90 days to submit applications and that award announcements would be by November 22, 2021. Moreover the CRISI NOFO would be issued likely in spring 2021. **The webinar was covered by TG&A – summary available upon request.** FY 2021 Competitive Discretionary Grant Applications include the following:

Grant Program	FY 2021 Enacted
<i>INFRA</i>	\$1B (~\$145M available for rail)
<i>BUILD</i>	\$1B
<i>CRISI</i>	\$375M
<i>Fed-State Partnership</i>	\$200M
<i>Restoration & Enhancement</i>	\$4.72M
<i>Maglev</i>	\$2M

February 16, 2021. The National Academies Press released a [Report](#) entitled, “Guidebook for Deploying Zero-Emission Transit Buses (2021).”

February 16, 2021. The Federal Transit Administration (FTA) issued a [Dear Colleague Letter](#) rescinding a June 2018 Dear Colleague letter regarding the [Capital Investment Grants \(CIG\) program](#). The 2018 [letter](#) [The letter was rescinded on February 16, 2021] outlined factors the former Administration chose to emphasize when making discretionary funding decisions for the CIG program. Rather than the approach outlined in the 2018 letter, FTA will instead rely on the CIG statutory framework to ensure projects awarded funding have met the requirements of federal public transportation law, the Major Capital Investment Projects regulation, and the [CIG Final Interim Policy Guidance](#). See [statement](#) from House Committee on Transportation and Infrastructure Chairman Peter DeFazio (D-OR) applauding the rescission of the former FTA CIG guidance.

February 9, 2021. The Federal Transit Administration issued an amendment to its [FTA Master Agreement \(version 28, February 9, 2021\)](#) to incorporate the requirements of the CDC mask order. FTA’s Master Agreement contains the standard terms and conditions that apply to every grant, cooperative agreement and loan authorized by federal public transportation law or administered by FTA. The amendment includes enforcement actions FTA may take for non-compliance. Meanwhile, Peter DeFazio (Chairman House T&I Committee) and Bennie Thompson (Chairman Homeland Security Committee) sent a [letter](#) Stephen Dickson (FAA Administrator) and Darby LaJoye (Administrator TSA) [encouraging the two agencies](#) to work in coordination with U.S. air carriers to robustly communicate and enforce Centers for Disease Control and Prevention (CDC) guidance, and the Department of Homeland Security (DHS) National Emergency determination aimed at Promoting COVID-19 Safety in Domestic and International Travel.

February 8, 2021. The Congressional Research Service (CRS) issued a [report](#) entitled, “Improving Intercity Passenger Rail Service in the United States.”

February 3, 2021. A coalition of transit industry executives sent a [letter](#) to Congressional leaders requesting \$39.3 billion in emergency aid for public transit agencies nationwide in the next coronavirus relief bill.

February 3, 2021. The Coalition for Future Mobility (comprised of companies and organizations dedicated to the development and safe deployment of automated vehicles (AVs)) sent a [letter](#) to Congressional leaders “urge[ing] you [Congressional leaders] to support bipartisan efforts to send President Biden a federal AV framework that can be signed into law this Congress. The coalition emphasized that “Our Coalition members stand ready to work with you to make this important legislation a reality.”

February 2, 2021. President Biden directed the Federal Emergency Management Agency (FEMA) to fully reimburse states for the cost of National Guard Personnel and emergency costs. President Biden also [announced](#) and [here](#) that the administration is retroactively reimbursing states fully for FEMA-eligible services – including masks, gloves, emergency feeding actions, sheltering at risk populations, and mobilization of the National Guard – back dated to the beginning of the pandemic in January 2020. House Committee on Transportation and Infrastructure Chairman Peter DeFazio (D-OR) et al released a [statement](#) “applaud[ing] President Biden for directing the Federal Emergency Management Agency (FEMA) to retroactively reimburse state, local, tribal, and territorial governments back to January 2020 and through the end of September 2021 for emergency costs related to fighting the COVID-19 pandemic at 100 percent Federal rather than the normal 75 percent.”

February 1, 2021. The National Academies Press released a [Report](#) entitled, “Redesigning Transit Networks for the New Mobility Future (2021).”

February 1, 2021. The National Academies Press released a [Report](#) entitled, “Guidebook and Research Plan to Help Communities Improve Transportation to Health Care Services (2021).”

February 1, 2021. The National Academies Press released a [Report](#) entitled, “Analysis of Green Bond Financing in the Public Transportation Industry (2021).”

January 30, 2021. The Chaddick Institute for Metropolitan Development at DePaul University issued a [Report](#) entitled, “On the Brink: 2021 Outlook for the Intercity Bus Industry in the United States.” The report noted that the “prognosis for the intercity bus industry remains uncertain due to the weakened financial condition of most scheduled operators and the unanswerable questions about the pace of a post-pandemic recovery.” However, the report found that, “despite the challenges, signs of optimism are emerging that the intercity bus industry will move from “the brink” onto a more solid financial footing in post-pandemic times.”

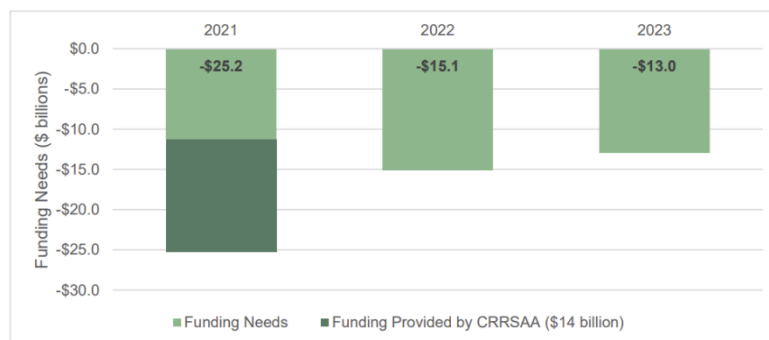
January 29, 2021. The Centers for Disease Control and Prevention (CDC) issued an [Order](#) requiring the wearing of masks by travelers to prevent spread of the virus that causes COVID-19. The CDC Order implements President Biden’s [Executive Order 13998](#), “Promoting COVID-19 Safety in Domestic and International Travel.” Conveyance operators must require that all persons wear masks when boarding, disembarking, and for the duration of travel, with certain exemptions. The Order defines “conveyance” as including “aircraft, train, road vehicle (including rideshares), vessel...or other means of transport, including military transport.” The Order goes into effect February 1, 2021 and remains in effect unless modified or rescinded based on specific public health or other considerations, or until the Secretary of Health and Human Services rescinds the determination. In addition to the CDC order, the Transportation Security Administration (TSA) anticipates issuing additional information and guidance on this topic. The US DOT has posted a [US DOT FAQs](#) page for additional modal specific information.

January 29, 2021. The Center for Transportation and the Environment recently released a [report](#) entitled, “Transit Vehicle Innovation Deployment Centers (TVIDC) Advisory Panel Overview and Conclusions.” Encouraged by continued development of Zero-Emission Bus (ZEB) technologies, transit agencies have started committing to ambitious timelines for transitioning their entire fleets within the next 10 to 15 years. The report focuses on suggestions to expand the adoption of ZEB in the U.S. transit industry.

January 29, 2021. [Operation Lifesaver](#) released a suite of new rail safety materials to help keep people safe around railroad tracks and trains. Operation Lifesaver also released [materials](#) focused on sharing rail safety information with individuals experiencing homelessness, empowering them to make safe choices around railroad tracks and trains.

January 28, 2021. An EBP US, Inc. [Independent Study](#) and [Here](#) prepared for the American Public Transportation Association (APTA) found that even with the two rounds of emergency funding, public transit agencies still face a projected shortfall of \$39.3 billion through the end of calendar year (CY) 2023. As a result, “APTA is urging Congressional leaders and President Joseph Biden, Jr. to provide an additional \$39.3 billion in COVID-19 emergency funding to help public transit agencies continue to provide a critical lifeline to essential workers and to help our communities begin to rebuild our economy.” According to a [January 2021 APTA survey of public transit industry businesses](#), 76 percent of businesses have seen a reduction in their transit industry business as a result of COVID-19, and nearly four in 10 businesses will be forced to consider additional layoffs. One of every five businesses are concerned that they may go out of business due to the pandemic.

Figure 1 Public Transit Emergency Funding Needs by Year



January 15, 2021. The Federal Highway Administration (FHWA) issued several FY 2021 apportionment notices on January 15, 2021, **but the official post on the FHWA Notices Page didn't make it until February 2, 2021**. The apportionment notices included a post of \$2 billion nationally in [FY 2021 Highway Infrastructure Program funding Apportionments](#), \$10 billion nationally under the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 for [Highway Infrastructure Programs](#), and the [Redistribution of Certain Authorized Funds for FY 2021](#).

January 22, 2021. The American Association of State Highway and Transportation Officials (AASHTO) released their [2020 Annual Report](#). The report highlights AASHTO's achievements and accomplishments in 2020, such as AASHTO's support for state DOTs as they responded to the pandemic.

UPCOMING CONGRESSIONAL CALENDAR – MARCH 2021

The Senate has [announced](#) a tentative Calendar with March 29 - April 9 being noted as a State Work Period. The House calendar for March is noted below.

U.S. HOUSE VOTE SCHEDULE						
MARCH 2021						
STENY HOYER MAJORITY LEADER						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Votes Postponed until 6:30 PM	2 Votes Democratic Issues Conference	3 Votes Democratic Issues Conference	4 Last Votes 3:00 PM	5 No Votes	6
7	8 No Votes	9 Votes Postponed until 6:30 PM	10 Votes	11 Votes	12 Last Votes 3:00 PM	13
14 <i>Daylight Saving Begins</i>	15 Committee Work Week	16 Committee Work Week	17 <i>St. Patrick's Day</i> Committee Work Week	18 Committee Work Week	19 Committee Work Week	20
21	22 Committee Work Week	23 Committee Work Week	24 Committee Work Week	25 Committee Work Week	26 Committee Work Week	27 <i>Passover Begins at Sundown</i>
28	29 District Work Period	30 District Work Period	31 District Work Period			

UPCOMING DEADLINES/EVENTS

Note: Given the recommendations from the Centers for Disease Control and Prevention, many upcoming events have/are being cancelled or conducted "virtually" to prevent the spread of COVID-19.

- February 23-25 [AASHTO 2021 Virtual Washington Briefing](#);
- February 23-26 [10th International Railway Summit](#) (Virtual);
- March 3 [American Society of Civil Engineers](#) is to release the 2021 Report Card for America's Infrastructure;
- March 8-26 [NACo 2021 Virtual Legislative Conference](#);

March 10	Next-Gen Freight Rail (virtual);
March 16-18	American Public Transportation Association Mobility Conference ;
March 30	FHWA Broadband / 5G rollout among state DOTs (webinar);
April 6, 7 & 8	TRB - Measuring and Managing Freight System Resilience Workshop ;
April 7-8	APTA High Speed Rail Conference, Upcoming Registration;
May 13	17th Annual NRC Railroad Equipment Auction ;
May 18-21	American Public Transportation Association Legislative Conference;
May 3-26	93rd Annual AAAE Conference & Exposition (live attendance in Las Vegas and/or virtual);
July 11-13	93rd Annual AAAE Conference & Exposition , Las Vegas (in person or virtually);
TBA	Railroad Day on Capitol Hill .

SCUTTLEBUTT

February 17-23, 2021. As voiced by Majority Leader Steny Hoyer in November 2020, House Democratic leaders are proceeding with plans to bring back earmarks for the 117th Congress. Several articles surfaced in February from the [Reason Foundation](#) and [Roll Call](#) discussing the ramifications.

February 11, 2021. [President Biden and Vice President Harris met in the Oval Office](#) with a bipartisan group of Senators from the Environment and Public Works (EPW) Committee, and Transportation Secretary Pete Buttigieg joined virtually, to discuss the critical need for investing in modern and sustainable infrastructure.

February 5, 2021. New York Judge Scott DelConte ruled that Republican Claudia Tenney defeated Congressman Anthony Brindisi by 109 votes in the nation's last undecided congressional race. Tenney is to be sworn in as the Congresswoman for central New York's 22nd Congressional District. Judge DelConte's order directed New York to certify the election results immediately.

Addendum A.

STATUS OF PRESIDENT BIDEN'S \$1.9 TRILLION COVID-19 AMERICAN RESCUE PLAN (TRANSPORTATION-RELATED COMMITTEE ACTIONS)

The Budget Resolution provided reconciliation instructions to various House and Senate committees to submit changes in law within their respective jurisdictions to increase the deficit by not more than their respective allocated amounts for the period of FYs 2021 through 2030 to advance President Biden's \$1.9 trillion coronavirus relief plan. Accordingly, the following House Committees were instructed to report legislation totaling in aggregate \$1.9 trillion consistent with specified budgetary target amounts **no later than February 16, 2020**. (To date, the Senate has taken no Committee action concerning Budget reconciliation/American Rescue Plan bill.) Highlighted below are brief summaries of House committee action proposing transportation-related funding increases.

• House Committee on Agriculture	\$ 16,112,000,000
• House Committee on Education and Labor	\$ 357,076,000,000
• House Committee on Energy and Commerce	\$ 188,498,000,000
• House Committee on Financial Services	\$ 75,000,000,000
• House Committee on Foreign Affairs	\$ 10,000,000,000
• House Committee on Natural Resources	\$ 1,005,000,000
• House Committee on Oversight and Reform	\$ 350,690,000,000
• House Committee on Science, Space and Technology	\$ 750,000,000
• House Committee on Small Business	\$ 50,000,000,000
• House Committee on Transportation and Infrastructure	\$ 95,620,000,000
• House Committee on Veterans' Affairs	\$ 17,000,000,000
• House Committee on Ways and Means	\$ 940,718,000,000
	Subtotal: \$2,102,469,000,000
	Less Overlap: \$ 215,000,000,000
	Total: \$1,887,469,000,000

February 22, 2021. The House Committee on the Budget held a virtual [Committee Markup](#) of the "American Rescue Plan Act of 2021" – [S. Con. Res. 5 was ordered reported, without Amendment]. The Committee received submissions from nine Committees of Jurisdiction; thence, the House Budget Committee, as provided for under Section 310 of the Budget Act, bound the provisions together, without substantive change, into a single measure [[Legislative Text - Sen Con Res 5](#)]—a reconciliation bill. See Committee [Report](#). T&I Republicans detailed their opposition to transportation Budget Reconciliation Measures in the T&I Committee's submission to the Committee on the Budget - [See Minority Dissenting Views](#).

February 10, 2021. The House Committee on Transportation and Infrastructure held a Full Committee Markup to consider Legislative proposals to comply with the reconciliation directive included in section 2001 of the Concurrent Resolution on the Budget for Fiscal Year 2021, S. Con. Res. 5 ([TITLE VII—COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE](#)). [Committee Link](#). The Committee [announced](#) that it adopted (without amendment) nearly \$100 billion in aid to the nation, including transportation workers—as part of President Biden's \$1.9 trillion American Rescue Plan. The Committee's portion will be combined with other committee recommendations (to date nine committees) to make up President Biden's aid plan. The T&I Committee's portion of the FY 2021 budget reconciliation bill includes:

- [FEMA's Disaster Relief Fund](#): **\$50 billion** for reimbursement to state, local, tribal, and territorial governments dealing with ongoing response and recovery activities from COVID-19.
- [Transit](#): **\$30 billion** to help assist with operating costs, including payroll/PPE.
- [Airports](#): **\$8 billion**, including \$800 million for airport concessionaires.

- Economic Development Administration: **\$3 billion** to provide economic adjustment assistance to help prevent, prepare for, and respond to economic injury caused by the COVID-19 pandemic.
- Aerospace manufacturing: **\$3 billion** for temporary payroll support program to retain/rehire workers.
- Amtrak: **\$1.5 billion** (splits of \$820.4 billion to NEC and \$679.6 billion to the National Network) to recall and pay employees furloughed due to the COVID-19 pandemic through the end of fiscal year 2021 and to restore daily long-distance service.

The House Committee on Financial Services concluded a [markup](#) on February 11, 2021 wherein legislation was adopted, as amended, providing for reconciliation of S. Con. Res. 5, the Concurrent Resolution on the Budget for Fiscal Year 2021. The Financial Services Committee proposed \$15 billion to further extend the Payroll Support Program (PSP3) through September 30, 2021, to provide payroll support for airline workers and related contract workers. Specifically, PSP3 provides **\$14 billion** to support workers of eligible air carriers, and **\$1 billion** would be available to support workers of eligible contractors.

The House Committee on Oversight and Reform also released/adopted [February 10-12, 2021] [Subtitle A—Coronavirus State and Local Fiscal Recovery Funds](#) to allocate funding to states, localities, Tribes, and territories to fight the coronavirus pandemic and its devastating economic impacts. The Committee adopted the \$350 billion package for states (\$195.3 billion), localities (\$130.2 billion - split evenly between municipalities and counties), Tribes (\$20 billion), and territories (\$4.5 billion); \$570 million for emergency leave for federal and postal workers; and \$117 million for oversight entities to promote transparency and accountability of all federal coronavirus relief funds on February 12, 2021. Click [here](#) to download approximate funding estimates and [here](#) for Committee One-Pager. Also see, [Committee Link](#) and [NACo Analysis](#).

Meanwhile, on February 11, 2021 the House Ways and Means Committee [\[more information of Committee provisions\]](#) advanced their portion of President Biden’s \$1.9 trillion COVID-19 aid package which included:

- Additional direct payments of \$1,400 per person—bringing their total relief to \$2,000 per person.
- Extending temporary federal unemployment and benefits through August 29, 2021 and increasing the weekly benefit from \$300 to \$400.
- Expanding tax credits targeted at workers and families.
- Supporting health coverage and improves health care affordability.
- Protecting the elderly and crushes the virus in nursing homes.
- Incorporates a minimum-wage increase to \$15 an hour.

The House Committee on Energy and Commerce passed their COVID-19 relief budget reconciliation legislation on February 12, 2021. See Committee [Link](#) for details.

Addendum B. – Calendar Year NOFO/AWARDS SCORECARD. An Excel spreadsheet with “hot-links” is available from TG&A upon request.

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (SCORECARD for CY 2021)										
2/18/2021	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
US DOT	Inclusive Design Challenge (FY 2018 Funding)	NOFO/AWARD	4/21/2020	NOFO URL	5,000,000	10/30/2020	3,000,000	Award URL	1/6/2021	\$5 m. prize purse from FY 2018 "Highly Automated Vehicle Research & Dev. Pgm."
	Complete Trip - ITS4US Deployment Program	NOFO/AWARD	6/18/2020	NOFO URL	40,000,000	7/7/2020	38,350,871	Award URL	1/6/2021	
	FY 2021 INFRA Discretionary Grants VOID - TBA - See 2/17/2021 for Revisior	NOFO	1/20/2021	NOFO URL	889,000,000	4/4/2021	TBD	TBD	TBD	Postponed Notice URL
	FY 2021 INFRA Discretionary Grants	NOFO	2/17/2021	NOFO URL	1,039,000,000	3/19/2021	TBD	TBD	TBD	
	FY 2021 National Infrastructure Investments (aka BUILD) VOID - TBA	NOFO	1/21/2021	NOFO URL	1,000,000,000	4/20/2021	TBD	TBD	TBD	Postponed Notice URL
	Dwight David Eisenhower Transportation Fellowship Program	NOFO	2/18/2021	NOFO URL	1,000,000	4/16/2021	TBD	TBD	TBD	
US DHS/ FEMA										
	FY 2020 Fire Prevention and Safety (FP&S) Grant program	NOFO	1/14/2021	NOFO URL	35,500,000	2/26/2021	TBD	TBD	TBD	
	FY 2020 Staffing For Adequate Fire And Emergency Response (SAFER) grants	NOFO	1/27/2021	NOFO URL	355,000,000	3/12/2021	TBD	TBD	TBD	
DOE										
	Advanced Research Projects Agency – Energy	FOA	2/11/2021	FOA URL	100,000,000	TBD	TBD	TBD	TBD	Development of high-potential, high-impact energy technologies.
EPA										
FAA										
	Airport Coronavirus Response Grant Program	Notice	12/31/2020	Notice URL	2,000,000,000	TBD	TBD	TBD	TBD	
	Aviation Workforce Development Grant Program - Aviation Maintenance	NOFO	1/20/2021	NOFO URL	5,000,000	3/22/2021	TBD	TBD	TBD	
	Aviation Workforce Development Grant Program - Aircraft Pilots	NOFO	1/20/2021	NOFO URL	5,000,000	3/22/2021	TBD	TBD	TBD	
	Small Community Air Service Development Program	NOFO	1/20/2021	NOFO URL	18,000,000	3/1/2021	TBD	TBD	TBD	Rev. closing date - original was 1/26/2021
FHWA										
	Highway Construction Workforce Partnership (HCWP) Grant Program	NOFO	1/5/2021	NOFO URL	4,000,000	2/22/2021	TBD	TBD	TBD	
	Commuter Authority Rail Safety Improvement (CARSI) Grants	NOFO/AWARD	8/26/2020	NOFO URL	50,000,000		40,255,750	Award URL	1/14/2021	
FRA										
	FY 2021 Supplemental for the NEC Cooperative Agreement to Amtrak	NOFO	2/11/2021	NOFO URL	1,209,483,050	2/22/2021	TBD	TBD	TBD	
	FY 2021 Supp. for the National Network Cooperative Agreement to Amtrak	NOFO	2/11/2021	NOFO URL	1,380,241,050	2/22/2021	TBD	TBD	TBD	
FTA										
	FTA - Coronavirus Response/Relief Supplemental Appropriations Act of 2021	Notice	1/11/2021	Notice URL	14,000,000,000	TBD	TBD	TBD	TBD	
	FY 2021 Low or No Emission Grant Program	NOFO	2/11/2021	NOFO URL	180,000,000	4/12/2021	TBD	TBD	TBD	
HUD										
MARAD										
	FY 2021 Small Shipyard Grants program	NOFO	1/15/2021	NOFO URL	19,600,000	2/25/2021	TBD	TBD	TBD	
NAT'L SCIENCE FOUNDATION										
NHTSA / FMCSA										
	FY 2021 High Priority- CMV program	NOFO	1/28/2021	NOFO URL	25,211,500	3/15/2021	TBD	TBD	TBD	
	FY 2021—Commercial Motor Vehicle Operator Safety Training Program	NOFO	1/28/2021	NOFO URL	2,000,000	3/15/2021	TBD	TBD	TBD	
	FY 2021 Commercial Driver's License Program Implementation	NOFO	1/28/2021	NOFO URL	32,702,000	3/15/2021	TBD	TBD	TBD	
	FY 2021 High Priority Program – Innovative Technology Deployment	NOFO	1/29/2021	NOFO URL	20,000,000	3/15/2021	TBD	TBD	TBD	
DOT / PHMSA										
	FY 2021 Supplemental Public Sector Training (SPST) Grant program	NOFO	2/4/2021	NOFO URL	1,300,000	3/15/2021	TBD	TBD	TBD	
DOC/EDA										
OSHA										
USDA										

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 2.6

ACTION

Accept Independent Auditors' Report for Fiscal Year 2019/20

Background:

Staff met with Chair Hume on March 17, 2021 to review and discuss the Independent Auditors' Report and Basic Financial Statements for the Year Ending June 30, 2020. Chair Hume recommended the item be placed on the consent calendar for acceptance by the Board.

There were no current year findings, questioned costs or auditor comments for management.

For the SJJPA Board, the report has been included as an attachment with this Board Agenda Packet.

For the public, the report is available upon request.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Accept Independent Auditors' Report for Fiscal Year 2019/20.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 4

INFORMATION

Recognition of Former Chair Vito Chiesa

Background:

Stanislaus County Supervisor Vito Chiesa will be recognized and honored for his service as the Chair of the San Joaquin Joint Powers Authority (SJJPA), his role in the establishment of the SJJPA, and his many years of working to improve the Amtrak San Joaquin 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

Meeting of March 26, 2021

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the 2021 Second Amended Interagency Transfer Agreement with the California Department of Transportation for Administration of the San Joaquins Intercity Passenger Rail Service, and Authorizing and Directing the Executive Director to Execute All Necessary Documents

Background:

On June 29, 2015, the San Joaquin Joint Powers Authority (SJJPA) entered into a 3-year Interagency Transfer Agreement (ITA) with the State of California (State) to formally transfer administrative and management responsibilities of the state-supported San Joaquins Intercity passenger rail service from the State to SJJPA.

On July 27, 2018 the SJJPA Board approved the First Amended ITA to extend the ITA for up to two four-year terms and included the following revisions:

- 1) The agreement was streamlined to eliminate duplicative sections and provide more continuity throughout the document.
- 2) A statement of benefits achieved through SJJPA oversight during the initial ITA.
- 3) The accounting and financial reporting requirements were adjusted, including clarification on the applicability of part 200 of the Code of Federal Regulations, and the inclusion of the use of SJJPA policies and procedures as the primary accounting and procurement guidelines.

The First Amended ITA was signed and adopted on October 1, 2018.

This Second Amendment transfers custody and control of the new Siemens built "Venture" Railcars to SJJPA for routine and scheduled maintenance in addition to administering operations of the Venture railcars that are deployed exclusively on the San Joaquin Corridor. SJJPA's duties as detailed in this amendment are in addition to the existing ITA duties and Transfer of Responsibilities by acting as an Agent of the Department which include providing oversight of Operations and Maintenance conducted by Amtrak.

The changes will affect the ITA terms and conditions and also add a new Appendix, which will transfer custody and control as well as maintenance to SJJPA. These changes include:

1. SJJPA providing oversight of operations and maintenance of the new Siemens built "Venture" railcars.
 - a. SJJPA may contract for the maintenance of the Venture cars. The intent is to contract with SJRRC as the Maintainer.
 - b. SJJPA already provides administrative oversight for i.) Amtrak operated InterCity Passenger Rail San Joaquins Corridor service and ii.) Amtrak maintenance of Caltrans existing rail fleet.
 - c. The goal of the SJJPA ITA amendment is to add the responsibility of maintenance services for the new Venture Cars.
 - i. Venture railcar maintenance services will not be performed by Amtrak. Currently, all other equipment in the Caltrans owned rail fleet will be maintained by Amtrak.
 - d. SJJPA will provide oversight of Amtrak's operations with the new Venture railcars, which will be used exclusively on the San Joaquins Corridor.
2. Caltrans will transfer custody and control of Venture railcars to SJJPA.

Caltrans and SJJPA are working together with the legal counsels to agree to the final revisions to the ITA and the terms of the new Appendix L.

Fiscal Impact:

There is no fiscal impact. SJJPA will be reimbursed through the Business Plan - Other Operations line item that is approved by the California Department of Transportation.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the 2021 Second Amended Interagency Transfer Agreement with the California Department of Transportation for Administration of the San Joaquins Intercity Passenger Rail Service and Authorizing and Directing the Executive Director to Execute All Necessary Documents.

SJJPA RESOLUTION 20/21 -

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING THE 2021 SECOND AMENDED INTERAGENCY TRANSFER AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR ADMINISTRATION OF THE SAN JOAQUINS INTERCITY PASSENGER RAIL SERVICE, AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ALL NECESSARY DOCUMENTS

WHEREAS, the Intercity Passenger Rail Act of 2012 provided for the creation of a San Joaquin Joint Powers Authority (SJJPA) which, if certain requirements were met, would manage the San Joaquin Intercity Rail Service; and

WHEREAS, ten (10) Member Agencies have approved a Joint Exercise of Powers Agreement to form the SJJPA and have appointed Board Members and Alternates; and

WHEREAS, an Initial Interagency Transfer Agreement (ITA) between SJJPA and the State was approved by the Governing Board on May 15, 2015 to transfer the administrative responsibilities for the San Joaquins Intercity Passenger Rail Service from Caltrans to SJJPA; and

WHEREAS, in 2018 the ITA was amended to extend the ITA for up to two four-year terms, streamline the agreement to eliminate duplicative sections and provided more continuity throughout the agreement, among other revisions; and

WHEREAS, this Second Amendment transfers Siemens built "Venture" Railcars to SJJPA for routine and scheduled maintenance in addition to administering operations of the Venture railcars that will be deployed exclusively on the San Joaquins Corridor. SJJPA's duties as detailed in this amendment are in addition to the existing ITA duties and Transfer of Responsibilities by acting as an Agent of the Department which include providing oversight of Operations and Maintenance conducted by Amtrak; and

WHEREAS, the changes will affect the ITA terms and conditions as well as add a new Appendix to transfer custody and control as well as maintenance to SJJPA; and

WHEREAS, SJJPA and Caltrans have been jointly negotiating an amended ITA to transfer custody and control of the new Siemens built "Venture" Railcars as well as maintenance responsibilities to SJJPA through revisions and a new Appendix; and

WHEREAS, there may be minor changes to the ITA recommended by the Secretary of Transportation as part of his final review and approval and it would be appropriate for the Chair, in consultation with Counsel and the Executive Director, to agree to changes in the final ITA language.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority Hereby Adopts the 2021 Second Amended Interagency Transfer Agreement with the California Department of Transportation for Administration of the San Joaquins Intercity Passenger Rail Service, and Authorizing and Directing the Executive Director to Execute All Necessary Documents.

PASSED AND ADOPTED by the SJJPA on this 26th day of March 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of March 26, 2021

STAFF REPORT

Item 6

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute an Amendment to the 2020 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through June 30, 2021

Background:

In September of 2019, the Board approved the Federal Fiscal Year 2020 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak. As part of the operating agreement, Appendix D identified an advance payment schedule by which the SJJPA would remit twelve equal advance payments for operations, for a total amount of \$51,374,352.

However, as the State Shelter-in-Place Mandates were issued in response to the Coronavirus outbreak, all forms of travel were dramatically reduced. By March 12th, Amtrak experienced a 50% drop in bookings by March 21st, ridership was down nearly 90 percent compared to the prior year. The state of California then required that all three Intercity Rail Services be reduced to 50-60% of normal service levels, which for the San Joaquin, resulted in decreasing from seven roundtrip trains to four roundtrip trains. The reduced service levels remain today and includes a reduced Thruway Bus network, the elimination of café car food and beverage service, and a reduction in station hours to match the new train schedule.

On March 27, 2020, Congress passed the Coronavirus Aid, Relief and Economic Security (CARES) Act. Included in the Act is a \$25 billion appropriation from the general fund of the U.S. Treasury for public transportation agencies and another \$1 billion for Amtrak. This emergency funding provided some support to agencies in the midst of an unprecedented decline in ridership.

At the September 25, 2020 meeting the SJJPA Board approved an amendment to the FY2020 Agreement that amended the Agreement in a few key areas is the most efficient way to address the FY2021 Operating Agreement. Those areas include the Continuation Clause which continued the agreement from September 30, 2020 to March 31, 2021.

On March 6, 2021, Congress passed the American Rescue Plan Act, securing additional funding for public transportation. This act has appropriated \$174 million for State supported route payments in a continued effort to address prolonged revenue declines and economic uncertainty.

Given the continued uncertainty of ridership trends and revenue service levels within passenger transportation, Amtrak and SJJPA staff agree that extending the Continuation Clause in the FY2020 Agreement is the most efficient way to address the FY2021 Operating Agreement.

The SJJPA has directed Amtrak to apply all federal subsidy amounts to the contractual obligations until such funds are fully exhausted. In the event that federal payments do not satisfy the operating obligation, payment will be remitted to the extent of approved funding based on allocations from the State of California.

The current Continuation Clause allows the Parties to agree that the terms of the existing Agreement shall govern continued operation of the Service until a new agreement is executed by the Parties (“Continuation Period”).

Fiscal Impact:

State funding for the FY 2021 Operating Agreement is available through a combination of carryover funds from FY 2020 and State funding through the approved SJJPA Business Plan and the application of Federal State Supported subsidies.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute an Amendment to the 2020 San Joaquins Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through June 30, 2021.

SJJPA RESOLUTION 20/21 -

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN
JOINT POWERS AUTHORITY AUTHORIZING THE CHAIR TO EXECUTE AN
AMENDMENT TO THE 2020 SAN JOAQUINS INTERCITY PASSENGER RAIL SERVICE
OPERATING AGREEMENT WITH AMTRAK TO EXTEND THE TERM OF THE
CONTINUATION PERIOD THROUGH JUNE 30, 2021**

WHEREAS, in September of 2019, the Board approved the Federal Fiscal Year 2020 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak; and

WHEREAS, at the September 25, 2020 meeting, the SJJPA Board approved an amendment to the FY2020 Agreement that amended the Agreement that included the Continuation Clause which continued the agreement from September 30, 2020 to March 31, 2021; and

WHEREAS, given the continued uncertainty of ridership trends and revenue service levels within passenger transportation, Amtrak and SJJPA staff agree that extending the Continuation Clause in the FY2020 Agreement is the most efficient way to address the FY2021 Operating Agreement; and

WHEREAS, SJJPA and Amtrak agree the general terms and conditions of the existing FY 20 Operating Agreement shall remain in effect; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority hereby authorizes the Chair to Execute an Amendment to the 2020 San Joaquins Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through June 30, 2021.

PASSED AND ADOPTED by the SJJPA on this 26th day of March 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 7

INFORMATION

Review of Public Comment for the Draft 2021 SJJPA Business Plan

Background:

The Draft 2021 San Joaquin Joint Powers Authority Business Plan Update (Draft Business Plan) was released for public review on March 2, 2021. In addition to being posted on the SJJPA website, various stakeholder groups were notified via e-mail about the release and provided links to the Draft Business Plan. Stakeholder groups included the Central Valley Rail Working Group (CVRWG), the San Joaquin Valley Rail Committee, etc. SJJPA's general stakeholder list was also sent notification regarding the availability of the Draft Business Plan for comment.

Summary of Public Comments:

Several comments were received on the Draft Business Plan, which are attached to this staff report.

Below is a summary of comments received:

- The San Joaquin Valley Rail Committee (SJVRC) met on March 5 (via conference call and webinar) to discuss and provide input on the Draft 2021 SJJPA Business Plan. The SJVRC overall is supportive of the Draft Business Plan and the programs proposed by the SJJPA to improve the San Joaquins and to connect and integrate with high-speed rail.
- The Tulare County Association of Governments (TCAG) is supportive of SJJPA efforts to further rail connectivity and use in the San Joaquin Valley. TCAG requested a change to the map at the end of Chapter 4: Operation Plan and Strategies to show the Cross Valley Corridor. The map has been updated.
- The California Department of Transportation, District 10 commented that they look forward to working closely with SJJPA as projects within their District progress and rail services are expanded to provide more travel options and provide improved connectivity opportunities to the San Joaquin Valley.

- Mike Barnbaum, resident of Sacramento, commented that he would like to see SJJPA work in coordination with Capitol Corridor JPA, the City of Oakland, the Oakland Athletics, Union Pacific Railroad, and Amtrak to jointly develop plans for fencing and grade separation projects around the Howard Terminal and Jack London Square neighborhoods considering the recent publication of the Oakland Waterfront Ballpark District Draft Environmental Impact Report. Mr. Barnbaum stated his support of potential post-COVID service restoration plans, especially regarding bringing back rail service to Sacramento. He also stated his support for the San Joaquins future expansion of service to 9 round trips.
- Based on informal conversations between SJJPA and CCJPA staffs, additional language regarding the California Integrated Travel Program (Cal-ITP) was added to the Executive Summary and Chapter 7: Establishment of Fares.
- In the Other Operations Budget Table in Chapter 10: Annual Funding Requirement, the “Venture Car Maintenance and Truck Overhaul” line item was revised from \$900,000 to \$1,500,000 in requested funding for Fiscal Year 2021/22. This change is also reflected in the Overall Budget Table in the Executive Summary and Chapter 10.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
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PHONE (209) 941-1921
FAX (209) 948-7194



*Making Conservation
a California Way of Life.*

March 11, 2021

**Various PM
San Joaquin Joint Powers Authority
2021 Business Plan Update**

Paul Herman
San Joaquin Joint Powers Authority
949 E. Channel Street
Stockton, CA 95202

Dear Mr. Herman:

The California Department of Transportation appreciates the opportunity to review the 2021 Business Plan Update for the San Joaquin Joint Powers Authority (SJJPA). The Department has the following comments:

- The Department looks forward to working closely with the SJJPA as the project progresses and expands services and provides more travel options and improved connectivity opportunities to the San Joaquin Valley.
- As work progresses and specific locations are identified, please submit these projects to Caltrans for further review and comment.
- Please submit an application for an Encroachment Permit for any work including surveys within Caltrans Right-of-Way as there may be Environmentally Sensitive Areas or other concerns in various locations that are not easily identifiable by the information in the Business Plan Update. The approved Encroachment Permit will be required for any transport of special oversized equipment traveling on the state highway system. As this work is subject to the California Environmental Quality Act, environmental and other studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.

If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.

Sincerely,

A handwritten signature in blue ink that reads "T. Dumas".

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

"Caltrans improves mobility across California"

From: Benjamin A Kimball <BKimball@tularecag.ca.gov>
Sent: Thursday, March 11, 2021 11:13 AM
To: Dan Leavitt <dan@acerail.com>; Dan Leavitt SJJPA <dan@sjjpa.com>
Subject: TCAG Cross Valley Rail

Mr. Leavitt,

We are very supportive of your efforts to further rail connectivity and use in the San Joaquin Valley. Thank you for all of your hard work.

We would like to add the Cross Valley Corridor to your list of future projects to be included in future plans and exhibits such as the one attached to this email.

It is our understanding that the Cross Valley Corridor serves three regions, almost one million people and will be an important link to the state rail system.

Thank you for your consideration.

Ben

Sent from my Verizon, Samsung Galaxy smartphone

Paul Herman SJJPA

From: Mike Barnbaum <mike_barnbaum@comcast.net>
Sent: Saturday, March 13, 2021 4:23 PM
To: Paul Herman SJJPA; Dan Leavitt
Cc: Stacey Mortensen; Freddy Rodriguez SJJPA; Rene Gutierrez; Brian Schmidt
Subject: Additional Comments on the 2-Year SJJPA Business Plan

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Greetings Paul and Dan:

In a previous Email, I provided comment in areas of safety, security, fencing, grade separated crossings, and the overall experience in and around the Oakland Jack London Square Station area and its correlation/relationship to the environmental impact report of the Oakland Waterfront Ballpark Project, of which the City of Oakland is the project lead on.

This electronic communication will focus on all other aspects of the draft San Joaquin Joint Powers Authority Business Plan, with the first part focusing on existing service, service expansions, making way for a common Stockton Station, new stations, new equipment, Thruway Bus services, and state legislation that would be San Joaquin focused.

Existing San Joaquin Rail service (non-pandemic) has five daily round trips between Oakland and Bakersfield, as well as two daily round trips between Sacramento and Bakersfield. When the global coronavirus pandemic hit worldwide, the San Joaquin's reduced service to four daily round trips, all of which operate between Bakersfield and Oakland. All direct service to Sacramento is currently on hold, and should remain on hold. I will explain why with regards to service restoration and service expansion.

In working collaboratively with the railroads, (BNSF & UPRR) and Amtrak, SJJPA needs to focus on how to "Make Amtrak Great Again" for riders to come back to the San Joaquins and to promote both social distancing and capacity controls. The best way to achieve this is to immediately reinstate the fifth round trip between Bakersfield and Oakland (Train 714 and Train 717) on a date certain of either Monday, June 28, 2021, or Monday, October 4, 2021. This absolutely needs to happen on one of the two dates listed.

As far as the two suspended round trips to and from Sacramento are concerned, the SJJPA should take a financially conservative approach to reinstating these two particular round trips and have them continue on suspension until new rail stations are constructed and open at Stockton - in the vicinity (eastern side) of the Stockton Diamond Grade Separation, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, and North Natomas. Once constructed and open, it would be in the interest of the SJJPA as well as current and future ridership to add four additional round trips, all along the UPRR Sacramento Subdivision to all of the new stations. on an annual basis occurring the first Monday of October in 2023, 2024, 2025, and 2026. It should be noted that not all stations mentioned will necessarily be at their full build-out. As long as the station status passes its safety and security requirements, the station can have passenger rail service and stop at the station. Delays to this would then require "skip stop" until safety and security inspections have all received a passing grade/score. All of this will go into the goal to "Make Amtrak Great Again" for riders as well as state and federal agencies.

In recent weeks/months new equipment has arrived and is going through testing and safety/security inspections so as to use as the main equipment on the San Joaquins route. As soon as this equipment is ready to deploy in service, the SJJPA, in partnership with the CCJPA should transfer all other passenger car equipment to the Oakland Maintenance Facility so as to add to the equipment pool available for expanding Capitol Corridor intercity passenger rail services. To "Make

Amtrak Great Again” for riders on both corridors, it would be in the best interest of the SJJPA to make this equipment transaction as soon as it possibly can.

There is much to be said, mentioned, and commented on in regards to Thruway Bus services. I want to start with Route 9. This route is a daily round trip at Bakersfield from Train 710 and to Train 719 with a final Thruway Bus destination of Las Vegas, Nevada. This route would serve riders better by expanding the number of round trips to Las Vegas, Nevada and other intermediate stops/stations. The ridership of the San Joaquin Valley is not afforded the same transportation options as say people of Sacramento County, Alameda County, Santa Clara County, San Mateo County (SFO), Los Angeles County, San Bernardino County, Orange County, and San Diego County are with regards to extensive Southwest Airlines service is for them to Las Vegas, (Clark County) Nevada. That being mentioned and commented on, it was officially announced back on Thursday, January 21, 2021 that the nation’s leading domestic airline, Southwest Airlines, will begin service to Las Vegas, Nevada, initially with three daily flights, starting on Sunday, April 25th. This is competition that could end up hurting passenger counts on the San Joaquins, especially if Southwest Airlines is luring passengers to their service with one-way fares as low as \$39 for nonstop flights between Fresno and Las Vegas. This is something that SJJPA staff and board should especially take note of, watch, and react by adding Las Vegas Thruway Bus service at Bakersfield, while simultaneously marketing why the San Joaquins is a better way to travel between the San Joaquin Valley and Las Vegas, beyond what an airliner can offer the traveling public.

The other Bakersfield based route is a variation of Route 1, which is Los Angeles focused. Route 1c currently is suspended during the COVID-19 pandemic. This route variation of Route 1 had offered riders travel to destinations in Los Angeles County in the westside, and as far south as Torrance. In returning service to Pre-Pandemic service levels, this route should operate with a terminus in the City of Santa Monica. Unless the route is granted permission by Los Angeles World Airports to terminate in the Los Angeles International Airport “Horseshoe,” it should terminate in the City of Santa Monica at an agreed upon location where passengers can easily transfer to frequent shuttle and/or public transit service that is focused on getting passengers into the Los Angeles International Airport “Horseshoe” as their final destination. This would make getting to and from long distance domestic and international flights as easy and as seamless as possible. It also offers San Joaquin and Bakersfield passengers another option to Los Angeles International Airport in addition to the dedicated FlyAway service at Los Angeles Union Station. In a world where passengers want choices and options and distancing from their fellow passengers, restructuring “Route 1c” makes all the sense in the world to “Make Amtrak Great Again” as an action item to implement soon.

In Northern California, Route 3 should be mentioned in this business plan to operate between Stockton and California State University at Chico campus transit center. In working in tandem with the Shasta Regional Transportation Agency, this route would no longer serve Red Bluff and Redding. Riders to Red Bluff and Redding would use the “Salmon Runner” regional transportation service instead. Terminating “Route 3” at the Chico State Campus would “Make Amtrak Great Again” by straightening and streamlining the service, reducing operating costs, and making for more trips available for two transportation services. In addition, riders on the Shasta Regional “Salmon Runner” will have the ability to travel to Sacramento International Airport as well as locations within the Sacramento Central Business District/Grid. Local travel between Sacramento and Sacramento International Airport, currently provided on an hourly basis by the Yolo County Transportation District, is expected to expand in frequency during weekday peak hours starting sometime in September, according to district officials back at their March 2021 Board of Directors Meeting. Hopefully, the action pertaining to “Route 3” can be completed either on July 1st or October 1st.

Lastly, I want to comment and mention Route 99. No, this is not Highway 99, but whenever “Route 99” is mentioned, we are talking about existing Thruway Bus service between Emeryville Station and Salesforce Transportation Center in Downtown San Francisco. This service, in cooperation with the Capitol Corridor Joint Powers Authority, should be operated by “AC Transit Route F” instead of an intercity bus service. “Route F” currently is a trans-bay bus line that provides all riders service between the U.C. Campus in Berkeley to Salesforce Transportation Center in San Francisco. Along “Route F” the City of Emeryville is served, but not the station where the private motor coach service currently waits for passengers on the opposite end of the station from where the railroad tracks are located at. “Route F” by AC Transit provides service and frequency in a manner that train riders and non-train riders alike can use. This would

achieve the goal to “Make Amtrak Great Again” by providing connecting bus service operations to a public transit provider, rather than a private motor coach operator.

In the East Bay, it was mentioned that in order to operate the entire rail route to under six hours from end to end, that it may be explored to originate/terminate in Emeryville, or Oakland Jack London Square, but not travel to both stations, as a time saving measure. On that note, and to serve the future Oakland Waterfront Ballpark District, it would be recommended to skip Emeryville in the future, and following the Richmond BART Station stop, to travel nonstop to the Oakland Jack London Square Station. If this change were to occur, then marketing strategies should be developed in tandem with the San Francisco Bay Area Rapid Transit District in a manner that BART would become the primary connecting transportation service linking riders between the San Joaquin Amtrak Service and both Downtown San Francisco as well as the San Francisco International Airport.

In closing this electronic communication, SJJPA Staff and Board ought to explore state legislation to improve overall San Joaquin service frequency and station amenities. State legislation can be a powerful tool to achieve short term and long term “Make Amtrak Great Again” goals and objectives. In looking to do this and take advantage of the opportunity, SJJPA Staff and Board ought to take a real close look now, and not wait, on the text and the content involved in State Assembly Bill 1226 by Assemblymember Kevin McCarty (D-Sacramento) that is laser focused on the Capitol Corridor Intercity Passenger Rail Service. In using words, phrases, sentences, and the goals and objectives that are out in AB-1226 Staff and Board can seek common ground in how to “Make Amtrak Great Again” for the San Joaquins. The text and content of AB-1226 can be found on the website of the California State Legislature. Tracking this bill, AB-1226, is a free service of the State of California, and I encourage every stakeholder of the San Joaquin Joint Powers Authority Business Plan to track this key legislative bill.

Sincerely,

Mike Barnbaum, Public Transportation Advocacy and Consulting
Mobile/Text: (916) 390-3989

Sent from my iPad

Paul Herman SJPA

From: Mike Barnbaum <mike_barnbaum@comcast.net>
Sent: Sunday, March 7, 2021 1:41 PM
To: Paul Herman SJPA; Dan Leavitt; Peterson Vollmann
Cc: Stacey Mortensen; Freddy Rodriguez SJPA; David Lipari; Rene Gutierrez; Brian Schmidt; Dave Kaval; Curtis Wigginton; Miguel Duarte; Colette Lucas-Conwell; Taj Tashombe; Rob Padgette; Leo Sanchez; Jim Allison; Michael Hendley; Priscilla Kalugdan; Karen Bakar; Mike Tavares
Subject: Dual Public Comment on SJPA Business Plan & Oakland Waterfront Ballpark District Draft EIR (Case File Number: ER18-016)

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Greetings Paul, Dan, and Peterson:

Allow me to introduce myself, as not everyone receiving this Email knows me. My name is Mike Barnbaum, and I am based in Sacramento, California. In the 2010s, I was involved in a rigorous team effort to keep the Sacramento Kings in Sacramento, and get the beautiful Golden One Center constructed in Downtown Sacramento. Many transportation professionals have been made aware of this project, as well as what it means for transportation, sports, entertainment, and quality of life in society.

I am a diehard Sacramento Kings fan, a diehard Oakland Athletics fan, and very involved in transportation throughout Northern California and the San Joaquin Valley. I was instrumental at the California State Capitol in June 2019 explaining to a group of lawmakers the importance of then, AB-1191 by Assemblymember Rob Bonta, and the elements of a comprehensive transportation plan for the Howard Terminal Ballpark for development in the Oakland Jack London Square Waterfront. I was “grilled” while standing at the public microphone about the variety of the transportation services available and being developed for this important project in the City of Oakland. My answers appeared to have blown the lawmakers away that I was told by Athletics President that I “batted cleanup” in convincing lawmakers that AB-1191 was absolutely necessary.

With that introduction, I want to provide, in the remainder of this electronic communication, comments on the draft business plan and draft EIR for the San Joaquin Joint Powers Authority and the Oakland Waterfront Ballpark project, especially where the two documents are very interchangeable and related to each other in and around the Oakland Jack London Square Amtrak Station. I will be mentioning the Capitol Corridor Joint Powers Authority too, especially where I can see that they would be a partner in certain aspects. For this reason, they are part of the CC recipients of this electronic communication so that they are on the same page, reading the same thing.

Starting on “Page 8” of the Public Review Draft of the 2021 SJPA Business Plan Document, the topic of Safety and Security is discussed and detailed. One bullet point discussed is “fencing projects at locations identified based on incident hot spots and high numbers of near misses.” This is a very serious matter in and around Oakland Jack London Square as it also relates to the Oakland Waterfront Ballpark District Draft EIR.

I would call upon the San Joaquin Joint Powers Authority to develop a partnership on this matter with the City of Oakland, Capitol Corridor Joint Powers Authority, Oakland Athletics Investment Group Limited Liability Corporation, Union Pacific Railroad, and Amtrak to jointly develop plans for fencing around the tracks in the Howard Terminal and Jack London Square neighborhoods of Downtown Oakland, and develop plans to jointly finance several grade separated crossings that pedestrians and bicyclists would cross either over or under the railroad tracks, therefore allowing free flowing travel of passenger trains, freight trains, and people on foot and on non-motorized bicycles in such a manner

that one mode does not have to stop for the other. The Downtown Oakland Jack London Neighborhood in and around Embarcadero West, which parallels the railroad tracks, is forecasted to be a “hot spot” of pedestrian, bicycle, and railroad traffic that constructing, via partnerships, fencing around the railroad tracks as well as several grade separated crossings will not only avoid high numbers of near misses, but likely avoid them altogether if we all come together having this as our mindset during construction and recognizing here, that the draft public review of the San Joaquin Joint Powers Authority 2021 Business Plan and the Oakland Waterfront Ballpark District Draft Environmental Impact Review (Case File Number: ER18-016) are not, in this explanation, separate documents, but rather interchangeable with each other. This would perhaps be a “Wake Up Call” to the City of Oakland and Oakland Athletics Limited Liability Corporation to have key staff and stakeholders present (online and/or in-person) at San Joaquin Joint Powers Authority Board of Directors Meetings, and Capitol Corridor Joint Powers Authority Board Meetings too. Before we even think about how much increase in service we think individually or collectively there needs to be come opening day at the up and coming new Howard Terminal Ballpark, safety and security in the construction project area need to be first and paramount to make this extremely successful, and go off without any potential of having a fatality ever happen.

In closing, I send this electronic communication to make all involved stakeholders aware of the seriousness and necessity of fencing and grade crossings in and around Oakland Jack London Square Amtrak Station and the Oakland Waterfront Ballpark Project, but also to explore the high possibility and high potential of a multi-corporation (Public and Private) in financing the construction of fencing and grade separated crossings so that one entity is not solely responsible for all the costs involved, especially when more work would need to be done than previously thought or expected.

Last, but not least, I will participate live at 9am on March 26th via “Go-To-Meeting” at the San Joaquin Joint Powers Authority Board Meeting and provide oral comments on service restoration, the planning of the 8th and 9th round trips, as well as a comments specific to Stockton and Sacramento.

If you have any questions, comments, or need further information on the written comments in this electronic communication, or want to get a heads up on my upcoming oral comments, please feel free to get in contact with me at your convenience.

Sincerely,

Mike Barnbaum, Public Transportation Advocacy and Consulting
Mobile/Text: (916) 390-3989
Email: mike_barnbaum@comcast.net

Sent from my iPad

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 8

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2021 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 2021/2022

Background:

In order to continue the administrative responsibilities of the San Joaquins, the San Joaquin Joint Powers Authority (SJJPA) must develop an Annual Business Plan during the term of the Interagency Transfer Agreement (ITA) as required by Assembly Bill (AB) 1779 and submit the Plan by April 1 of each year to the Secretary of the California State Transportation Agency (CalSTA). The Annual Business Plan must be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year. The purpose of establishing the later date for the final version is to allow Amtrak time to finalize operating cost estimates. The final version of the Annual Business Plan is then reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature. Section 7.1(d) of the SJJPA Joint Exercise of Powers Agreement (JEPA) requires adoption of the Business Plan by two-thirds vote of the SJJPA Board Membership.

The Draft 2021 SJJPA Business Plan Update (2021 Business Plan) is mostly a minor update of the 2020 SJJPA Business Plan in terms of the vision and programs for the future. The 2021 Business Plan can be found at the end of this Board Agenda Packet (including a track-change version that shows the changes from the 2020 SJJPA Business Plan).

Key Updates of the Draft 2021 SJJPA Business Plan Update:

- The COVID-19 pandemic has had considerable impacts on intercity rail services throughout the State, including the San Joaquins service. The Business Plan will outline those impacts from a ridership and revenue perspective, as well as the

budgetary actions taken over the last fiscal year in response to the pandemic. The Business Plan will discuss plans for potential restoration of services starting this upcoming Summer of 2021 and throughout the 2021/22 Fiscal Year.

- Emphasis on SJJPA's coordination and integration with California High-Speed Rail Authority's (CHSRA) plans for the Merced – Bakersfield High Speed Rail (HSR) Interim Operating Segment and SJJPA's intention to connect to this initial operating segment to the San Joaquins at a multi-modal station at downtown Merced. Future San Joaquins service improvements would focus on increasing service from Merced to the north. At the November 2020 SJJPA Board Meeting, the Board approved a Memorandum of Understanding (MOU) with the CHSRA that outlines the framework for coordination between the two agencies for the starting of Merced-Bakersfield HSR Interim Service. As part of this MOU, SJJPA will seek additional funding from CalSTA for planning and operational support to advance this effort over the next several years.
- As part of SJJPA's 2018 Transit and Intercity Rail Capital Program (TIRCP) award, the San Joaquins Intercity Rail Service was approved and funded for an 8th and 9th Round Trips. Staff will be recommending as part of the Business Plan approval a change in the service recommendation which previously called for one of the five Bakersfield-Oakland daily roundtrips to be redirected to Sacramento with a connecting train in Stockton that would have gone to Oakland. Based on experiences over the last several years and the potential for ridership and revenue impacts of re-routing one of the direct Oakland trains, SJJPA staff is recommending maintaining the five Bakersfield-Oakland roundtrips and having a connecting train provide service to Sacramento instead. This change would require additional storage tracks at Stockton's San Joaquin St. Station to allow this operationally, funding of which will be requested in future grant funding applications.
- This Business Plan will put greater emphasis on transit connectivity at stations, connectivity to disadvantaged/priority communities, and will outline the potential for a future means-based fare program with local and regional partners.
- In partnership with Butte County Association of Governments (Butte CAG), this Business Plan will outline joint efforts to support the planning for extending Valley Rail services (San Joaquins and ACE) North of Natomas to Butte County, which could be implemented in the Mid-Term planning horizon instead of Long-Term as discussed in previous Business Plans.

Changes Made Since Release of Public Review Draft (included in Draft in this Packet):

The Public Review Draft of the 2021 Business Plan was released on March 2, 2021. Since that time, SJJPA has received public comments on the 2021 Business Plan and has made a change to the Figure 4.2, California Statewide Integrated Passenger Rail and Bus Services Planned for 2028. Additional language has been added regarding the California Integrated Travel Program (Cal-ITP).

Fiscal Impact:

Approval of the 2021 SJJPA Business Plan is required for the SJJPA to continue managing the San Joaquins and receive funding from the State for the administration, marketing, and operations for the San Joaquins.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2021 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 2021/2022.

SJJPA RESOLUTION 20/21-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING THE DRAFT 2021 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 2021/2022

WHEREAS, the Intercity Passenger Rail Act of 2012 provides for the creation of a San Joaquin Joint Powers Authority (SJJPA) which, if certain requirements are met, will manage the San Joaquin Intercity Rail Service; and

WHEREAS, ten (10) Member Agencies have approved a Joint Exercise of Powers Agreement to form the SJJPA and have appointed Board Members and Alternates; and

WHEREAS, the SJJPA was required to submit the final Business Plan to the Secretary of the California State Transportation Agency by April 1 each year, it is now required to be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year to allow Amtrak time to finalize operating cost estimates; and

WHEREAS, in order to continue with the administrative responsibilities of the San Joaquins, the SJJPA must develop and approve a Draft Business Plan to be submitted to the Secretary of the California State Transportation Agency by April 1 each year; and

WHEREAS, the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2021/2022 must be executed; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority hereby approves a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2021 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 2021/2022.

PASSED AND ADOPTED, by the SJJPA this 26th day of March 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 9

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:

- a. Approving Agreements with Amtrak for the Proposed Seventeen Minor Capital Projects, within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report**
- b. Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits**
- c. Execute Any and All Documents Related to the Projects**

Background:

At the May 27th, 2016 San Joaquin Joint Powers Authority (SJJPA) Board Meeting the Board approved the Master Fund Transfer Agreement for Minor Capital Projects with Caltrans.

Minor Capital Program projects are funded by the State as part of SJJPA's annual funding request (\$500,000/year) and approved annually by the SJJPA Board.

Historically, SJJPA has worked with Amtrak on these projects due to access needed to the stations or property where the improvements will be taking place. Amtrak is the lease holder for the stations along the corridor and has access to an on-call list of consultants for the work needed.

The Fiscal Year (FY) 2018/2019 Minor Capital approved project list did not get scheduled for programming in FY 18/19 and FY 19/20 due to contract terms and conditions discrepancies and COVID-19 related impacts. SJJPA staff received a letter from California State Transportation Agency (CalSTA) stating limited funding availability for minor capital projects and Amtrak indicated minor capital projects programming was going to be a lower priority as a result.

As part of the 2020 SJJPA Business Plan, CalSTA instructed that the SJJPA expend prior year's budget, which was \$61,327, some of which got used for Turlock/Denair Parking lot improvement. The remaining FY 18/19 balance of \$29,627 will be used to cover work this Fiscal Year in the Minor Capital agreement as long as SJJPA has a budget approved for this Fiscal Year, the SJJPA will have expenditure authority to perform the work in FY 20/21. Due to the pandemic, no Minor Capital funding was

allocated for FY 2020/2021. SJJPA staff will be requesting Minor Capital funding for FY 2021/2022 as part of the 2021 SJJPA Business Plan.

Staff has been working with Caltrans, Amtrak, Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR) to identify Minor Capital projects to expend previous fiscal year funding.

Below is the list of projects recommended for approval:

Minor Capital Projects

Stockton - Tactile and Yellow Strip Repaint	New Project	15,000.00
Fresno Asphalt Baggage Road	New Project	40,000.00
Fresno Tactile and Yellow Strip Repaint	New Project	30,000.00
Lodi Tactile and Yellow Strip Repaint	New Project	22,000.00
Lodi Ballast Ramps	New Project	8,000.00
Hanford Tactile and Yellow Strip Repaint	New Project	25,000.00
Wasco - Repaint Tactile and Striping	New Project	12,000.00
Wasco - Handrail	New Project	50,000.00
Modesto - Ballast Ramps	New Project	8,000.00
Merced Station Improvements	New Project	50,000.00
Merced - Tactile and Yellow Strip Repaint	New Project	15,000.00
Wasco - Relocate A11 Signs	New Project	25,000.00
Antioch - Tactile and Yellow Strip Repaint	New Project	15,000.00
Modesto - Tactile and Yellow Strip Repaint	New Project	20,000.00
Fresno – Bird Repellent	New Project	40,000.00
Hanford Fence Repair	New Project	50,000.00
Multiple – Rekey A10 & A11 locks	New Project	15,000.00
Total		\$440,000.00

Fiscal Impact:

Funding for the Minor Capital Projects are in the Approved FY18/19, FY19/20, and FY20/21 SJJPA Business Plans and Budgets. Future projects will be included in each annual SJJPA Business Plan and Budget request.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:

- a. Approving Agreements with Amtrak for the Proposed Seventeen Minor Capital Projects, within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report

- b. Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits
- c. Execute Any and All Documents Related to the Projects.

SJJPA RESOLUTION 20/21-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY:

- a. APPROVING AGREEMENTS WITH AMTRAK FOR THE PROPOSED SEVENTEEN MINOR CAPITAL PROJECTS, WITHIN EXISTING BOARD APPROVED FUNDING LIMITS AS PROVIDED IN THE TABLE IN THE STAFF REPORT**
- b. AUTHORIZING THE EXECUTIVE DIRECTOR TO REVISE PROJECT COST ESTIMATES AND TO ADD OR DELETE PROJECTS FOR THE MINOR CAPITAL PROGRAM WITHIN EXISTING BOARD APPROVED FUNDING LIMITS**
- c. EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECTS**

WHEREAS, the SJJPA Staff has worked with Caltrans, Amtrak, BNSF and UPRR on Identifying Minor Capital and safety and Security projects along the San Joaquin Corridor and at Stations; and

WHEREAS, the San Joaquin Joint Powers Authority (SJJPA) has Approved the Master Fund Transfer Agreement for Minor Capital Projects with Caltrans; and

WHEREAS, the San Joaquin Joint Powers Authority (SJJPA) has reviewed the list of Projects Presented at the March 26th, 2021 SJJPA Board Meeting, attached as reference; and

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:

- a. Approving Agreements with Amtrak for the Proposed Seventeen Minor Capital Projects, within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report
- b. Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Minor Capital Program within Existing Board Approved Funding Limits
- c. Execute Any and All Documents Related to the Projects.

PASSED AND ADOPTED by the SJJPA on this 26th day of March 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 10

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:

- a. Approving Agreements with Amtrak for the Proposed Safety and Security Project within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report**
- b. Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Safety and Security Program within Existing Board Approved Funding Limits**
- c. Execute Any and All Documents Related to the Projects**

Background:

At the May 27th, 2016 San Joaquin Joint Powers Authority (SJJPA) Board Meeting the Board approved a Resolution authorizing the Executive Director to execute the grant applications, agreements, and certifications and assurances to obtain financial assistance provided by the State of California under California Transit Security Grant Program Proposition 1B for the San Joaquin Amtrak Safety and Security projects.

As part of the Proposition 1B approved by California voters in November 2006, \$1B was included for the California Ports Infrastructure, Security and Air Quality Improvement Act. Of that amount, \$100 million was allocated to the three California Amtrak Intercity Services, Metrolink, and ACE for safety and security capital projects. The split between these five passenger train services was based on the established State Transit Assistance (STA) formula.

The San Joaquin Corridor Prop 1B funding from fiscal year's 2014-2015, 2015-2016 and 2016-2017 grant award totaled \$5,996,830 and were received on an advance basis and are available for use on projects that are approved by this board.

Historically, SJJPA has worked with Amtrak on these projects due to access needed to the stations or property where the improvements will be taking place. Amtrak is the lease holder for the stations along the corridor and has access to an on-call list of consultants for the work needed.

Staff continues to work with Amtrak, BNSF and UPRR to identify safety and security projects for this funding. Past projects include Security Cameras at Stations (including improved cameras), Accessibility Safety Improvements, Security Lighting, Positive Train

Control, and Security Fencing at San Joaquin Amtrak stations and along the Railroad Right of Way.

Below is the current Safety and Security Project recommended for approval:

Stockton San Joaquin Street Station Roof Restoration	New Project	500,000.00
-------------------------------------------------------------	--------------------	-------------------

Fiscal Impact:

Funding for the Proposed Safety and Security Projects are in the Approved SJJPA Business Plans and Budgets. Future projects will be included in each annual SJJPA Business Plan and Budget request.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:

- a. Approving Agreements with Amtrak for the Proposed Safety and Security Project within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report
- b. Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Safety and Security Program within Existing Board Approved Funding Limits
- c. Execute Any and All Documents Related to the Projects.

SJJPA RESOLUTION 20/21-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY:

- a. APPROVING AGREEMENTS WITH AMTRAK FOR THE PROPOSED SAFETY AND SECURITY PROJECT WITHIN EXISTING BOARD APPROVED FUNDING LIMITS AS PROVIDED IN THE TABLE IN THE STAFF REPORT**
- b. AUTHORIZING THE EXECUTIVE DIRECTOR TO REVISE PROJECT COST ESTIMATES AND TO ADD OR DELETE PROJECTS FOR THE SAFETY AND SECURITY PROGRAM WITHIN EXISTING BOARD APPROVED FUNDING LIMITS**
- c. EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECTS**

WHEREAS, the State of California provides state financial assistance to eligible grantees for transportation security projects, and

WHEREAS, the California Governor's Office of Homeland Security (OHS) is the grantee for state funds; and

WHEREAS, The San Joaquin Regional Joint Powers Authority (SJJPA) is an eligible sub grantee for state funding; and

WHEREAS, the State of California 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; and

WHEREAS, the San Joaquin Joint Powers Authority (SJJPA) has reviewed the list of Projects Presented at the March 26th, 2021 SJJPA Board Meeting, attached as reference; and

NOW, THEREFORE, BE IT RESOVLED by the Governing Board of the San Joaquin Joint Powers Authority to Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority:

- a. Approving Agreements with Amtrak for the Proposed Safety and Security Project within Existing Board Approved Funding Limits as Provided in the Table in the Staff Report
- b. Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Delete Projects for the Safety and Security Programs within Existing Board Approved Funding Limits
- c. Execute Any and All Documents Related to the Projects.

PASSED AND ADOPTED by the SJJPA on this 26th day of March 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 11

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Agreement with Group Manufacturing Services, Inc. for the Purchase of Thruway Bus Wayfinding Signage, Not-To-Exceed \$113,889.57, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Background:

The San Joaquin Joint Powers Authority (SJJPA) is responsible for the management and administration of an extensive Amtrak San Joaquins Thruway bus system. SJJPA staff conducted several outreach trips for various Thruway bus routes, taking notice of damaged, missing and weathered signage cases at bus stop locations. Consequently, wayfinding information is faded, missing or torn from many of the signage cases. Staff determined the need to procure Thruway Bus Wayfinding Signage cases to improve static passenger information, visibility, and wayfinding signage infrastructure at the approximately one hundred forty (140) passenger bus stops along the 365-mile SJJPA corridor between Southern California, Inland Empire, Nevada, the Central Valley, Northern California, and the Bay Area. This project will allow for updated, integrated wayfinding signage information that will facilitate regional rail and transit connectivity and address outdated and unclear directions.

The new wayfinding signage cases will be consistent with other JPA's wayfinding signage infrastructure allowing for clear, visible, and consistent wayfinding information that will enhance the customer experience for existing and prospective passengers. SJJPA staff solicited bids for outdoor enclosed wayfinding signage cases with installation hardware as described in the Invitation for Bids process.

Invitation for Bids and Selection Process:

On February 5, 2021, SJJPA released an Invitation for Bids (IFB) via Planet Bids for the solicitation of thruway bus wayfinding signage. The IFB asked for bids to include pricing for the assembled display cases, stainless steel metal zip ties, installation tools, additional zip ties to use as needed, and installation instructions. Bidders were also required to provide information on their warranties. By utilizing Planet Bids, twenty-eight (28) vendors were notified, twenty-seven (27) vendors showed interest and one (1) bid was submitted.

Bids were due on March 10, 2021. The one (1) bid received was publicly opened by teleconference and reviewed for initial completeness. At the Bid Opening, Group Manufacturing Services, Inc. (GMC) was announced as the apparent low bidder.

Following the public bid opening, the bid was thoroughly reviewed. Staff found one (1) discrepancy in the Bid submitted by GMC. The indicated sum on GMC's bid form was different than the amount entered into PlanetBids. Section IV of the Instructions to Bidders

requires that discrepancies between the indicated sum of any column of figures and the correct sum thereof will be resolved in favor of the correct sum. Applying this self-imposed rule to resolve such discrepancies to GMC's bid form results in GMC's bid being the low bid at \$113,889.57, as found on Bid Form Attachment A as they were required to provide. That amount was confirmed with the PlanetBids numbers reflecting that they entered the figures from the Form on-line, though they did so in a wrong manner.

Staff determined that Group Manufacturing Services, Inc. is the lowest, most responsive, and responsible bidder with the bid amount of \$113,889.57.

Since one (1) bid was received a public interest finding was performed to inquire why other interested bidders did not submit bids. SJJPA received two (2) responses at the time of the Board mailout, the reasons were that one did not manufacture the type of product needed and the other stated the cost of materials was too high for them.

The Notice of Intent to Award was published on March 15, 2021. Pursuant to the approved and adopted protest procedures for publicly bid construction projects, the bid protest period closed on March 25, 2021 at 2:00 P.M. PDT. No Bid Protests were received.

The schedule for delivery is estimated at thirty (30) calendar days following the executed Purchase Order.

Fiscal Impact:

Costs associated with this Purchase are identified in the San Joaquin Joint Powers Authority Fiscal Year 2020/2021 Capital Budget for Safety, Security and related projects line item.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Agreement with Group Manufacturing Services, Inc. for the Purchase of Thruway Bus Wayfinding Signage, Not-To-Exceed \$113,889.57, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

SJJPA RESOLUTION 20/21 -

RESOLUTION OF THE BOARD OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING THE AGREEMENT WITH GROUP MANUFACTURING SERVICES, INC. FOR THE PURCHASE OF THRUWAY BUS WAYFINDING SIGNAGE, NOT-TO-EXCEED \$113,889.57, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT

WHEREAS, San Joaquin Joint Powers Authority (SJJPA) Staff determined the need to procure Thruway Bus Wayfinding Signage cases to improve static passenger information, visibility, and wayfinding signage infrastructure at the approximately one hundred forty (140) Thruway Bus stops along the San Joaquin Corridor; and

WHEREAS, SJJPA released an Invitation for Bids (IFB) on February 5, 2021 with one (1) bid received on the March 10, 2021; and

WHEREAS, following the public bid opening, and thoroughly reviewed, staff determined that Group Manufacturing Services, Inc. is the lowest, most responsive, and responsible bidder with the bid amount of \$113,889.57; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority Approves the Agreement with Group Manufacturing Services, Inc. for the Purchase of Thruway Bus Wayfinding Signage, Not-To-Exceed \$113,889.57, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

PASSED AND ADOPTED, by the SJJPA on this 26th day of March 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY

STACEY MORTENSEN, Secretary

PATRICK HUME, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 12

INFORMATION

San Joaquins Operations and Ridership/Revenue Update

San Joaquins Third Stimulus Funding

On March 11, 2021, President Biden signed the third COVID relief package into law. The bill includes \$175 million in funding to address impacts related to COVID-19 on the state supported services. The funding will be allocated to each route as a credit that states can apply to their invoice(s). The legislation specifies that the funding is allocated to each route using a two-step formula. The two-step formula is the same methodology used for the previously provided relief funding.

1. All routes will be allocated an amount equal to 7% of their FY19 operating expenses; and
2. Remaining funds will be allocated proportionally to FY19 revenue in relation to all state supported route revenue.

This approach is an attempt to balance both the operating and revenue impacts of the pandemic. The preliminary subsidy for the 3 California state supported routes is \$47M, of which the San Joaquins would be apportioned \$11-14M.

In addition to the relief funding, the relief package requires Amtrak to restore suspended Long-Distance service and recall any employees furloughed due to COVID-19. Both of these actions may have unintended consequences to the cost structure of the San Joaquins. Staff is working with the other JPAs, the State, and Amtrak to assess, mitigate, and plan for these adjustments in line with the SJJPA budget.

Return of Cash on the San Joaquins

Staff has been working with the other JPAs, the State, and Amtrak to reinstate cash on the State Supported Services in California. A significant portion of San Joaquins ticket revenue is generated by cash payments – approximately of 15%. The lack of cash sales on the corridor can have a negative revenue affect but more importantly the unbanked and underbanked passenger is severely impacted by this policy. With Health and Safety measures now in place at the stations, all three parties have agreed on a safe way to reintroduce cash sales. The JPAs, the State, and Amtrak have agreed to a process to reintroduce cash. Cash is anticipated to be reinstated in all staffed stations and onboard via conductor ticket sales by the beginning of May.

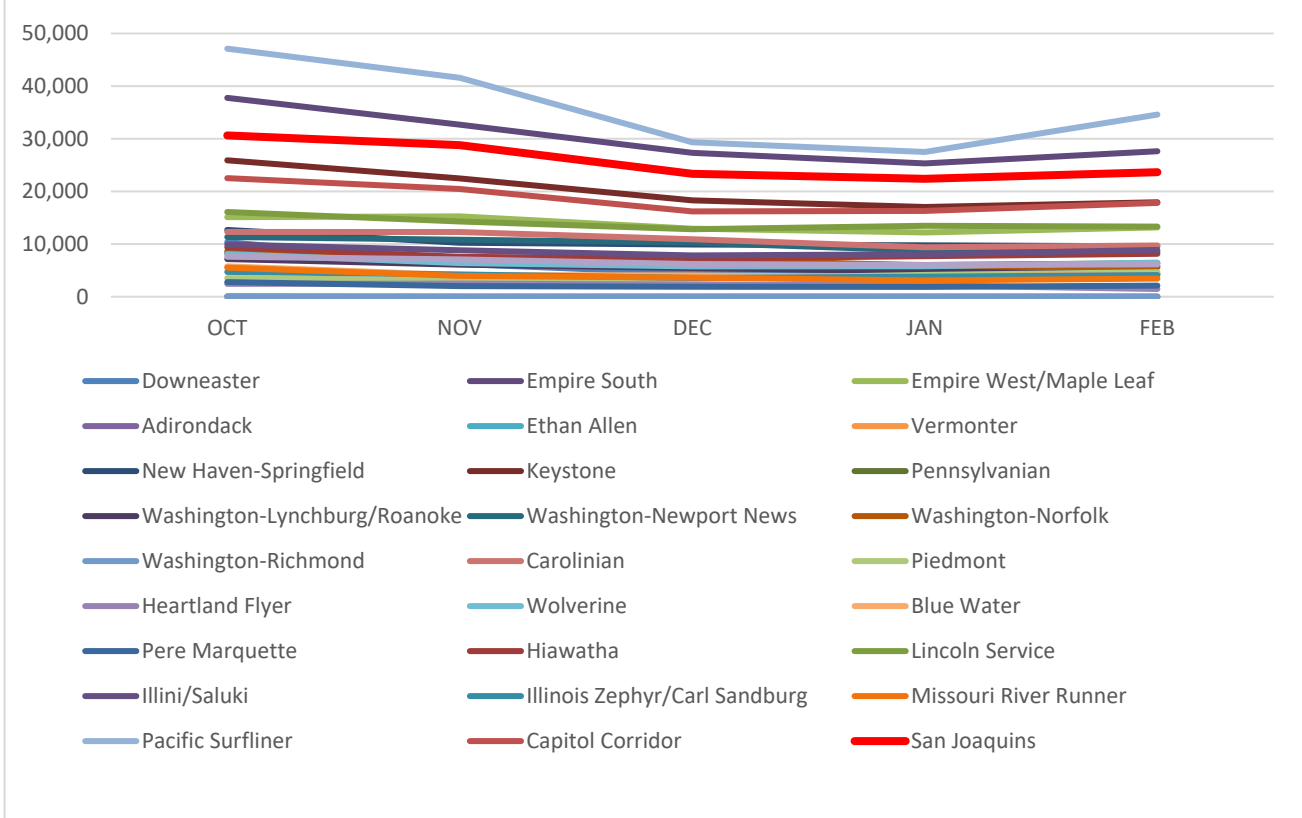
San Joaquins Ridership and Revenue

As with passenger rail and transit services across the country, the San Joaquins continue to provide an essential transportation service to the communities that it serves during the pandemic. Though the San Joaquins had been steadily recovering in ridership and revenue at the end of FY20, the implementation of increased travel restrictions and proactive instruction from health experts for Californians to not travel for the holidays resulted the San Joaquins ridership and revenue taking a negative turn from recovery in the months of November and December. With COVID-19 cases slowly subsiding and health authority restrictions loosening, January and February returned ridership and revenue to a positive recovery trend.

San Joaquins Ridership and Revenue (Year Over Year FY21 vs. FY20)						
Month	Ridership			Ticket Revenue		
	FY21	FY20	% change	FY21	FY20	% change
Oct	30,639	82,211	-62.7	\$950,444	\$2,368,328	-59.9
Nov	28,796	92,427	-68.8	\$1,016,156	\$2,979,245	-65.9
Dec	23,363	94,488	-75.3	\$837,133	\$3,256,823	-74.3
Jan	22,401	78,348	-71.4	\$708,912	\$2,367,388	-70.1
Feb	23,656	75,527	-68.7	\$766,333	\$2,148,508	-64.3
Total	128,855	423,001	-69.5	\$4,278,978	\$13,120,292	-67.4

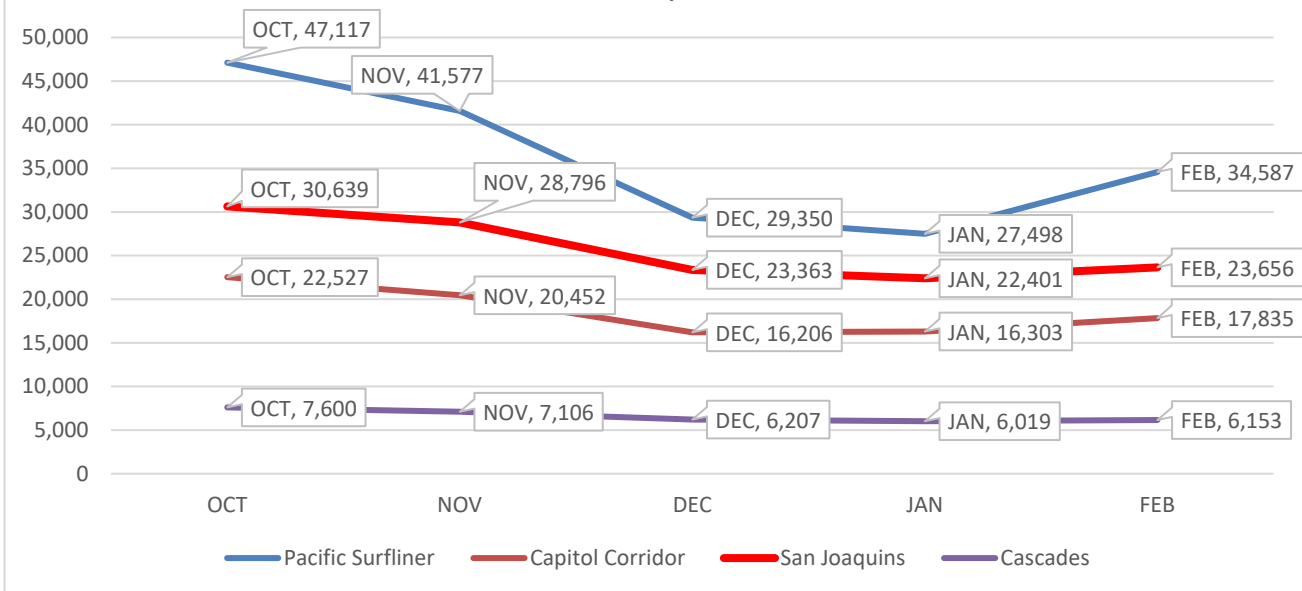
When looking at the State Supported Services across the nation, the San Joaquins (shown in red) have continued to perform well relative to other services in this environment. The San Joaquins carried the third highest ridership in the Amtrak State Supported System for the first five months of FY21.

State Supported Ridership OCT 2020 - FEB 2021

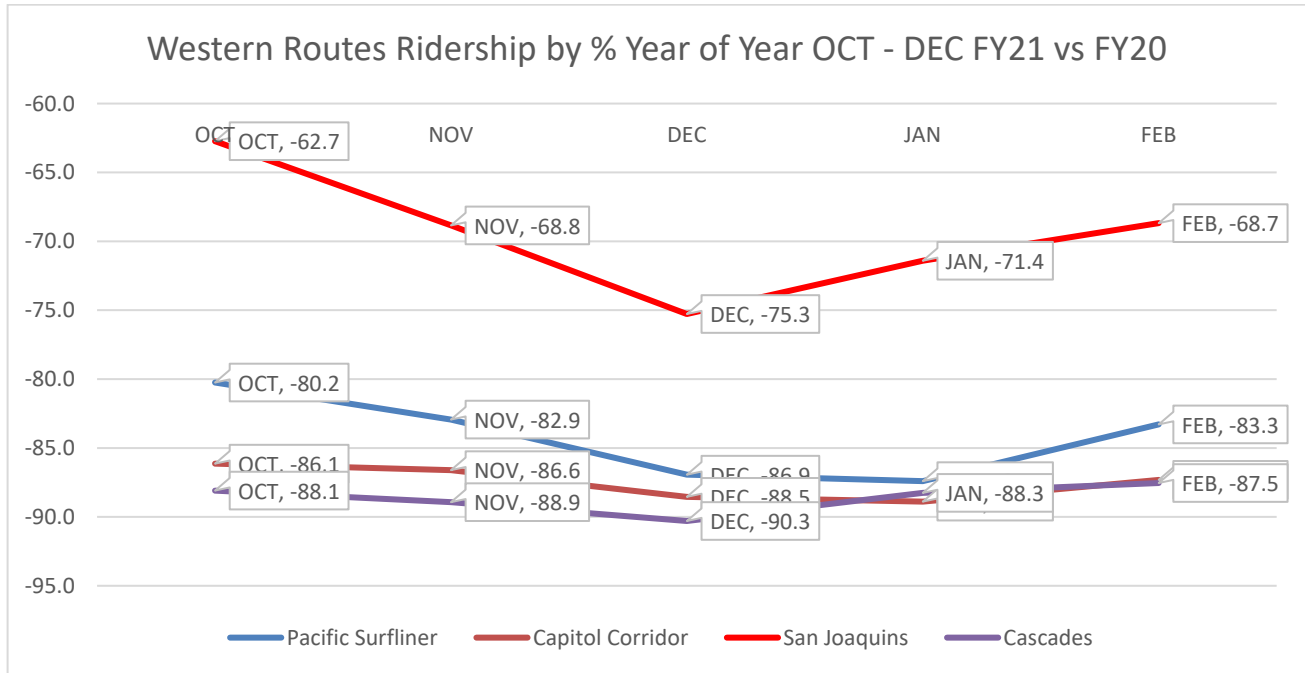


Narrowing the services to the Western Routes (San Joaquins, Capitol Corridor, Pacific Surfliner, and Cascades), the San Joaquins performed second to Pacific Surfliner in ridership in Q1 of FY21.

Western Routes Ridership OCT 2020 - FEB 2021

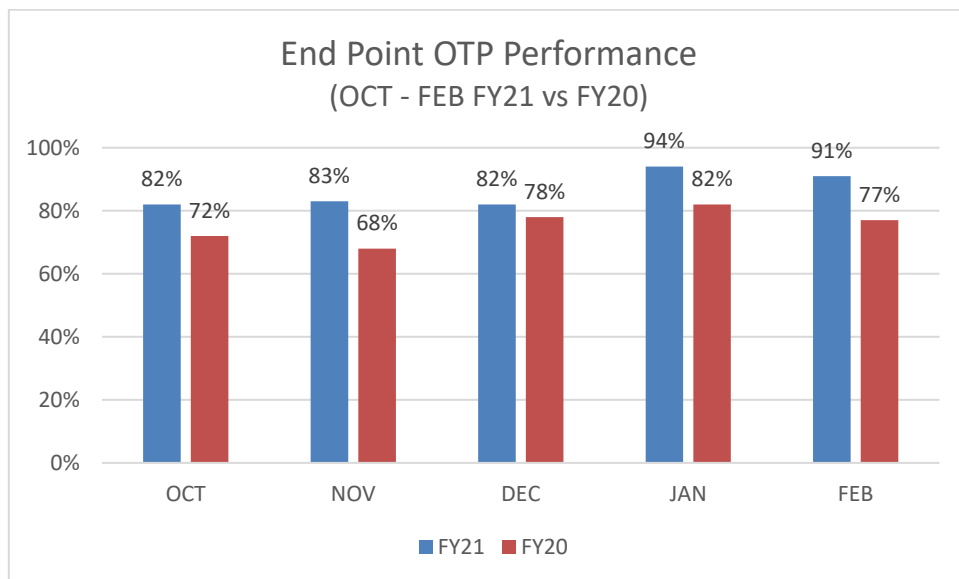


To gauge recovery, the year over year percent of ridership metric helps assess how much of the pre-pandemic ridership services have been able to regain. The San Joaquins has continued to outpace the rest of the west in ridership by % Year of Year (FY 20 vs FY 21).



On-Time Performance (OTP):

San Joaquins On-Time Performance (OTP) for FY21 Q1 (Oct – Feb) held steady in the low 80s and has significantly improved in performance over the previous year. The reduced service levels and reduced freight levels are contributing to a significant increase in performance.



San Joaquins End Point On-Time Performance (OTP) is a measure that reflects the performance of trains arriving to the end terminus station with the allowance of a 15-minute recovery period. Looking at the three California Routes, the San Joaquins End-Point OTP is comparable to the other services.

End-Point OTP (Oct – Feb)		
Service	FY21	FY20
San Joaquins	86.3%	75.5%
Capitol Corridor	90.0%	85.1%
Pacific Surfliner	86.7%	77.7%

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 13

INFORMATION

Station LOVE Program

Background:

“Station Love” is an internal program of the San Joaquin Joint Powers Authority (SJJPA). The Station Love Program divides the San Joaquins stations amongst agency staff to provide oversight, better communication, accountability, and a conduit of station related projects. The overall goal of this engagement is to improve passenger experience and community engagement.

SJJPA staff are performing station visits on a quarterly schedule keeping “station matrix sheets” updated with near-term and long-term station needs. Station matrix sheets include station contact information, transit connectivity, entity responsible for platform, station and parking facilities, station amenities information, County, City and transit partners contact information. Conducting station visits provides a communication conduit between Amtrak station staff and the SJJPA staff. As Station LOVE visits are performed, the Station LOVE administrator will gather station findings, coordinate a quarterly meeting to discuss findings, and submit a station needs assessment report to the Director of Capital Projects to collaborate with Amtrak Engineering to program improvement projects as funding is available.

The Implementation of the Station LOVE program has enabled staff to communicate and build relationships with station city and county stakeholders on a consistent basis providing service and station updates. SJJPA staff will continue to explore innovative programs and best practices to improve passenger experience and community engagement throughout the San Joaquins Corridor.

Staff plan to provide an update on the program at each SJJPA board meeting. At the March 26, 2021 meeting, staff will provide a presentation focusing on the Merced Station.

The Merced Station on 24th Street was originally built in 1917 by Atchison, Topeka and Santa Fe Railway (AT&SF), but by the end of the century was in poor condition. In 2000, it was replaced by a new station on the same site by Caltrans. For current operations, the Merced Station provides a key transfer to Yosemite Area Rapid Transit (YARTS), connectivity to University of California, Merced, and mid-route crew change, making Merced a vital station stop on the San Joaquins corridor.

As part of the Station Love effort, JPA staff are working with Amtrak staff to coordinate needs and opportunities, including but not limited passenger concerns, safety and amenity input and overall improved responsiveness to service improvements. Larger projects affecting the station include the addition of a second platform, interior and exterior station upgrades and a parking lot expansion. The addition of the second platform directly across from the existing platform will improve train operations by allowing two trains to be in service at the same time. This will allow for passengers boarding and deboarding simultaneously, which will also improve on time performance. Additional improvements include painting the station building exterior, repainting of the platform safety handrail, replacement of interior benches, additions of exterior benches, repainting of tactile and restoration of platform safety striping. During the peak ridership periods, the current parking lot is at or over capacity. The parking lot expansion will be to the North-East of the station and provide ample capacity for current and near-term parking needs.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of March 26, 2021

STAFF REPORT

Item 14

INFORMATION

Executive Director's Report

Executive Director, Stacey Mortensen, will give the Executive Director's report.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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



SAN JOAQUIN JOINT POWERS AUTHORITY DRAFT 2021 BUSINESS PLAN UPDATE

PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FY 2021/2022 & FY 2022/2023

EXECUTIVE SUMMARY

The purpose of this 2021 San Joaquin Joint Powers Authority (SJJPA) Business Plan Update (“Business Plan”) is to identify SJJPA’s intentions for State Fiscal Year (FY) 2021/22 and FY 2022/23 in its proposed management of the San Joaquins Intercity Passenger Rail Service (San Joaquins) and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. This Business Plan also describes planned service and capital improvements to ensure the continued success and future growth of the San Joaquins. This Business Plan will be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form on April 1st, 2021 and will be submitted in final form by June 30th, 2021.

Administrative Role

The primary role of SJJPA is the day-to-day management of the San Joaquins. In 2019, SJJPA selected the San Joaquin Regional Rail Commission (SJRRRC) as its Managing Agency for an additional five-year term. SJRRRC’s consolidated agency approach results in the most efficient and cost-effective management of the San Joaquin Valley’s two passenger rail services. SJJPA will provide the level of service consistent with funding appropriated by the State and any cost savings identified by SJJPA or revenues in excess of the Business Plan projections, which may be used by SJJPA for service improvements in the San Joaquins Corridor.

Operating Plan, COVID-19 Impacts, 8th and 9th Daily Round-Trips, and Short-Term Service Improvements

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA is currently implementing a number of strategies to improve the San Joaquins. Some of the strategies require little or no additional resources, including improved schedules and reduced trip lengths, reduced travel times, improved train monitoring, train and connecting bus schedule adjustments, and improved service coordination. SJJPA is also in the process of pursuing a significant expansion of service for the San Joaquins within the next five years, including implementation of the 8th and 9th Daily Round-Trips. Planned expansion of the San Joaquins Service is fully coordinated and consistent with the 2018 California State Rail Plan and the CHSRA’s Revised Draft 2020 Business Plan. Safety continues to be a focus and SJJPA is engaging in partnerships with Amtrak and the host railroads to reduce incidents along the corridor.

COVID-19’s Impact on the San Joaquins: On March 4, 2020 Governor Gavin Newsom declared a state of emergency in response to the COVID-19 outbreak. On March 19, 2020 the Governor issued a statewide mandatory stay-at-home order to reduce the spread of the outbreak in California. On March 26, 2020 SJJPA staff directed Amtrak to reduce San Joaquins service from 7 daily round-trips to 4 daily round-trips and to institute other various health and safety measures to ensure the safety of San Joaquins passengers and operational staff onboard trains that remained in service. Café Car Service was suspended to reduce risks from food handling and unnecessary onboard passenger movement, with emergency snack packs and water being distributed to passengers free of charge. Several stations were temporarily closed, and the thruway bus network was reduced in both corridors served and frequencies in response to the severe ridership reductions the San Joaquins experienced during the pandemic.

As with passenger rail and transit services across the country, the San Joaquins have experienced a sharp, sustained decline in ridership and revenue during the COVID-19 pandemic. Though the San Joaquins has sustained a significant decline, it has consistently performed at the top of the Amtrak National Network due to its core ridership depending on it for essential transportation needs. The San Joaquins reached its low in ridership in the third week of April 2020 at –90% compared to the previous year. After this low-point, ridership steadily increased, reaching –63% in October. Since October 2020, ridership has decreased back down to below –70% compared to the previous year.

For State Fiscal Year 2021/2022, SJJPA staff has begun planning for restoration of service above current service levels of 4 daily round-trips and the reduced thruway bus network. Planning is ongoing on various options for increased levels of service, and ongoing coordination with CalSTA and Caltrans will be critical in determining the amount of available funding for the restoration of services moving into the next fiscal year.

8th and 9th Daily Round-Trips: A significant increase in ridership is anticipated if the frequency of service to Sacramento can be increased and offered at the right times of the day. SJJPA is currently working to implement the improvements needed to enable the 8th and 9th Daily Round-Trips, which will allow a doubling of trains serving Sacramento from two to four. As part of this effort, SJJPA explored using the Sacramento Subdivision between Sacramento and Stockton for expanded passenger rail service in coordination with CalSTA, CHSRA, Caltrans, Central Valley Rail Working Group, and Sacramento Regional Rail Working Group. This resulted in SJJPA's Board formally adopting the Sacramento Subdivision as the preferred corridor for future passenger rail expansion in 2017. To implement the 8th and 9th Daily Round-Trips and necessary improvements along the Sacramento Subdivision, SJJPA submitted a Transit and Intercity Rail Capital Program (TIRCP) grant application in January 2018. On April 26, 2018 CalSTA awarded \$500.5 million to SJJPA/SJRRC for the "Valley Rail" project which is funding these improvements.

The schedule to be developed for 8th and 9th Daily Round-Trips will be based on a pulsed-service approach, which provides more efficient operations, better use of infrastructure, and improved on-time performance.

Additional key short-term programs for the San Joaquins include:

Thruway Bus Partnerships: SJJPA is exploring ways to maximize the utilization of the San Joaquins' Thruway Bus network and other connecting bus services. SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. After the impacts of COVID-19 have subsided, SJJPA will work in coordination with private intercity bus providers and public local and regional bus providers to resume the implementation of the provisions of SB 742. Through coordination with the State and regional transportation agencies, SJJPA is currently pursuing partnerships with several regions to optimize bus connections for San Joaquins passengers that would allow non-Amtrak passengers to utilize excess seating capacity in key corridors, or utilize the services of an existing outside bus provider. SJJPA and the Shasta Regional Transportation Agency are in the process of creating a partnership that would allow SJJPA to shorten Thruway Bus Route 3 by terminating in Chico rather than in Redding, while San Joaquins passengers traveling to Red Bluff or Redding would be able to take SRTA's new North State Express Bus service. SJJPA would support the operations of the new service with cost savings realized from the reduction in the length of Thruway Bus Route 3. SJJPA is also coordinating with Butte County Association of Governments (BCAG) about the possibility of BCAG incorporating a portion of Thruway Bus Route 3 (between Chico and Stockton) into their proposed intercity bus service between Chico and Sacramento in exchange for SJJPA operating support. The COVID-19 pandemic has delayed progress on these efforts.

Renewable Diesel Implementation: SJJPA is committed to helping meet California's Greenhouse Gas (GHG) emission reduction goals. Utilizing renewable diesel in locomotives and in the Thruway Bus fleet will help to advance this objective. Testing of renewable diesel in Northern California Fleet locomotives is underway for the older F59 locomotives and for the new Charger Locomotives and scheduled for completion in early summer of 2021. If results are positive, all locomotives are expected to utilize renewable diesel as early as the fall of 2021. SJJPA is also planning to require the use of renewable diesel for all future Amtrak Thruway Bus contracts to further reduce the San Joaquins system's carbon footprint.

Relocate Madera Station: SJJPA is working with Madera County, Madera County Transportation Commission, and CalSTA to relocate the Madera Amtrak Station to a more accessible location. Additionally the station would be co-located with a California High-Speed Rail station to allow for direct transfers between the two systems. SJJPA approved the Madera Station Relocation Project environment review document at the January 22, 2021 Board Meeting.

Reduce Running Times between Northern California and Bakersfield: SJJPA is exploring ways to reduce travel times for trains running between Northern California and Bakersfield to under six hours. This will result in significant operational cost savings, as a crew change can be eliminated for each train. As part of this program, SJJPA is considering a variety of strategies, including implementing measures to reduce dwell times and schedule recovery time, utilizing increased acceleration/deceleration of new Charger Locomotives, terminating some trains in Emeryville, implementing limited stop service, and increasing operating speeds (up to 90 mph).

Merced to San Jose Thruway Bus Route Pilot Program: SJJPA received funding from the state for a pilot program to operate a new Thruway bus service between Merced and San Jose (with stops at Los Banos and Gilroy). The Merced to

San Jose Thruway Bus Pilot Program will begin service after the COVID-19 pandemic has subsided and ridership and revenue for the San Joaquins begins returning to pre-pandemic levels. The service will start initially with two daily round-trips.

Integration with High-Speed Rail: Like other high-speed rail (HSR) services throughout the world, California will need to have extensive networks of conventional intercity and commuter rail networks that complement and provide “feeder” service to the proposed HSR system for it to be successful. SJJPA believes the San Joaquins provide important connectivity that is critical to the phased implementation of HSR in California. A Joint Policy Statement, which was adopted by CHSRA, SJJPA, and Caltrans on July 26, 2013, is intended to ensure cooperation and input of local communities on all decisions related to any changes in the San Joaquins service and consistent planning between these agencies. SJJPA has been coordinating and partnering with CHSRA on the development of their Draft 2020 Business Plan which proposes Merced-Bakersfield HSR Interim Service in advance of completing their Valley –Valley Initial Operating Segment between San Francisco and Bakersfield. Integration with the San Joaquins rail and Thruway Bus services maximizes the ridership and benefits of the Merced-Bakersfield HSR Interim Service. SJJPA’s plan is to connect to the HSR interim operating segment at a multi-modal station at downtown Merced (R Street). Once the HSR interim operating segment is operating, the San Joaquins rail service would terminate at Merced and would provide rail connectivity for the HSR interim operating segment to Sacramento and the Bay Area until HSR is extended. Future San Joaquins service improvements would focus on increasing service from Merced to the North. SJJPA is also working with CHSRA and CalSTA towards SJJPA becoming the operating agency for the Merced-Bakersfield HSR Interim Service. SJJPA is requesting planning funding in FY 2021/22 and FY 2022/23 to develop detailed agreements with CHSRA and CalSTA and to advance interim station and operations planning for interim HSR service.

Merced Intermodal Track Connector (MITC) Project: SJJPA is requesting funding in FY 2021/22 and FY 2022/23 for the detailed design and environmental clearance of the MITC Project. The MITC project will enable the San Joaquins to connect with interim HSR operations at Merced by creating a direct link between the BNSF alignment and the Merced HSR Station. This project is critical for integrating the San Joaquins with the Merced-Bakersfield HSR Interim Operating Segment.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. In partnership with the SJJPA, SJRRC and Caltrans pursued and received \$120 million in state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. The environmental and detailed design are being funded through ITIP funds appropriated in 2020. The environmental impact report (EIR) is expected to be completed by the end of FY 2020/21.

South of Merced Planning Studies: As part of the “Network Integration” planning studies funded by the 2018 TIRCP award, SJJPA is investigating and identifying connectivity needed from Corcoran, Wasco, and Downtown Hanford to the Merced-Bakersfield HSR Interim Service. SJJPA is also studying the potential use of the BNSF slots between Merced and Bakersfield for regional service that is complementary to HSR, and study how San Joaquins Thruway bus service improvements can support the future implementation of the Cross-Valley Corridor.

Performance Standards and Action Plan

CalSTA created a set of uniform performance standards in 2014 for all state-supported intercity passenger rail corridors in an effort to control costs and improve efficiency. The three primary uniform performance standard measures used are: usage, cost efficiency, and service quality. SJJPA has adopted the CalSTA performance standards, and will continue to develop strategies to maintain the successful performance of the San Joaquins. In addition to meeting CalSTA’s performance standards, SJJPA is also focused on the environmental benefit of the San Joaquins and its role in helping to create a more sustainable

California by working to reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development.

SJJPA’s FY 2021/22 and FY 2022/23 “Action Plan” includes:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Reinvest savings to improve service.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, Interim Service operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR Interim Service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels once the pandemic is over, ridership potential has returned, and funding is available.
- Work with the state to identify funding and then lead the environmental and detailed design work for the MITC Project.
- Implement Valley Rail improvements needed to accommodate the planned 8th and 9th Daily Round-Trips trains in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR Interim Service.
- Deploy San Jose to Merced Thruway Bus Pilot Program.
- Work with UPRR, BNSF, Amtrak, and the State to improve ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Contribute to the ongoing fleet analysis being conducted by Caltrans.
- Explore new partnerships with public or private bus operators and implement SB 742 provisions with the goals of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Work with Butte CAG to study the extension of the San Joaquins services north to Butte County.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and pursue a Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.

Capital Improvement Programs

Based upon the planned service expansions and enhancements, SJJPA has developed a “10-Year Capital Improvement Program”, estimated at \$1.5 billion. The program includes SJJPA’s overall vision for the implementation of the 8th and 9th Daily Round-Trips, and ultimately hourly service between Sacramento and Fresno within the next 10-15 years, while optimizing service to the Bay Area and Southern San Joaquin Valley.

SJJPA is currently implementing its Short-Term Capital Improvement Program, which has a five-year horizon. This program focuses on the 8th and 9th Daily Round-Trips, several other station projects, and corridor and other projects to improve the San Joaquins Service. In January 2018, SJJPA submitted a Transit and Intercity Capital Program (TIRCP) grant application (jointly with the San Joaquin Regional Rail Commission) to fund a program of capital improvements associated with the implementation of the 8th and 9th Daily Round-Trips. On April 26, 2018 CalSTA announced that the SJJPA/SJRRRC “Valley Rail” Application was awarded \$500.5 million to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, a new layover facility will be constructed in Natomas (in Sacramento) and the Stockton Regional Maintenance Facility will be expanded to accommodate San Joaquins trainsets. Two additional trainsets may be procured for the expanded service. Other projects include additional parking, a new station in Oakley, and a relocated Madera Station (see Table ES-1). In 2020, in partnership with SJJPA, SJRRRC and

Caltrans pursued and secured \$120 million in additional state and federal funding to complete the Stockton Diamond Grade Separation Project.

SJJPA also has a Longer-Term Capital Improvement Program, which envisions improvements to achieve hourly service between Sacramento and Merced, the Merced Intermodal Track Connector (MITC) Project, as well as to consider extensions of service north of Sacramento and to the Oakland Coliseum/Airport. Hourly service will require additional capacity enhancement projects such as improvements at the Robert J. Cabral Station in downtown Stockton, the grade separation of the Stockton Diamond, a new maintenance facility, additional track work and/or capital access fees, and additional rolling stock. Potential future extensions of the San Joaquins being investigated include, rail service north of Sacramento along the UPRR rail line from Sacramento to Redding with potential stations initially in Yuba City/Marysville and Butte County, and trains five miles past the Amtrak Oakland Station to serve the Amtrak Coliseum/Airport Station. Longer-term utilization of the Altamont Corridor to bring the San Joaquins to additional Bay Area markets is also being explored in the Altamont Corridor Vision Phase 1 project, which is a joint effort of SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority, the managing agency of the future Valley Link service.

Tables ES.1/5.2: Summary of State Funding Request for the San Joaquins

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Temporary Layover Facility - Fresno	\$1.7	\$1.7	Cal OES	SJJPA	Completed
Modesto Station Parking Lot	\$0.4	\$0.4	LTF	City of Modesto	Construction
Turlock-Denair Station Parking Lot	\$0.29	\$0.29	Minor Cap/Cal OES	Stanislaus Co.	Completed
Stockton (Cabral) Station Parking Lot	\$1.3	\$1.3	CMAQ	SJJPA/SJRRC	Construction
Station Enhancements - Antioch	\$0.3	\$0.3	Cal OES	SJJPA/City	Completed
Station Enhancements - Security Cameras	\$1.5	\$1.5	Minor Cap/Cal OES	SJJPA	Construction
Station Enhancements - Other*	\$2.3	\$2.3	Minor Cap/Cal OES	SJJPA	Construction
8th and 9th Daily Round-Trips					
Track Improvements - UPRR Sac. Sub	\$149.1	\$149.1	TIRCP	SJJPA/UPRR	Planning/Env.
Track Improvements - BNSF Stock. Sub	\$20.0	\$20.0	TIRCP	SJJPA/BNSF	Design
New Stations (Lodi, Elk Grove, 4 in Sac.)	\$111.5	\$111.5	TIRCP	SJJPA	Planning/Env.
Track Extension (RMF to Cabral Station)	\$23.7	\$23.7	Prop 1A/CMAQ/Other	SJRRC/UPRR	Planning/Env.
New Rolling Stock	\$87.6	\$68.0	TIRCP	SJJPA	Planning/Env.
Merced-LeGrand Double Tracking (Seg. 2)	\$23.2	\$23.2	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 3)	\$20.5	\$20.5	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 4)	\$23.0	\$23.0	ITIP	Caltrans/BNSF	Construction
Layover Facility – Natomas	\$17.7	\$17.7	TIRCP	SJJPA	Planning/Env.
Merced Station Double Platform/Trackwork	\$10.3	\$10.3	ITIP	Caltrans/BNSF	Design/Const.
Modesto and Turlock-Denair Double Platforms	\$20.0	\$20.0	ITIP	Caltrans/BNSF	Planning
Capital Access Fees	TBD		TIRCP/SRA	SJJPA	Planning
Other Station Projects					
Wasco Station Reconstruction	TBD		CHSRA Funds	CHSRA	Design
Madera Station Relocation/Expansion	\$26.7	\$26.7	TIRCP	SJJPA	Planning/Env.
New Oakley Station	\$8.6	\$8.6	TIRCP	SJJPA	Design/Const.
Allensworth Accessibility Improvements	\$0.3	\$0.3	Cost Savings	SJJPA	Planning
Turlock-Denair Station Bus Loop	TBD		TBD	SJJPA/Stan Co.	Planning
New Parking Lots	TBD		Cost Savings/SRA	SJJPA	Planning
Station Enhancements - Other**	\$0.1	\$0.1	Minor Cap/Cal OES	SJJPA	Planning
Corridor and Other Projects					
Stockton Wye	\$8.7	\$8.7	SRA	UPRR	Design/Const.
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	ITIP	Caltrans/SJJPA	Design
Increasing Operating Speeds (e.g. 90 mph)	TBD		TBD	SJJPA/BNSF	Planning
Cal PIDS Replacement/Upgrade	\$0.9	\$0.9	Cost Savings/SRA	SJJPA/CCJPA	Planning
Stockton Diamond Grade Separation	\$237.0	\$237.0	TCEP/BUILD/ITIP/SB 132	SJRRC/SJJPA/UP/BNSF	Planning
Stockton Rail Maintenance Facility Expansion	\$15.0	\$15.0	ITIP	SJRRC/SJJPA	Design
Merced Intermodal Track Connector (MITC)	\$150.0		TBD	SJJPA	Planning

Source: Caltrans Division of Rail and Mass Transportation and SJJPA, 2020.

Notes:

*Consists of a variety of station improvements that include lighting, signage, landscaping, repairs, and other projects

** Consists of non-Short-Term Service station improvements that include lighting, signage, landscaping, repairs, and other projects

Fare Policy

SJJPA will work to develop fares that ensure the service is attractive and competitive with other modes of transportation along the corridor. The San Joaquins have a single, “one-bucket” fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance based methodology with a descending per mile rate as the length of the trip increases.

Due to reduced available seating capacity from multiple equipment overhaul and retrofit programs, SJJPA has reinstated reserved ticketing to reduce the likelihood of standees onboard the trains and Thruway busses. Reinstating reserved ticketing alerts ticket purchasers of “at-capacity” trains and Thruway Busses encouraging passengers to purchase tickets for a less impacted train or another date.

The California Integrated Travel Program, in coordination with the California State Transportation Agency (CalSTA), will be entering a Minimum Viable Project (MVP) phase which is intended during the Fiscal Year to introduce new ticketing options to the public. SJJPA is presently developing the nature of the MVP and will engage with the public as to the nature of the ticketing change.

Under the Cal-ITP process, SJJPA, along with CCJPA staff, are positioned to re-cast the fare and ticketing system in an effort to simplify connections to other transportation services, reduce the costs of fare collection, and greatly simplify travel for customer. The process for this change will emerge over the period of this Business Plan and will require the development of internal capacity for SJJPA to manage revenue and customer service, much of which is handled by Amtrak at present. SJJPA will work closely with Cal-STA and Caltrans DRMT leadership to ensure that the proper staffing resources are in place to shift and then grow into a new fare and ticketing system that delivers on the objectives described.

Service Amenities and Food Service

The San Joaquins service boasts many great amenities that are integral to the attraction of riders and are a key component of the marketable features of the service. These features add value to the customer experience and SJJPA is working with Caltrans, Amtrak and the other JPAs to improve current amenities and add additional services. Current service amenities include: free Wi-Fi, bicycle storage, comfortable seating, and a generous baggage policy.

Due to the COVID-19 pandemic onboard food service was suspended to limit employees and passengers exchanging items and movement about the train. Additionally, Amtrak Long Distance Emergency Snack Packs and bottled water are being provided at no cost to passengers. As the pandemic period has continued, SJJPA has sourced local products to upgrade the Amtrak Long Distance Emergency Snack Packs. The new locally sourced snack box will provide a more robust snack for passengers and provide an opportunity to promote California grown/produced products. The new snack box will continue to be provided free of charge. SJJPA is also considering giving away the snack boxes on the longer distance Thruway Bus routes.

After the return to normal service operations, SJJPA anticipates resuming cafe service onboard the bi-level trainsets and continuing snack pack program on the Siemens Venture car sets. SJJPA will continue to evaluate the food and beverage service to provide high quality options in the most efficient and cost-effective manner. SJJPA is considering food service changes to underperforming trainsets, including the removal of the café car or utilization of lower cost cart service. SJJPA is actively increasing the sale of and promotional opportunities for products grown or produced in the San Joaquins Corridor. While evaluating changes to the current partnership with Amtrak to increase the cost recovery of the café, SJJPA is evaluating the use of a third-party vendor to provide this service. Third-party vendors are utilized on other Amtrak operated corridors with significant success in cost recovery efforts with the added benefits of simplified operations and reporting of performance.

Marketing Strategies

During the COVID-19 pandemic, it is an essential function of SJJPA to strategize, create, and implement several different marketing and communication plans to properly educate stakeholders and passengers on the operations of the San Joaquins and the health and safety response. The marketing and communications plans help to inform stakeholders of

the steps taken within the corridor to ensure compliance with health orders, inform essential travelers of the health and safety policies and grows trust in the market for future travelers of the service.

SJJPA's marketing and communication strategy includes, but is not limited to the following tactics: email communication, social media, advertising, station signage, and targeted stakeholder communication documents. All of these strategies work together to effectively disseminate essential response messaging. The precise strategies and examples of creative are included in the proceeding chapters of this report.

For FY 2021/22 and FY 2022/23, SJJPA assumes \$1,500,000 each fiscal year for marketing to increase awareness and use of the service along the corridor. This represents a \$500,000 increase from previous years. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers are from the Bay Area and 9.4% of are from the Los Angeles Region. This amounts to over 20% of San Joaquins passengers are from high cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as McKinleyville and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The increase in budget will allow SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors. The SJJPA Marketing and Outreach Plan employs advertising, social media, and grassroots strategies to market and conduct outreach for the San Joaquins. SJJPA is expanding its use of advertising and social media in response to the success of these strategies in driving more traffic to amtraksanjoaquins.com and online channels, which comprise the majority of ticket purchases.

SJJPA is also carrying out specific strategies for reaching out to minority, non-English-speaking constituencies, and disadvantaged communities along the San Joaquins Corridor. With Hispanics comprising over 38% of California's population and representing a similar segment of San Joaquins' ridership, a concerted effort has been made to tailor promotional materials in Spanish and utilize informational outlets that are more effective. The grassroots strategy has helped SJJPA identify and address other markets throughout the San Joaquins Corridor that are underserved, or lacking information.

Annual Funding Requirement

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. Table ES-2 summarizes the funding request by the SJJPA.

SJJPA State Funding Request for the San Joaquins (FY 2021/22 - FY 2022/23)			
Expense Category	FY 2020/21 (Approved/Current)	FY 2021/22 (Requested)	FY 2022/23 (Projected)
Operating			
-Amtrak Contract	\$58,805,207	\$58,805,207	\$60,569,363
-Other Operations ¹	\$1,400,000	\$2,000,000	\$2,050,000
Administrative	\$3,247,589	\$3,358,007	\$3,468,425
Marketing	\$375,593	\$1,500,000	\$1,500,000
Minor Capital	\$500,000	\$500,000	\$500,000
Merced Intermodal Track Connection (MITC) Env./Design		\$5,000,000	\$5,000,000
High Speed Rail/Early Train Operator Coordination Support		\$2,000,000	\$2,000,000
Total Request	\$64,328,389	\$73,163,214	\$75,087,789

Safety and Security

The primary objectives of SJJPA's Safety and Security Program include the continuation of a broad-based program of educational activities and to aggressively pursue capital improvements that help eliminate unsafe conditions. Educational efforts are two-fold: to increase public awareness of rail safety and security along the San Joaquins Corridor; and to ensure all personnel involved in operating the San Joaquins has the proper training to be effective in implementing SJJPA's Safety and Security Program. SJJPA will leverage a network of rail safety education resources through California Operation Lifesaver, free DHS security training resources, and safety and security grant programs to coordinate, develop new programs, and build upon and enhance programs currently undertaken by Amtrak. SJJPA will also continue collaborative efforts with various stakeholders, including the State, SJJPA member agencies, Amtrak, UPRR, BNSF, California Operation Lifesaver, Transportation Security Administration (TSA), California Governor's Office of Emergency Services (Cal OES), and local law enforcement and first responders along the San Joaquins Corridor to address safety and security issues impacting the service.

In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. California's Office of Emergency Services has provide much of the funding for SJJPA's program of Safety and Security capital improvements. Important capital projects that SJJPA is currently implementing or pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Increased lighting at stations and parking lots, as well as installing blue light phone towers (originally developed for use on college campuses); and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

Station Area Development and Connectivity

Increased development near San Joaquins stations promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. The responsibility and powers needed to focus growth and produce station area development reside primarily with local government. To help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles, SJJPA will:

1. Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote transit-oriented development (TOD) in the vicinity of San Joaquins stations.
2. Assist local governments in securing grants/funding for planning and implementing TOD around San Joaquins stations.
3. Require new San Joaquins stations be developed as multi-modal transportation hubs.
4. Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high-potential for TOD around the station area.
5. Work with communities and organizations to support TOD and with developers to implement TOD.
6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development and TOD.
7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also encouraging transit agencies to promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to implement transit-transfer programs for San Joaquins passengers. SJJPA will pursue Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquin Corridor.

1. INTRODUCTION

The purpose of this 2021 San Joaquin Joint Powers Authority Business Plan Update (“Business Plan”) is to identify the San Joaquin Joint Powers Authority’s (SJJPA) intentions for State Fiscal Year (FY) 2021/22 and FY 2022/23 in its proposed management of the San Joaquins Intercity Passenger Rail Service (San Joaquins), and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. The State of California requires that an Annual Business Plan Update be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1 of each year, and final form by June 30 of each year to allow Amtrak time to finalize operating cost estimates. This Business Plan will be reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Business Plan Requirements

This Business Plan Update includes State-required information, including the following:

- Service performance;
- Operating and action plan strategies;
- Short-term and long-term capital improvements;
- Funding requirements for the upcoming fiscal year;
- External factors affecting the service;
- Plans for service expansion and enhancement efforts;
- Marketing and outreach efforts;
- Establishment of fares; and
- Delineation of how proposals to expand or modify service, including funding and accounting, are separate from locally-sponsored services in the corridor.

This Business Plan must also be consistent with the 2018 California State Rail Plan and the California High-Speed Rail Authority (CHSRA) Revised Draft 2020 Business Plan.

Regional Governance of the San Joaquins

In 2012, transportation planning agencies throughout the San Joaquin Valley worked together in order to set up a regional Joint Powers Authority and to support legislation that would enable regional governance of the San Joaquins. To protect the existing service and to promote its improvement, local and regional agencies throughout most of the San Joaquins Corridor sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority to take over the administration and management of the San Joaquins from the State. AB 1779 was passed by the Legislature on August 30, 2012 with bi-partisan support, and was signed by Governor Brown on September 29, 2012. The first SJJPA Board Meeting was held on March 22, 2013 in Merced.

The SJJPA Governing Board includes elected representatives of ten Member Agencies, which include Alameda County, Contra Costa 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, and Tulare County Association of Governments.

AB 1779 defines the composition of SJJPA, as well as requiring that the interagency transfer must result in administrative or operating cost reductions. AB 1779 also requires SJJPA to protect the existing service and facilities and seek to expand service as warranted by ridership and available revenue.

Roles and Responsibilities

On July 1, 2015, SJJPA became the primary managing entity of the San Joaquins. The SJJPA is responsible for the following:

- Oversight and management of the day-to-day San Joaquins operations, which includes entering into an operating agreement with the current contract operator, the National Railroad Passenger Corporation (Amtrak);
- Negotiating changes to the current contract or selecting another qualified operator;
- Advising the Capitol Corridor Joint Powers Authority (CCJPA) on the management and administration of the State-owned and other rolling stock (passenger cars and locomotives) assigned to the San Joaquins;
- Overseeing the dedicated feeder bus system for the San Joaquins, which is subcontracted to private bus operators through the Amtrak contract;
- Planning for future service improvements;
- Coordinating with CCJPA and Los Angeles-San Diego-San Luis Obispo (LOSSAN) JPA and the State on issues such as scheduling, connecting buses, and ticketing; and
- Marketing for the San Joaquins.

The State and Amtrak share operating responsibility for the San Joaquins with SJJPA. Under the provisions of AB 1779, the State continues to provide the funding necessary for service operations, administration, and marketing. Furthermore, Caltrans Division of Rail and Mass Transportation remains responsible for the development of the California State Rail Plan; coordination and integration between the three state-supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests. The State also remains the owner of the trainsets used for the San Joaquins and Capitol Corridor Services and continues to be responsible for the procurement of new equipment for the state-supported intercity passenger rail services. Amtrak continues to serve as the operator of the San Joaquins.

The San Joaquin Regional Rail Commission (SJRRRC), the managing body for the Altamont Corridor Express (ACE) Service between Stockton and San Jose, was selected by the SJJPA Board to be the Managing Agency at the July 26, 2013 SJJPA Board Meeting in Fresno for an initial 3-year term (September 27, 2013 – September 27, 2016) and was later extended for an additional 3-year term (September 27, 2016 – September 27, 2019). At the November 22, 2019 SJJPA Board Meeting, the SJJPA Board approved SJRRRC as the Managing Agency for an additional 5-year term (September 27, 2019 – September 27, 2024).

Advocacy

In addition to more cost-effective administration and operations, there are many benefits to regional governance of the San Joaquins. Train riders and San Joaquin Valley residents now have a stronger voice in deciding what happens with the service, as local decision-making is more responsive and adaptive to passenger issues. SJJPA, which is made up of elected officials throughout the San Joaquins Corridor, is a strong voice in advocating for service improvements and expansions – particularly in Washington D.C. and in Sacramento. SJJPA is taking advantage of joint marketing and partnerships with local agencies throughout the San Joaquin Valley. Since SJJPA's Board Members are part of the communities in the San Joaquins Corridor, they are able to facilitate the engagement of local communities throughout the corridor to use and support the San Joaquins.

Public Outreach for this Business Plan

Public outreach of the Draft 2021 SJJPA Business Plan will include briefings for key stakeholder groups, electronic outreach to the SJJPA stakeholder list, and posting a public review draft on sjjpa.com. This process is meant to engage with the public and stakeholders to provide information about this document and the opportunity for public comment.

Briefings were held during the development and will be held during comment period of the Business Plan. These briefings provide an opportunity to engage key stakeholder groups within the corridor. Briefings will be held with the SJJPA Board, Central Valley Rail Working Group, CalSTA, Caltrans, Freight Railroads, San Joaquin Valley Rail Committee,

and Amtrak. SJJPA will seek input from these and other agencies and organizations that have an interest in intercity passenger rail.

As a part of its Stakeholder Engagement Strategy, SJJPA has developed an extensive stakeholder email list which it employs to notice about board meetings, service updates, and to engage stakeholders to participate in the Business Plan process. SJJPA will send electronic communications to its stakeholder list requesting public comment and provided links to the document. This process ensures those invested in intercity passenger rail are engaging with SJJPA in the San Joaquin Valley, Sacramento, and the Bay Area, and have an opportunity to provide comment to the Business Plan. Finally, SJJPA posted the Public Review Draft Business Plan to its website (sjjpa.com) on March 2, 2021 for public review of the document and was circulated to SJJPA's stakeholder list.

2021 SJJPA Business Plan Update Approval Process

This Business Plan is similar to the 2020 SJJPA Business Plan. The changes include providing current numbers for the San Joaquins operating expenses and bringing the plan up-to-date. The SJJPA Board discussed the general outline and highlighted changes planned for the 2021 Business Plan at its January 22, 2021 Board Meeting. Following the incorporation of comments from the public review period, an updated Draft Business Plan will be presented to the SJJPA Board at the March 26, 2021 Board Meeting for approval. Following approval, the Draft Business Plan will be submitted to CalSTA by April 1, 2021. A final version of the Business Plan, which includes revised operating cost estimates from Amtrak, will be presented at the May 28, 2021 SJJPA Board Meeting. The Business Plan will be submitted to CalSTA by June 30, 2021.

2. HISTORICAL PERFORMANCE OF THE SERVICE AND ROUTE CHARACTERISTICS

Beginning with the introduction of the Amtrak national network in the early 1970s, passenger train service has been expanding in California. The State initiated, co-funded, and operated intercity rail service under the authority of Section 403(b) of the Federal Rail Passenger Services Act. Amtrak operates all three state-supported intercity rail services.

San Joaquins Intercity Rail Service (“San Joaquins”)

The San Joaquins extends 364 miles and provides direct rail service to 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern (see Figure 2.1). Between Oakland and Bakersfield, the San Joaquins route is 315 miles long and has 13 intermediate stops. The San Joaquins route is 49 miles between Sacramento and Stockton with one additional intermediate stop. The San Joaquins has seven daily round-trip trains (five between Oakland and Bakersfield and two between Sacramento and Bakersfield). The current minimum scheduled San Joaquins running time between Oakland and Bakersfield is 6 hours and 1 minute. Between Sacramento and Bakersfield the San Joaquins has a minimum 5 hours and 10 minute running time. Maximum speed for the San Joaquins is 79 mph.

In 1979-80, the San Joaquins only had two daily round-trips between Oakland and Bakersfield and annual ridership was a little over 123,000. Ridership steadily increased over the years, reaching a peak in FY 2013/14 when it recorded over 1.2 million passengers. In recent years, ridership has slightly decreased or held flat. Potential reasons for this include consistently low gas prices over the last few years, competition from new private intercity bus carriers, and periods of declining on-time performance (OTP). SJJPA is addressing these concerns through service changes and other planning efforts described in this Business Plan. In FY 2018/19, the San Joaquins Service were the sixth most used intercity service within the Amtrak system. Table 2.1 presents historical annual operating performance of the San Joaquins between FY 1973/74 and FY 2018/19.

Table 2.1: San Joaquins Historic Operating Performance

San Joaquins Routes Annual Operating Performance - State Fiscal Years									
State Fiscal Year	Ridership Data		Financial Data for Operations						
	Ridership	PM/TM	Revenue	Expense	Loss	State	Amtrak	Train Loss per PM	Farebox Ratio
						Calculated Service Costs			
		(F1)		(F2)		(F3)	(F4)	(F5)	(F6)
1973-74 (S1)	38,770	83.6							
1974-75	66,990	44.2							
1975-76	66,530	43.8							
1976-77	87,642	56.0							
1977-78	80,611	52.7							
1978-79	87,645	60.2							
1979-80 (S2)	123,275	63.6	\$1,174,065	\$3,975,185	\$2,801,120	\$518,206		18.4¢	29.5%
1980-81	159,498	55.3	\$2,224,137	\$6,940,934	\$4,716,797	\$1,360,391		18.4¢	32.0%
1981-82	189,479	65.3	\$3,115,710	\$7,774,029	\$4,658,319	\$2,228,585		14.0¢	40.1%
1982-83	186,121	62.9	\$3,342,137	\$7,991,697	\$4,649,560	\$2,490,275		14.6¢	41.8%
1983-84	248,275	85.3	\$4,730,431	\$8,094,789	\$3,364,358	\$2,518,066		7.3¢	58.4%
1984-85	269,837	94.6	\$5,210,951	\$8,641,293	\$3,430,342	\$2,802,955		7.7¢	60.3%
1985-86	280,798	101.1	\$5,425,329	\$8,610,554	\$3,185,225	\$2,658,895		6.8¢	63.0%
1986-87	304,668	106.1	\$6,084,677	\$9,179,133	\$3,094,456	\$2,929,148		5.1¢	66.3%
1987-88	340,573	121.1	\$7,457,686	\$9,633,659	\$2,175,973	\$2,605,572		2.2¢	77.4%
1988-89	370,190	133.7	\$9,527,268	\$10,968,216	\$1,440,948	\$1,887,450		1.3¢	86.9%
1989-90 (S3)	418,768	116.9	\$11,845,743	\$15,286,520	\$3,440,777	\$3,544,332		3.2¢	77.5%
1990-91	463,906	104.1	\$12,691,986	\$18,456,785	\$5,764,799	\$5,803,565		4.9¢	68.8%
1991-92	483,593	104.3	\$12,369,805	\$18,633,777	\$6,263,972	\$6,472,598		4.3¢	66.4%
1992-93 (S4)	516,113	109.6	\$12,628,496	\$22,227,149	\$9,598,653	\$10,789,651		6.5¢	56.8%
1993-94	558,569	94.6	\$13,894,624	\$26,678,861	\$12,784,237	\$12,335,021	\$3,937,150	8.3¢	52.1%
1994-95	524,680	88.8	\$12,244,668	\$25,077,153	\$12,832,485	\$12,668,018	\$3,705,069	9.7¢	48.8%
1995-96	526,088	86.6	\$12,477,497	\$25,386,099	\$12,908,602	\$14,483,048	\$1,360,327	11.8¢	49.2%
1996-97	652,544	106.1	\$13,817,681	\$34,528,165	\$20,710,484	\$16,265,387	\$5,672,236	18.6¢	40.0%
1997-98	702,178	118.0	\$15,230,966	\$36,517,290	\$21,286,324	\$17,190,515	\$4,493,597	17.7¢	41.7%
1998-99 (S5)	680,687	102.8	\$16,496,457	\$37,269,835	\$20,773,378	\$19,938,254	\$1,712,168	17.6¢	44.3%
1999-00	671,295	92.7	\$18,061,512	\$41,791,782	\$23,730,270	\$24,232,326	\$652,236	19.0¢	43.2%
2000-01	710,833	97.9	\$19,667,681	\$43,404,325	\$23,736,644	\$24,350,127	\$540,809	18.2¢	45.3%
2001-02 (S6)	733,152	96.9	\$20,114,693	\$46,503,548	\$26,388,855	\$26,281,035	\$396,392	20.0¢	43.3%
2002-03	769,708	89.9	\$20,318,564	\$50,552,529	\$30,233,965	\$29,729,650	\$504,315	21.7¢	40.2%
2003-04	752,227	87.2	\$22,100,796	\$50,061,460	\$27,960,664	\$27,960,664	\$89,345	20.5¢	44.1%
2004-05	743,245	85.1	\$22,590,880	\$49,883,689	\$27,292,809	\$27,292,809	-	19.6¢	45.3%
2005-06	801,242	91.1	\$25,869,979	\$55,226,742	\$29,356,763	\$29,356,763	-	19.0¢	46.8%
2006-07	789,641	88.8	\$26,862,994	\$61,188,078	\$34,325,084	\$34,325,084	-	28.8¢	43.9%
2007-08	894,346	88.2	\$28,945,651	\$65,474,253	\$36,528,602	\$36,528,602	-	21.4¢	44.2%
2008-09	958,946	90.0	\$30,671,510	\$68,232,766	\$37,561,256	\$37,561,256	-	21.2¢	45.0%
2009-10	967,437	103.7	\$32,117,615	\$62,689,957	\$30,572,342	\$30,572,342	-	22.2¢	51.2%
2010-11	1,032,579	112.9	\$36,571,173	\$69,578,077	\$33,006,904	\$33,006,904	-	21.9¢	52.6%
2011-12	1,133,654	124.0	\$40,161,170	\$74,360,735	\$34,199,565	\$34,199,565	-	20.2¢	55.0%
2012-13	1,195,898	127.5	\$41,415,960	\$73,685,365	\$32,269,405	\$32,269,405	-	19.2¢	56.2%
2013-14	1,202,624	125.8	\$41,421,102	\$79,263,729	\$37,842,627	\$37,842,627	-	22.5¢	52.3%
2014-15	1,181,639	123.8	\$41,020,415	\$80,023,410	\$39,002,995	\$39,002,995	-	23.7¢	51.3%
2015-16 (S7)	1,135,424	118.6	\$39,040,339	\$77,388,218	\$38,347,879	\$38,347,879	-	24.2¢	50.4%
2016-17	1,125,626	100.1	\$38,880,344	\$78,939,791	\$40,059,447	\$40,059,447	-	25.7¢	49.3%
2017-18	1,090,200	97.4	\$36,073,870	\$83,878,638	\$47,804,768	\$47,804,768	-	32.0¢	43.0%
2018-19	1,076,454	93.9	\$35,217,711	\$85,840,487	\$50,622,776	\$50,622,776	-	34.4¢	41.0%

Source: Amtrak and the California Department of Transportation, 2019

Table 2.1 Notes

- (S1) Service started 3/6/74 with one round-trip between Oakland and Bakersfield Data is for four months only.
- (S2) State support started 10/1/79. Data is for nine months, during which time ridership totaled 93,206.
- (S3) Third round-trip added 12/17/89 between Oakland and Bakersfield.
- (S4) Fourth round-trip added 10/25/92 between Oakland and Bakersfield.
- (S5) Fifth round-trip added 2/21/99 between Sacramento and Bakersfield.
- (S6) Sixth round-trip added 3/18/02 between Sacramento and Bakersfield.
- (S7) Seventh round-trip added 6/20/16 between Oakland and Bakersfield.
- (F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.
- (F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all trains billed on short term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Includes cost of connecting buses. Depreciation and interest (equipment capital cost) included in operating cost under solely-related cost basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.
- (F3) Calculated service costs shown here may not reflect actual State contract cost. From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation and interest (equipment capital cost). For the fourth round trip, State cost was 70 percent of train operating loss plus equipment capital cost. Between October 1995 and September 1996, State cost was 100 percent of train operating loss and 60 percent of equipment capital cost. Between October 1996 and September 1997, State cost was 65 percent of train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak for use of equipment, and State payment of entire net cost of all connecting bus routes.
- (F4) Between State Fiscal Years 1993-94 and 2003-04, Amtrak cost is based on billings submitted and reflects cost basis and Amtrak shares as stated in notes (F2) and (F3) above. However, Amtrak does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available/ beginning in FY 2004-05, no Amtrak share is billed.
- (F5) Train loss (deficit) per train passenger-mile. Connecting buses not included in loss per passenger mile data.
- (F6) Farebox Ratio, the ratio of Revenue to Expense.

Amtrak operates the state-supported San Joaquins on track owned by the UPRR and the BNSF through operating agreements with the UPRR and BNSF. UPRR owns the 49 miles of track used by the San Joaquins between Stockton and Sacramento, and 39 miles between Oakland and Port Chicago, whereas the remaining 276 miles (between Port Chicago and Bakersfield) are owned by BNSF (see Table 2.2). The UPRR track is primarily single track, while the BNSF line has approximately 65.7 miles of double-track divided among five segments.

Table 2.2: San Joaquins Ownership and Track Characteristics

San Joaquins Route Ownership and Track Characteristics								
Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max Speed	Signal System
Oakland Jack London Square	7.0	Oakland 10th St.	4.2	2.8	UP	2	50	CTC
Oakland 10th St.	2.2	Martinez	31.7	29.5	UP	2	79	CTC
Martinez	34.7	Port Chicago	41.3	6.6	UP	1	79	CTC
Port Chicago	1163.5	Stockton	1120.7	42.8	BNSF	1-2	79	CTC
Sacramento	89.0	Elvas	91.8	2.8	UP	2	35	CTC
Elvas	38.8	Stockton	84.7	45.9	UP	1	60	CTC
Stockton	1120.7	Bakersfield	886.9	233.8	BNSF	1-2	79	CTC
TOTAL				364.2				

Source: California Department of Transportation

Notes: *General Number of Mainline Tracks

Owners:

BNSF - BNSF Railway Company

UP - Union Pacific Railroad Company

Signal Systems: CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.

Assessing the ridership patterns of the San Joaquins is critical to monitoring performance and conducting effective service planning. Table 2.3 shows passenger ons/off (i.e. boardings/alightings) at San Joaquins train stations for Federal FY 2019. These numbers include trips with a Thruway bus connection (which comprise a considerable number of the trips at Bakersfield, Stockton [San Joaquin Street], Sacramento, Hanford, Martinez, and Emeryville Stations). Table 2.4 illustrates how ons/off can differ significantly from the true origins/destinations points of passengers by excluding ons/off of passengers making transfers between a bus and train. While ons/off are useful for planning station capacity and design issues, origins/destinations statistics are far more useful (and accurate) for service planning. For example, in Table 2.3, Bakersfield is shown as having the most (426,056) passenger ons/off in FY 2019. However, nearly 75% of these passengers took a connecting bus between Southern California, reducing the number of passengers who actually traveled to/from Bakersfield as an origin/destination point to 125,823 (see Table 2.4, this table will be updated in official draft version of the business plan on April 1, 2020). Stockton (San Joaquin Street) Station is shown as having the third highest ridership with 276,880 passengers in Table 2.3, but about 50% of these passengers took a connecting Thruway bus, reducing the number of passengers who actually traveled to/from Stockton (San Joaquin Street) Station as an origin/destination point to 141,405 (see Table 2.4, see prior note on this table). Many of those taking a Thruway bus at Stockton (San Joaquin Street) Station were actually traveling to/from Sacramento (about 48,000 passengers). For Sacramento Station, the total number of passengers (rail + Thruway bus) actually traveling to/from Sacramento was nearly 136,000 passengers. The Thruway bus station with the greatest number of riders is by far Los Angeles Union Station with over 110,000 San Joaquins passengers in FY 2016.

Table 2.3

San Joaquins Train Station Ridership Report - FY 2019* (Includes Passengers Making Thruway Bus Transfers)		
	Station	Passenger Ons/Offs (FY 19)**
1	Bakersfield	426,056
2	Fresno	369,129
3	Stockton (San Joaquin St.)	276,880
4	Hanford	182,143
5	Merced	133,720
6	Modesto	116,610
7	Martinez	102,358
8	Sacramento	100,062
9	Emeryville	99,855
10	Oakland	70,451
11	Richmond	51,404
12	Wasco	39,411
13	Antioch	34,618
14	Turlock-Denair	32,717
15	Madera	27,636
16	Corcoran	26,993
17	Stockton (Downtown)	16,600
18	Lodi	11,342

TOTAL PAX ON/OFFS 2,117,985

TOTAL RIDERSHIP 1,058,993

Source: Amtrak, 2019

*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

**The above figures are total ons (boardings) and offs (alightings) at each station for both directions of travel. Since each trip contains two endpoints, total ridership is equal to half of total boardings and alightings.

Table 2.4

San Joaquins Train Station Ridership Report - FY 2019* (Does Not Includes Passengers Making Thruway Bus Transfers)		
	Station	Passenger Ons/Offs (FY 19)**
1	Fresno	361,248
2	Hanford	162,481
3	Stockton (San Joaquin St.)	139,006
4	Merced	128,294
5	Bakersfield	123,947
6	Modesto	116,610
7	Sacramento	80,655
8	Oakland	70,451
9	Martinez	54,262
10	Richmond	51,404
11	Emeryville	48,496
12	Wasco	39,411
13	Antioch	34,618
14	Turlock-Denair	32,717
15	Madera	27,636
16	Corcoran	26,993
17	Stockton (Downtown)	13,402
18	Lodi	11,342

Source: Amtrak, 2019

*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

Table 2.5 provides Federal FY 2018 ridership for the top San Joaquins “city pairs” (including trips that start or end on an Amtrak San Joaquins Thruway Bus stop). This data includes the true origins/destinations of riders, providing an accurate picture of ridership markets. Tables 2.3, 2.4, and 2.5 highlight the importance of incorporating Thruway Bus travelers when discussing San Joaquins ridership.

Table 2.5

San Joaquins City Pair Ridership - FY 2018 (Includes Key Train Stations and Thruway Bus Stops)	
City Pair	Ridership
Fresno - Hanford	62,695
Sacramento - Fresno	39,181
Oakland - Stockton (San Joaquin St.)	26,985
Fresno - Bakersfield	22,886
Fresno - Los Angeles (Union Station)	22,375
Sacramento - Bakersfield	16,677
Richmond - Stockton (San Joaquins St.)	16,152
Oakland - Fresno	14,985
Martinez - Fresno	13,506
Richmond - Fresno	13,060
San Francisco* - Fresno	12,987
Sacramento - Hanford	12,054
San Francisco* - Stockton (San Joaquin St.)	11,984
Sacramento - Modesto	10,257
Hanford - Corcoran	9,862
Sacramento - Merced	9,810
Hanford - Los Angeles (Union Station)	9,311
Sacramento - Los Angeles (Union Station)	7,991
San Francisco* - Los Angeles (Union Station)	2,847
San Francisco* - Yosemite**	2,255

*Includes all bus stops in San Francisco

**Data for Yosemite includes all bus stops within the boundaries of Yosemite National Park and El Portal.

Source: Amtrak, 2018

San Joaquins Amtrak Thruway Bus Service

The extensive network of dedicated Amtrak Thruway Buses connecting with the San Joaquins to and from destinations around California and Nevada is critical to the performance of the overall service. In addition to the Thruway Bus service connections in Bakersfield, other Amtrak Thruway Bus service connections are provided at Sacramento, Stockton, Lodi, Oakland, Emeryville, Martinez, Merced, Hanford, and Fresno. In Federal FY 2016, over 55 percent (625,835) of San

Joaquins passengers used an Amtrak Thruway Bus on at least one end of their trip.¹ San Joaquins ridership to/from key Amtrak Thruway Bus stops can be found in Table 2.6.

All trains either initiating or terminating at Bakersfield are met by Amtrak Thruway Buses connecting south to Southern California. In FY 2016, over 366,000 San Joaquins passengers used an Amtrak Thruway Bus between Bakersfield and Southern California, with over 30% of these passengers traveling to or from Los Angeles Union Station (over 110,000 passengers).

Table 2.6

San Joaquins Ridership at Key Thruway Bus Stops - FY 2019		
	Bus Stop	Passenger Ons/Offs
1	Los Angeles (Union Station)	195,797
2	Sacramento	97,034
3	San Francisco*	48,942
4	San Jose	32,123
5	Van Nuys	12,377
6	Las Vegas**	11,991
7	Oxnard	11,700
8	Davis	10,479
9	Santa Rosa	9,898
10	Riverside	9,512
11	Chico	9,262
12	UCLA/Westwood	8,915
13	San Bernardino	8,787
14	Arcata	7,417
15	Long Beach	7,225
16	Yosemite Valley***	4,236

*Aggregate of all 4 San Francisco bus stops.

**Aggregate of both Las Vegas bus stops.

***Aggregate of all Yosemite Valley bus stops

Note: The above figures are total ons (boardings) and offs (alightings) at each bus stop.

Source: Amtrak, 2019

The Thruway Bus system extends north to Redding; east to Reno and Las Vegas, Nevada; south to Indio; and all along the California coast from Arcata to San Diego. See Figure 2.2 at the end of this chapter for a map of all Thruway Bus routes.

SJPA contracts with Amtrak for dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as part of the San Joaquins, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak’s central information and reservation system in the same manner as the trains. FY 2019 ridership for these routes is shown on Table 2.7. The FY 2019 (pre-Covid-19) Thruway bus routes and their origins/destinations are as follows:²

² Cities designated with asterisks (*) are not serviced by all schedules on the route.

Route 1 – Los Angeles Basin/San Diego (from Bakersfield Station):³

- 1a–Bakersfield-Los Angeles-San Diego*;
- 1b–Bakersfield-Los Angeles-Long Beach*/San Pedro*;
- 1c–Bakersfield-Van Nuys-Torrance;

Route 3 – Redding (from Stockton/Sacramento Stations): Stockton-Sacramento-Redding;

Route 6 – South Bay (from Stockton Station): Stockton-San Jose;

Route 7 – North Bay/Redwood Empire (from Martinez Station): Martinez-Vallejo-Napa-Santa Rosa-Eureka*-McKinleyville*;

Route 9 – High Desert/Las Vegas (from Bakersfield Station): Bakersfield-Las Vegas;

Route 10 – Santa Barbara (from Bakersfield Station): Bakersfield-Oxnard-Santa Barbara;

Route 12 – Antelope Valley (from Bakersfield Station): Bakersfield-Victorville;

Route 15 – Yosemite National Park (from Merced/Fresno Stations):

- 15a–Merced-Yosemite National Park;
- 15b–Fresno-Yosemite National Park (Summer Only)

Note: Route 15 buses operated by YARTS - Yosemite Area Regional Transportation System;

Route 18 – Central Coast/Visalia (from Hanford Station):

- 18a–Hanford-San Luis Obispo-Santa Maria;
- 18b–Hanford-Visalia

Note: Route 18 buses are operated by Orange Belt Stages;

Route 19 – Inland Empire-Coachella Valley (from Bakersfield Station):

- 19a–Bakersfield-Riverside-San Bernardino-Hemet*;
- 19b–Bakersfield-Riverside-San Bernardino-Palm Springs-Indio;

Route 20 – Reno/South Lake Tahoe (from Sacramento Station):⁴

- Route 20a–Sierra Foothills/High Sierra, Sacramento-Auburn/Reno/Sparks;
- Route 20c–Lake Tahoe, Sacramento-South Lake Tahoe/Stateline*;

Route 34 – Bay Area (from Stockton Station): Stockton-Oakland-San Francisco;

Route 35 – Santa Cruz (from San Jose Station): San Jose-Santa Cruz (buses operated by Santa Cruz Metropolitan Transit District). Note: Route 6 connects passengers to Route 35 via Stockton to San Jose Station;

Route 40 – San Jose (from Merced): Merced-Los Banos-Gilroy-San Jose (starting Spring 2020);

Route 56 –Stockton (from San Jose Station): San Jose - Stockton (Note: three one-way trips, Monday-Friday via the Altamont Corridor Express train);

Route 99 – San Francisco (from Emeryville Station): Emeryville-San Francisco.

³ Route 1 serves the Pacific Surfliner and San Joaquins routes.

Table 2.7: San Joaquins Thruway Bus Route Ridership

San Joaquins Thruway Bus Route Ridership - FY 2019		
Thruway Bus Route		Ridership
Route 1*	(Fresno - Bakersfield - Van Nuys - Los Angeles - Long Beach - San Diego)	263,051
Route 3	(Stockton - Sacramento - Redding)	129,573
Route 6	(Stockton - San Jose)	39,034
Route 7	(Martinez - Napa - Santa Rosa - Eureka - McKinleyville)	46,607
Route 9	(Bakersfield - Las Vegas)	13,347
Route 10	(Bakersfield - Oxnard - Santa Barbara)	24,749
Route 12	(Bakersfield - Victorville)	11,994
Route 15a/15b	(Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley)	4,976
Route 18a /18b	(Visalia - Hanford - San Luis Obispo - Santa Maria)	23,298
Route 19a/19b	(Bakersfield - Riverside - Hemet / Bakersfield - Riverside - Palm Springs - Indio)	43,461
Route 34	(Stockton - Oakland - San Francisco)**	1,089
Route 56	(San Jose - Stockton)	2,416
Route 99	(Emeryville - San Francisco)	49,072
Total Ridership		652,667

Source: Amtrak, 2019

Notes: The above figures are total ons/offers (boardings/alightings) for each bus route, and includes ridership for both directions. Additionally, for shared Thruway bus routes, riders transferring to/from the Capitol Corridor and Pacific Surfliner trains are included in the ridership figures.

* Route 1 is made up of three sub-routes (1a, 1b, and 1c) which serve locations within the Los Angeles Basin and the Greater Southern California region.

** Route 34 did not operate from April 2019 to September 2019 of Fiscal Year 2019 due to Morning Express.

3. EXISTING TRAINSETS, NEW EQUIPMENT, AND MAINTENANCE

Due to the COVID-19 pandemic and the associated decrease in ridership the San Joaquins Service currently utilizes six trainsets for the four daily round-trip service. This is a reduction from the Pre-COVID-19 pandemic of eight consists for seven daily roundtrips. The fleet consists of a mix of locomotive types and train cars. The State of California owns or leases all locomotives and train cars utilized by the San Joaquins.

Existing Equipment

The San Joaquins and Capitol Corridor currently share a combined fleet of 15 F59 PHI Locomotives, 3 P42 Locomotives (leased), 2 P-32 DASH-8 Locomotives, 8 Charger Locomotives, and 84 bi-level passenger coaches, food service (Food Service has been suspended as a result of the Covid Pandemic) and cab cars. The San Joaquins also utilizes 14 State-owned Comet Car coaches, as well as 3 Horizon Café cars and 3 F40 Cabbage cars (which the State leases from Amtrak). Taken together, this equipment is referred to as the Northern California Fleet.

California Cars

The San Joaquins primarily utilizes bi-level California Cars. The bi-level equipment was purchased by the State in the 1990's for use on the three California Intercity Passenger Rail Corridors. The Northern California Fleet is shared between the San Joaquins and Capitol Corridor services to allow for maximum flexibility in seating capacity. Bi-level equipment assignments for the Northern California Fleet is currently being studied to see if there can be further optimization of equipment based upon peak loads of paired trains.

An essential feature of the bi-level coaches is the ability for doors to be operated remotely on either side of the train from a single point of control. This feature allows the operator to maximize passenger flow in boarding and alighting operations, and thereby minimizing station dwell time.

Comet Cars

The San Joaquins currently have available one trainset that utilizes refurbished Comet Cars consisting of seven cars each. The State has 14 Comet Cars for service on the San Joaquin Corridor and the vehicles have proven to be a valuable resource in providing needed seating capacity while Caltrans Division of Rail and Mass Transportation pursues the procurement of a large order of new rail cars for the Northern California Fleet. While the use of Comet Car trainsets has accomplished the goal of increasing seating capacity, this equipment has presented some challenging operational aspects. High-level boarding (which requires all passengers to climb a steep set of stairs), narrow doors, and use of a manually cranked wheelchair lift at all stations often cause boarding delays, increasing dwell times and reducing on-time performance. Additionally, Comet Car coach doors are all manually operated, requiring additional staff to be onboard while also preventing some doors in the trainset from being used when the trains are at stations. SJJPA is working with the state on planning for the retirement of the Comet Cars from regular service on the San Joaquins once new equipment becomes available.

Charger Locomotives

Caltrans recently procured 22 new Siemens Tier IV Charger diesel-electric locomotives, eight of which were delivered for use in the Northern California Fleet. The eight locomotives are shared between the San Joaquins and Capitol Corridor trains, with six in service as of October 2017, and two in service since June 2018. The Charger Locomotives meet EPA Tier IV emission standards and are capable of operating at 125 mph in revenue service. These locomotives will allow for the eventual replacement of the P42 locomotives currently being leased from Amtrak. The remaining 14 Charger Locomotives, are in revenue service on the LOSSAN Corridor in Southern California.

New Equipment

Caltrans, in partnership with the Federal Railroad Administration and States for Passenger Rail Coalition, is working to provide new rail equipment to meet increased demand from growth on existing services and plans for service expansions on the three State-supported services. With the Charger Locomotive order complete, Caltrans is now in the

process of accepting delivery of Siemens Single-Level Venture Passenger Rail Cars for the San Joaquin Corridor in Northern California Fleet. Caltrans was successful in bringing together Federal High-Speed Intercity Passenger Rail (HSIPR) program funding, American Recovery and Reinvestment Act (ARRA) funding, and Prop 1B funds to acquire this additional equipment.

Siemens Single-Level Passenger Rail Cars

Caltrans with agreement with Sumitomo Corporation of Americas (SCOA) to provide 49 single-level rail cars for use on the San Joaquin Corridor in Northern California. Siemens Mobility, Inc. (Siemens) is the car builder of this contract. SJJPA is currently working with the State and SCOA to specify features in the new trains so they can operate efficiently in California. Delivery of these new cars began in March 2020 and are scheduled to end in 2023. The structure and design of these new rail cars will be based on the passenger cars being used on the Brightline Service, which runs between West Palm Beach and Miami in Florida.

Accessibility of Equipment

SJJPA supports the State’s goal to provide total accessibility to the State-owned equipment including all its features and amenities. No person shall be denied access on the basis of physical ability. Accessibility features for bi-level coaches include onboard wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each passenger coach.

Prior to the Covid 19 Pandemic, the State had deployed Comet Car trainsets on the San Joaquins. Since the Comet Car trainsets have high-floors and do not have onboard wheelchair lifts, hand-cranked mobile wheelchair lifts are currently utilized to provide accessibility at all San Joaquins stations. Each single-level Comet Car coach has one wheelchair-accessible lavatory. SJJPA will continue to closely monitor the performance of the Comet Car trainsets in relation to accessibility. Currently, the Comet Cars are deployed into service on the lowest ridership trains.

As with the Comet cars, the new single-level Siemens passenger rail cars have high-floors. In-terms of accessibility, SJJPA is currently working with the State and their consultants to explore more efficient ways to provide accessibility than the hand-cranked mobile wheelchair lifts. SJJPA and Caltrans are working together to construct mini-high platforms at the existing stations to allow for level boarding on certain passenger cars. Caltrans is working on the design of the portable bridge plate that will be stored on the cars. In addition, Siemens is working on the car-borne bridge plate. Both solutions will accommodate level-boarding. Further planning will need to be undertaken to ensure that single-level rail cars are integrated effectively into the Northern California Fleet.

Passenger Information Displays and Wi-Fi

Currently, each passenger coach is equipped with electronic passenger information displays that provide the train number and destination, plus other public information. In FY 2017/18, Amtrak informed SJJPA that it had planned changes to its Wi-Fi program, which resulted in cancellation of Wi-Fi service support and maintenance. In response, SJJPA worked with Caltrans, CCJPA, and LOSSAN JPA to ensure passengers do not experience a disruption in service, with the CCJPA taking the lead and responsibility for future management of Wi-Fi service in coordination with SJJPA and Caltrans. A Wi-Fi system upgrade was completed by CCJPA and its contractors in FY 20/21 to provide improved Wi-Fi service to San Joaquins and Capitol Corridor passengers.

Renewable Diesel Implementation

SJJPA is committed to helping meet California’s Greenhouse Gas (GHG) emission reduction goals. SJJPA is currently working with the Capitol Corridor to test the use of renewable diesel. Testing began for the older F59 Locomotives in November 2017, but unfortunately needed to be redone due to fuel contamination. Testing in Tier IV Charger Locomotives is currently underway and scheduled for completion in early summer of 2021. Following the completion of testing, results will be documented in a report to be produced by the CCJPA. If results are favorable, renewable diesel could be in all the locomotives of the Northern California Fleet as early as the fall of 2021.

SJJPA is also committed to utilizing renewable diesel in bus fleets used to run the extensive Thruway Bus system. Several transit agencies, including the San Francisco Municipal Transportation Agency, are already successfully using renewable diesel in bus and automobile fleets. SJJPA plans to work with Amtrak to require use of renewable diesel in all future contracts with bus operators.

Maintenance and Renovation

Currently, SJJPA and CCJPA are responsible for the administration and maintenance supervision of the State-owned fleet of passenger cars and locomotives assigned to Northern California. CCJPA is the lead agency in the maintenance program of the Northern California Fleet, with SJJPA serving in a monitoring role to ensure the fleet is operated and maintained to the high standards of reliability, cleanliness, and safety. SJJPA will continue to work closely with CCJPA, Caltrans, and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet.

Caltrans, Amtrak, and CCJPA have created a program of periodic overhauls to the existing fleet that will result in improved performance. The main engines of the original fleet of F59 Locomotives were rebuilt and upgraded from 2011-2015 to exceed current EPA TIER II emissions standards. All locomotives are now equipped with inward and outward facing cameras to improve safety and security. In addition, 14 California Cab Cars have been converted to Cab/Baggage/Bike cars similar to the five newer Surfliner Cabs, to provide greater baggage storage and 13 more bike racks.

Additional projects underway include replacing HVAC units to provide better air quality and climate control using new environmentally-friendly technology and refrigerants; rehabbing the upper level of diner cars to improve seating capacity, food storage, lighting, and counter top space; improving monitoring equipment in cab cars and locomotives; replacing door mechanics and side paneling on certain passenger cars; and installing an updated Wi-Fi system during FY 2020/21.

Additionally, the Caltrans entered into agreements with the San Joaquin Regional Rail Commission (SJRRRC) for acceptance activities of the Siemens Ventures at SJRRRC's maintenance facility in Stockton, as well as agreements with SJJPA on a Truck Overhaul Program for the 88 State owned Bi-level Passenger Rail vehicles and for providing the maintenance of the Siemens Venture Cars in Oakland and in Stockton.

4. OPERATING PLAN AND STRATEGIES

SJJPA is in the process of a significant optimization and expansion effort of the San Joaquins Service. SJJPA is pursuing a significant increase in the frequency of the San Joaquins between Sacramento and the San Joaquin Valley. This aggressive program is needed to serve existing market demand (to capture a larger share of the business and leisure travel market to/from Sacramento) and to enable the San Joaquins to provide better connectivity to the HSR infrastructure under construction in the San Joaquin Valley. The most immediate priority for expansion of service is the implementation of the 8th and 9th Daily Round-Trips. Details about capital improvements associated with the 8th and 9th Daily Round-Trips can be found in Chapter 5, along with information on the joint SJJPA/San Joaquin Regional Rail Commission (SJRR) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application, which was successful in funding this expansion of service.

SJJPA introduced a new schedule in Spring 2019 which returned the San Joaquins to full-corridor service for 7 daily round trips and initiated a “slotted” schedule and distributed pad-time for improved on-time performance. In terms of optimizing operations, the slotted schedule SJJPA developed for Spring 2019 is based on a bi-hourly pulse system, providing statewide connectivity and consistent service frequency throughout the day. The pulse approach not only allows for improved service, but is also more effective operationally and makes better use of infrastructure investments. The schedule results in a fixed interval between trains, and symmetrical northbound and southbound operations that reduce the number of locations needed for passenger-on-passenger train meets. BNSF simulations show high on-time performance with this schedule. Due to the Covid-19 pandemic, San Joaquins service was reduced from 7 daily round-trips to 4 daily round-trips. This change as put on hold SJJPA’s previous plans for increased service speeds and reductions in operating time while the service build backs ridership and revenue coming out of the pandemic. SJJPA plans to continue to advance efforts to reduce trip times and improve on-time performance once the San Joaquins can be restored to the pre-Covid service levels.

To enhance the current service of the San Joaquins, SJJPA is committed to working with CalSTA, Caltrans, CCJPA, LOSSAN, San Joaquin Regional Rail Commission, Amtrak, BNSF, UPRR, and regional and local transit providers to improve connections to local/regional transit service to trains and connecting bus service along the San Joaquins Corridor. To help achieve this, SJJPA will utilize its Member Agencies to assist in coordinating improved communications and connectivity. SJJPA will also working to optimize the San Joaquins Thruway Bus services by implementing the provisions of SB 742 (Allen), adjusting routes to promote higher ridership and be more cost-effective, and pursuing partnerships with public and private bus operators to reduce operating expenses and increase ticket revenue.

The CHSRA’s Revised Draft 2020 Business Plan anticipates HSR operations beginning on the Merced-Bakersfield HSR Interim Service by December 2028. SJJPA is working with CHSRA, CalSTA, Caltrans and SJRR to ensure that improvements and service expansions for the San Joaquins and ACE services integrate with interim HSR service in the San Joaquin Valley and with the future expanded Valley-to-Valley HSR service between San Francisco and Bakersfield. SJJPA is also working in partnership with CHSRA and CalSTA towards the goal of SJJPA being the operating agency for the Merced-Bakersfield HSR Interim Service.

FY 2021/22 and FY 2022/23 Operating Plan

The FY 2021/22 and FY 2022/23 operating plan for San Joaquins includes the return of full-corridor service for seven daily round-trips. SJJPA will be working with State and Federal agencies to determine the appropriate time for San Joaquins to return to the pre-Covid service levels of 7 daily round-trips.

Service Pattern in FY 2021/22 and FY 2022/23

Northbound Trains:

Bakersfield – Sacramento: 2 daily trains

Bakersfield – Oakland: 5 daily trains

Southbound Trains:

Sacramento – Bakersfield: 2 daily trains

Oakland – Bakersfield: 5 daily trains

Operating Plans Beyond FY 2022/2023

Commencement of the 8th and 9th Daily Round-Trips

Beyond FY 2022/23, SJJPA plans to launch the 8th and 9th Daily Round-Trips. This expansion of service will increase the total number of daily round-trip trains serving Sacramento from two to four (while maintaining five daily round-trips to the Bay Area). One of the round-trips serving Sacramento will originate/terminate at the San Joaquins Street Station in Stockton and will serve as a connecting train (with a timed transfers) for passengers traveling on San Joaquin Valley – Bay Area trains.

Between Sacramento and Stockton, two of the four daily round-trips will utilize the UPRR Fresno Subdivision (which the San Joaquins currently use for service to the Sacramento Valley Station), while the other two will utilize the UPRR Sacramento Subdivision, a corridor currently not used by passenger rail services. While the Sacramento Subdivision does not connect to the Sacramento Valley Station, it does allow for the San Joaquins to provide service to six planned new stations, including four in Sacramento (Natomas, Old North Sacramento, Midtown, and City College), as well as in Elk Grove and Lodi. A shuttle serving the Natomas Station will also meet each San Joaquins train to provide a convenient connection to the Sacramento International Airport.

SJJPA long-range operating plans center on seeking capital and operational funding to increase the frequency of San Joaquins trains between Sacramento and Merced to achieve hourly service, while maintaining adequate service levels to locations into the Bay Area. With these frequencies, the San Joaquins will be well positioned to provide robust feeder service to future high-speed rail service between Sacramento and Merced, while truly transforming travel options between Sacramento and the San Joaquin Valley. SJJPA is also considering expanding service north of the Sacramento Region.

Rail Operating Strategies

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA has implemented a number of strategies to improve the San Joaquins. Some of the strategies listed are being pursued with little or no additional resources.

Increasing On Time Performance (OTP)

Staff has worked closely with Amtrak and host railroads to improve OTP, employing collaborative strategies and open channels of communication to resolve issues impacting OTP. This resulted in significant improvement in OTP between FY 2015 (73.6%) and FY 2016 (84%). Unfortunately, due to a significant amount of weather-related delays, OTP declined to 76.5% in FY 2017 (see Table 4.1). In FY 2018, OTP increased slightly to 77.7%. Much of the OTP issues in FY 2018 can be attributed to issues associated with the implementation of Positive Train Control (PTC). In FY 2019 the San Joaquins experienced a considerable drop in on-time performance compared to previous years. This was due to a combination of factors including higher levels of third party delays such as trespasser events and police activity, as well as a higher level of maintenance activities that brought an uptick in slow orders (mandated speed restrictions from the host railroads) which all contributed to the OTP of 63.7% in FY 2019. In response to this poor OTP, SJJPA staff in partnership with BNSF, Amtrak, and DB E&C has begun a schedule performance monitoring project that reviews operational performance data and develops action plans which are targeted to increase OTP for the San Joaquins. In the last four months since the end of FY 2019, San Joaquins OTP has increased to 82% in January 2020. With these efforts to increase OTP, FY 2020 saw a

significant increase in OTP, which rose to 83%. Operational action plans, along with decreased freight demand during the pandemic, and the reduced amount of passenger train frequencies contributed to the rise in OTP. SJJPA understands how critical OTP is for attracting and growing additional ridership markets, including business travel, and is committed to achieving the highest level possible.

Specific strategies for improving OTP include:

1. Deployed a slotted/pulsed schedule with pad-time distributed throughout the route in coordination with CalSTA, Caltrans, Amtrak, BNSF and UPRR.
2. Worked with Amtrak, BNSF and UPRR to resolve recurring issues related to the operation of PTC which cause unnecessary delays.
3. Coordinating with the host railroads and Amtrak to provide computer displays with real-time viewing of all train movement (freight and passenger) on the San Joaquins Corridor.
4. Conducting conference calls with the host railroads and Amtrak to discuss the types of delays, reasons for delays, and identifying potential solutions so future delays can be prevented.
5. Coordinating with the host railroads to bring dispatchers out to tour the San Joaquins Corridor and ride the trains to develop an understanding of the territory being dispatched.
6. Working with the host railroads and Amtrak to identify capital and/or system improvements to improve on-time performance.
7. Working with Host Railroads to develop strategies and incentives that will lead to improved OTP, including providing additional incentive-based access payments between SJJPA and the host railroads similar to what has proven to be extremely successful with the Capitol Corridor over many years.

Table 4.1

On-Time Performance of the San Joaquins (Based on Federal Fiscal Year)	
FY 2012	88.1%
FY 2013	77.7%
FY 2014	75.4%
FY 2015	73.6%
FY 2016	84.0%
FY 2017	76.5%
FY 2018	77.7%
FY 2019	63.7%
FY 2020	83.0%

Source: Amtrak, 2020

Reduce Travel Times between Northern California and Bakersfield to Under Six Hours

Currently, labor agreements limit the maximum scheduled trip time between two crew change points to six hours. Scheduled trips exceeding six hours from end to end, per current labor agreements, require a planned mid-route crew change. If a train consistently violates the agreement by running longer than six hours without a crew change, then crew penalties are incurred until the train reliably runs under the six-hour threshold.

Today's San Joaquins service between the Oakland Station in the Bay Area and Bakersfield is scheduled to run just over the six-hour threshold. In order to meet labor requirements, a crew change is currently scheduled at Merced. This is a significant expense for the operating budget. Furthermore, the implementation of PTC is estimated to increase the time it takes to swap crews by as much as 15 minutes due to a new set of procedural requirements. The new protocol will add a considerable amount of trip time for passengers. Given the significant cost and schedule implications of continuing to have a crew change in Merced, SJJPA is committed to developing a plan that will eliminate this crew change.

Several strategies to reduce operating times to under six hours between Northern California and Bakersfield will be explored during the latter part of FY 2020/21 and in FY 2021/22, including but not limited to the following:

- Identifying potential areas to institute operational efficiencies that would allow for reduced dwell times at several stations;
- Implementing measures that would allow for a reduction in schedule recovery time at strategic locations;
- Skipping a limited number of stations for each train, while ensuring all stations still have sufficient service each day;
- Terminating some trains in Emeryville;
- Having some trains skip Emeryville while continuing to terminate in Oakland;
- Utilizing increased acceleration/deceleration of the new Charger locomotives to reduce trip time; and
- Exploring the feasibility of increased speeds along portions of the corridor.

Other Rail Service Coordination Strategies

- SJJPA will continue to evaluate existing train and connecting bus schedules and determine if there are potential changes which could improve ridership, revenue, and cost effectiveness. Schedule adjustments have the potential to improve the San Joaquins performance without additional resources.
- Assess operational impacts and potential schedule changes from the implementation of planned and potential new stations along the existing San Joaquins Route, including Oakley, Hercules, Berkeley, Oakland Coliseum, and Madera.
- Explore the feasibility and operational impacts of shifting service from the Stockton "San Joaquin Street" station location to the Cabral (ACE) Station in downtown Stockton or to a location in the vicinity (eastern side) of the Stockton Diamond Grade Separation.
- Represent the San Joaquins at monthly Capital Improvement Team (CIT) meetings with the Union Pacific Railroad (UPRR). Operational issues encountered over the prior month and any upcoming capital and system projects that could affect train performance are discussed at these meetings.
- Participate in quarterly CIT meetings with the BNSF and UPRR to discuss operational issues encountered over prior months and any upcoming capital and system projects that could affect train performance.
- Work with the Capitol Corridor JPA, LOSSAN JPA, and Caltrans to provide improved connections to the Capitol Corridor and Pacific Surfliner.
- Participate in the Bi-Monthly Construction meetings with LOSSAN and Caltrans to identify potential maintenance projects and projects required to increase service to 9 daily round-trips, as well as to monitor progress on projects in construction.
- Work with the Federal Railroad Administration on regulatory requirements associated with the San Joaquins, i.e. Positive Train Control.
- Work with Butte CAG to explore the potential for future extension of San Joaquins service north of Natomas to Butte County.

- Work with SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority on future use of a shared universal corridor over the Altamont Pass with ACE, San Joaquins, and Valley Link as outlined in the Altamont Corridor Vision Phase 1 project.

Thruway Bus Operating Strategies

Thruway Bus service is a key component of San Joaquins operations, providing important connections to transit systems and tourist destinations, such as Yosemite, San Francisco, and Southern California. Additionally, many routes operate through rural communities, offering corridor-wide connections to San Joaquins trains. However, Thruway Bus service was restricted to ticketed Amtrak train passengers which results in underutilization of bus capacity and high operating costs. Opening key segments of Thruway Bus service to non-rail passengers could reduce operating expenses, increase ticket revenue, increase public and environmental benefits, and complement/augment local and regional bus services.

To accomplish this, SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. SJJPA is working in coordination with private intercity bus providers and public local and regional bus providers to implement the provisions of SB 742. SJJPA is also pursuing partnerships with public and private operators that would allow San Joaquins passengers to utilize intercity bus services of other agencies/companies, while allowing non-Amtrak passengers to utilize the same services. By increasing the load factor on connecting bus services (i.e. the number of seats filled on each bus), SJJPA anticipates a significant reduction in operating expenses and higher ticket revenue. Due to the COVID-19 pandemic, implementation of SB 742 has been delayed so that all thruway bus seating capacity is reserved for rail passengers. Current social distancing restrictions has set available seating capacity at 50% for both rail and bus service. Once social distancing restrictions have been lifted by the State, SJJPA will move forward with plans to implement SB 742.

Partnership with the Shasta Regional Transportation Agency on the “North State Intercity Bus System”

Shasta Regional Transportation Agency (SRTA) is currently planning a new express bus service between Redding and Sacramento as part of the proposed North State Intercity Bus System. To fund the necessary capital investments (including several electric buses), SRTA recently received a TIRCP award. SJJPA and SRTA have formed a partnership to that would allow San Joaquins passengers currently traveling on Amtrak Thruway Buses from Sacramento to Red Bluff or Redding to utilize the new SRTA express bus instead. Correspondingly, SJJPA staff is planning to terminate the Thruway Bus Route 3 in Chico (approximately 75 miles south of the current terminus in Redding) to save on operating costs, which would enable SJJPA to financially support the operations of express bus service. A MOU will be negotiated between the two agencies that would outline the parameters of SJJPA's financial support, while ensuring San Joaquins passengers have seamless access/ticketing on the new SRTA express bus. The service would provide much faster travel times between Sacramento and Redding as the new line would run along I-5 corridor rather than the more circuitous SR 99 corridor. Due to COVID-19, implementation of SRTA's North State Intercity Bus System has been delayed.

Potential Partnership with Butte County Association of Governments

A similar partnership is being explored with the Butte County Association of Governments (BCAG). BCAG is planning a new commuter bus service between Chico and Sacramento. SJJPA and BCAG are exploring the possibility of BCAG incorporating the remainder of the Thruway Bus Route 3 (from Chico – Stockton) into new bus operations in exchange for operating support. SJJPA would produce the cost savings by eliminating the entire Thruway Bus Route 3. BCAG currently has a study underway to analyze a potential regional bus service between Chico and the Sacramento region that could replace SJJPA's Thruway Bus Route 3 in the future.

Potential Partnerships with North Coast Stakeholders to Optimize Thruway Bus and Other Bus Services

Stakeholders in Marin and Sonoma Counties and farther north along the North Coast have expressed a strong interest in optimizing the Thruway Bus service (Route 7) that currently operates between McKinleyville and Martinez. SJJPA has engaged in initial discussions with representatives in various cities, State Senator McGuire's office, and officials from Sonoma-Marín Area Rail Transit (SMART) on developing strategies for improving utilization of the existing Thruway Bus service and to provide connecting Thruway Bus service to SMART trains. In FY 2021/22, SJJPA will continue planning

work around these issues with the goal of identifying a range of solutions to increase the usefulness of Thruway Bus and other connecting bus services.

Implementation of SB 742 Provisions

SB 742 (Allen) was signed by Governor Newsom on October 8, 2019 and its provisions became law on January 1, 2020. The implementation of SB 742 will need to be phased in over time. SJJPA approved bus-only ticketing for Routes 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville) at the January 24, 2020 SJJPA Board Meeting. Approval for additional routes will be sought at future SJJPA Board Meetings until all of the routes are able to offer bus-only tickets. As specified in SB 742, before offering bus-only tickets on Thruway bus routes, SJJPA will consult with and consider local and regional public transit operators to determine if a local or regional public transit operator can provide the planned service and attempt to avoid conflicts with existing public transit services. SJJPA will also make a good faith effort to coordinate with private motor carrier services to provide timely connections with intercity rail services, including agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing services. The implementation of SB 742 is expected to enhance existing intercity private bus services and to avoid damage to these services if possible. SJJPA's efforts to implement SB 742 will be documented, presented, and available for public comment at applicable SJJPA Board Meetings. Due to the COVID-19 pandemic, implementation of SB 742 has been put on hold as to reserve seating capacity for train passengers with overall seating capacity reduced on both trains and thruway buses at 50% of normal capacity. Once the restrictions on seating capacity is lifted, SJJPA will continue with implementation of SB 742.

Studies of New Proposals

In FY 2017/18 and FY 2018/19, SJJPA received three proposals received from stakeholder groups advocating for service changes to the San Joaquins, which are described below. SJJPA has committed to conducting analysis of these proposals.

Proposed Limited-Stop San Joaquins Rail Service between Sacramento and Bakersfield

In September 2017, a group of stakeholders from Kern County approached the SJJPA with a proposal for faster service between Sacramento and Bakersfield by running a morning northbound and evening southbound express train that would skip seven stations. The proposal would add Express Service in the morning direct to Sacramento from the South San Joaquin Valley (currently only served by a Thruway Bus connection in Stockton). The proposal was presented to the SJJPA Board on September 22, 2017. The Board directed staff to further study the proposal. In 2021, SJJPA will conduct a more detailed analysis of the proposal in coordination with the State and host railroads. Analysis will include ridership forecasts (including potential Thruway Bus connections), operational analysis to verify travel time savings, and the identification of potential operational issues and/or benefits.

Proposed New Thruway Bus Route between Silicon Valley and Southern San Joaquin Valley

For several years, Kern COG has requested SJJPA run an additional Thruway Bus line between Silicon Valley and Madera with the goal of capturing additional ridership markets. SJJPA conducted detailed analysis regarding the feasibility of this proposal in FY 2018/19. Based on strong preliminary ridership and revenue forecasts, SJJPA is requested and received state funding to initiate a pilot program for a new Thruway Bus between San Jose and Madera. Detailed operating analysis in coordination with Amtrak led SJJPA (in coordination with the state) to adjust the service to be between San Jose and Merced because of cost savings and other operational efficiencies. After a first year initial ramp-up period, this new Thruway Bus route between San Jose and Merced (with stops at Los Banos and Gilroy) is expected to be revenue positive. The FY 2019/20 request for the pilot program start-up was to fund connections to two San Joaquins daily round trips in 2019/20. Due to the COVID-19 pandemic, implementation of this thruway bus route has been put on hold. SJJPA plans to implement this new thruway bus route in 2022.

Proposed Altamont Corridor Used by San Joaquins

SJJPA has also received proposals from Train Riders Association of California (TRAC) suggesting that SJJPA seek private sector funding for a much faster Altamont alignment that would be shared by San Joaquins and ACE. TRAC's plan

involves shifting San Joaquins off its current route between Stockton and Oakland to serve what TRAC believes is a larger market.

Coordination of Operations with Future High-Speed Rail Service

Recognizing the complimentary nature of the San Joaquins and the future high-speed rail system, a Joint Policy Statement was adopted by CHSRA, SJJPA, and Caltrans in 2013 that ensures cooperation and input of local communities on all decisions related to any changes in the San Joaquins and consistent planning between these agencies. As required by the enabling legislation for SJJPA, this Draft 2021 SJJPA Business Plan Update is consistent with the 2018 California State Rail Plan (DCSRP) and the CHSRA's Revised Draft 2020 Business Plan.

With California's phased approach to implementing the State's high-speed rail (HSR) project, conventional rail services are particularly critical to the success of the interim service of the proposed HSR system. The San Joaquins (including the Thruway Buses), with its desirable rail connectivity to the Bay Area, Sacramento, and the northern San Joaquin Valley, provides strong support for the proposed HSR Interim Service, which would run from Merced to Bakersfield. With billions of dollars being investing in the California HSR project, the improvement and expansion of the San Joaquins as a feeder network should be a very high priority for SJJPA, California High-Speed Rail Authority (CHSRA), the State, the regions, and the FRA, in consultation with the BNSF and UPRR.

SJJPA, along with CalSTA, Caltrans, and the Central Valley Rail Working Group worked cooperatively on the CHSRA's "Merced to Sacramento Connected Corridors North Study." The purpose of this study was to identify elements of an integrated investment program that aligns the goals of rail-planning efforts by SJJPA and the region more closely with the phased implementation of the High-Speed Rail (HSR) program. By collaborating to align regional goals, better passenger rail service can be delivered to the Northern San Joaquin Valley Region, from Merced to Sacramento, than would not be possible with uncoordinated efforts. The Study concluded that an incremental and well-coordinated approach to service expansion and capital investment leading to full HSR deployment will allow the region to achieve better, faster, and more-frequent service, sooner than would occur if each agency pursued their interests independently. The Connected Corridors North Study and CHSRA's coordination with SJJPA resulted in an approach for phased regional investment which is fully consistent with SJJPA's planning for service improvements. This collaborative effort enabled CHSRA to strongly support the joint SJJPA/SJRRC 2018 TIRCP application for providing additional passenger service to Sacramento which will serve as a complementary "feeder" service to HSR and is an important first step towards bringing direct HSR service to Sacramento.

SJJPA strongly supports Governor Newsom's and CHSRA's proposed Merced-Bakersfield HSR Interim Service with intermediate stops at Fresno, Madera, and Kings/Tulare. SJJPA has been working with SJRRC, CHSRA, Caltrans, CalSTA, and the CHSRA's Early Train Operator (ETO) on planning for integrating the San Joaquins and ACE services with the Merced-Bakersfield HSR Interim Service. Both the San Joaquins and ACE rail services would directly connect with HSR services at a multi-modal station in downtown Merced. For the San Joaquins, this will require a new track connection between the BNSF and UPRR mainlines known as the Merced Intermodal Track Connector (MITC) Project (see Figure 4.1). In coordination with CHSRA and the City of Merced, the proposed multi-modal station at Merced would be elevated and have a northern boundary at "R" Street. SJJPA will take the lead in the environmental clearance/detailed design for the MITC Project (which will also environmentally clear the Merced Multimodal Station). To most efficiently integrate the San Joaquins and the interim HSR services, Merced will become the southern terminus for San Joaquins rail service once operations begin on the HSR infrastructure at the end of 2028. SJJPA is coordinating with SJRRC's Ceres to Merced environmental review process to plan and environmentally clear a layover and maintenance facility for ACE and San Joaquins services in Merced (see Figure 4.1).

The San Joaquins and ACE rail services will be key feeder services for the Merced-Bakersfield HSR Interim Service, providing important connectivity to the Northern San Joaquin Valley, Sacramento and to the Bay Area. In addition, the extensive San Joaquins Thruway Bus Network, will provide equally important connectivity to Southern California and the rest of the state (see figure 4.2). The initiation of the Merced-Bakersfield HSR Interim Service will lead to substantially improved intercity passenger rail service throughout California, with much higher frequencies of service, shorter travel times, better on-time performance, reduced emissions and GHG, improved safety, higher ridership and reduced state subsidies. SJJPA is committed to continuing to work with CHSRA, Caltrans, CalSTA and SJRRC to implement a fully integrated statewide intercity service which utilizes the HSR infrastructure between Merced and Bakersfield that will

bring great benefits to the state, demonstrates electrified HSR operations, and leads to the expansion of the statewide HSR network. To help move the implementation of HSR in California forward, SJJPA approved an initial MOU with CHSRA and CalSTA at the November 20, 2020 SJJPA Board Meeting in which each agencies committed on working toward the goal of having SJJPA be the operating agency for the Merced-Bakersfield HSR Interim Service.

Key points from the MOU include:

- CHSRA would be responsible for implementing and providing access to, and maintenance for the HSR infrastructure (including track and railway systems, bridges, platforms) and HSR trainsets.
- SJJPA would act as the operator (indirectly, by contract) of the Interim HSR Service. SJJPA will identify and propose a delegate “Operator”, to be approved by CHSRA, to operate trainsets and stations.
- SJJPA would pay CHSRA a System Access Fee for usage of CHSRA infrastructure and related assets in an amount sufficient to cover the portion of CHSRA’s maintenance and overhead costs that are related to the Interim Service.
- SJJPA would work to have a joint Operator for ACE, San Joaquins and HSR.
- CalSTA will work with SJJPA on the best approach for its business plan under this new model. CalSTA will review and approve SJJPA business plans that include plans and budgets for SJJPA to operate Related Services after ensuring that all legal requirements have been met.

In FY 2021-22, and FY 2022-23, SJJPA will continue to work with CHSRA and CalSTA on more detailed agreements, and planning for network integration, interim HSR stations and connectivity, and service operations for the Merced-Bakersfield HSR Interim Service.

Figure 4.1 – Merced Intermodal Track Connector and Station

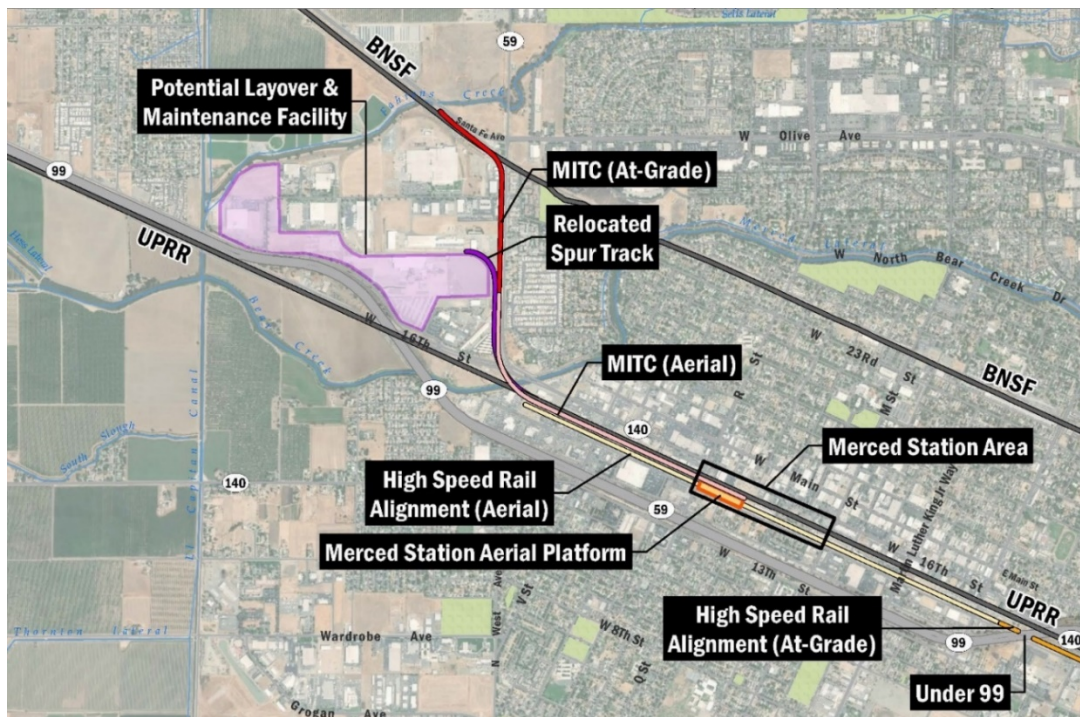


Figure 4.2



5. SHORT-TERM AND LONGER-TERM CAPITAL IMPROVEMENT PROGRAMS

A key goal of SJJPA is to build upon the State's efforts to improve the performance and increase the frequency of the San Joaquins and expand ridership through increased awareness of the service and the development of new ridership markets. SJJPA has developed an aggressive \$1.5 billion "Estimated 10-Year Capital Improvement Program" to expand the capacity of the San Joaquins Corridor and prepare the San Joaquins to best complement and integrate with future HSR service. This chapter details this program, as well as identifying specific projects in SJJPA's Short-Term and Longer-Term Capital Programs.

Estimated 10-Year Capital Improvement Program

In coordination with the State, BNSF, and UPRR, SJJPA is in the process of implementing its Estimated 10-Year Capital Improvement Program (see Figure 5.1), which will transform the San Joaquins Corridor to one that will not only vastly improve intra-Central Valley and inter-Central Valley-Bay Area travel, but also performs as an efficient feeder service to the State's future high-speed rail (HSR) system. The improvements for this program will benefit multiple agencies and other rail services, and are consistent with the 2018 California State Rail Plan and the Revised Draft 2020 CHSRA Business Plan. A major feature of this program is creation of a new passenger rail corridor along UPRR's Sacramento Subdivision between Sacramento and Stockton, on which San Joaquins trains are envisioned to share tracks and stations with Altamont Corridor Express (ACE) rail service. Improvements associated with Sacramento Subdivision are consistent with CHSRA's Connected Corridor North Study to bring early implementation of HSR to Sacramento. The Estimated 10-Year Capital Improvement Program also maintains and optimizes service to the Bay Area and improves safety and security along the San Joaquins Corridor. Ultimately this program of improvements is designed to allow for hourly service from Sacramento to Merced, while maintaining service levels in the other segments of the San Joaquins Corridor and for direct connectivity with the Merced-Bakersfield HSR Interim Operating Segment through the implementation of the MITC Project.

Elements of the Estimated 10-Year Capital Improvement Program include:

Corridor Capacity Enhancements for Additional Daily Round-Trips: This program includes the 8th and 9th Daily Round-Trips, which are detailed in the Short-Range Capital Improvement Program. It also includes additional round-trips to eventually achieve hourly service between Sacramento and Merced, which are discussed in the Longer-Term Capital Improvement Program. Capacity enhancements are also currently being evaluated between Stockton and Oakland.

New Maintenance and Layover Facilities: To support the 8th and 9th Daily Round-Trips, two layover facilities will also be needed as part of the Short-Term Capital Improvement Program. To provide additional service between Sacramento and Merced (eventually hourly), a new maintenance facility, and an expanded Stockton Regional Maintenance Facility, will be needed as part of the Longer-Term Capital Improvement Program.

Safety and Improvements: SJJPA is in the process of planning and implementing projects that will improve safety throughout the San Joaquins Corridor, including station lighting upgrades, improved pedestrian crossings at the tracks, new fencing along sections of the corridor with high incident rates, etc. Additionally, SJJPA is working with Amtrak and the host railroads to reduce trespasser and vehicle/crossing incidents along the corridor.

New Stations: As part of the 8th and 9th Daily-Round Trips and establishing service along the Sacramento Subdivision, the SJJPA is currently working to implement up to six new stations north of Stockton, including Lodi, Elk Grove, and four in Sacramento. A new station in Oakley is also being implemented, as is a relocated station in Madera. These are contained in the Short-Term Capital Improvement Program. New stations will also be considered as part of any extension of service north of Sacramento. SJJPA is also implementing numerous station enhancement and parking projects to ensure a high-quality passenger experience.

New Equipment: To enable additional round-trips and extensions of service, additional trainsets will be necessary beyond what is currently being procured by the State of California. In the Short-Term Capital Improvement Program, additional trainsets are included for the 8th and 9th Daily Round-Trips. To reach hourly service between Sacramento and Merced, another order of trainsets will be needed (see the Longer-Term Capital Improvement Program).

Service Extensions: In conjunction with the 8th and 9th Daily Round-Trips, SJPA is working to extend service along the Sacramento Subdivision to new locations in Sacramento. Details are contained in the Short-Term Capital Improvement Program. In the longer-term, extensions north of the Sacramento Region and to the Oakland Coliseum/Airport are being considered.

During implementation of this ambitious capital improvement program, SJPA will continue to work with the State to:

- Secure funding for future projects;
- Ensure that projects meet the delivery schedule;
- Minimize the construction impacts of projects;
- Maximize the benefits of projects on overall service performance; and
- Coordinate with CHSRA regarding MITC Project and Merced Intermodal Station, the Madera Relocated Station, and grade separations or improvements being done to the BNSF track as a result of the implementation of the initial construction of the HSR system.

The Estimated 10-Year Capital Improvement Program consists of a Short-Term Capital Improvement Program (0-5 years) and a Longer-Term Capital Improvement Program (5+ years), both of which are detailed below.

Table 5.1

Estimated 10-Year Capital Improvement Program (\$ Millions)	
Project	Cost
Corridor Capacity Enhancements - Additional Daily Round Trips to Reach Hourly Service (Merced-Sacramento)*	\$615
Corridor Capacity Enhancements (Stockton-Bay Area)**	\$200
New Maintenance and Layover Facilities	\$64
Safety Improvements (Grade Crossings Improvements/Fencing/Road Closures, etc.)	\$38
New Stations***	\$208
Service Extensions	\$175
New Equipment	\$200
TOTAL:	\$1.5 Billion

Notes:

*Improvements needed to enable 8th and 9th Daily Round-Trips between Sacramento and Merced are defined in SJPA's/SJRRC's TIRCP application. Additional capacity enhancement projects and/or capital access fees will be required to allow achieve hourly service between Sacramento and Merced, such as double-tracking, eliminating hold-outs at stations, increased capacity at the Stockton Cabral Station rail hub, Stockton Diamond Grade Separation, and Merced Intermodal Track Connection and Station projects.

**Improvements to allow additional train slots from Stockton to Oakland as necessary to ensure enough capacity exists for both San Joaquins and Capitol Corridor Services.

***Up to eight new stations are being planned along the Sacramento Subdivision service extension (four in Sacramento plus stations in Elk Grove, Lodi and two more north of Sacramento). Madera and Oakley would also see new stations. Additional stations are being considered, but are beyond the 10-year horizon.

Short-Term Capital Improvements

SJJPA is currently focused on implementing a substantial Short-Term Capital Improvement Program over the next five years. The Program contains four areas of improvements: 8th and 9th Daily Round-Trips, Other Station Projects, and Corridor and Other Projects (see Table 5.2).

8th and 9th Daily Round-Trips

The deployment of the 7th Daily Round-Trip between Oakland and Bakersfield on June 20th, 2016 was the first step in increasing San Joaquins service frequency. SJJPA is now focusing on improvements needed to increase frequency of service to Sacramento, with the next step being the implementation of the 8th and 9th Daily Round-Trips.

Many of the required capacity improvements for the 8th Daily-Round Trip are completed or will be completed shortly between Stockton and Fresno. These improvements consist primarily of double-tracking projects (see Tables 5.2). There are also plans to install second platforms at four stations over the next few years, which will reduce holdouts, thereby increasing capacity.

Determining improvements needed between Sacramento and Stockton for the 8th and 9th Daily Round-Trips have been more complicated. Running additional passenger trains on the UPRR's Fresno Subdivision will be very difficult in the near-term. Given this situation, SJJPA began exploring the option of utilizing the Sacramento Subdivision, a parallel UPRR-owned rail corridor to the west in coordination with CalSTA, CHSRA, Caltrans, SJRRC, and the Central Valley Rail Working Group. Feasibility studies by SJJPA/SJRRC and CHSRA determined that the Sacramento Subdivision was the most viable alternative for expanded passenger rail service from the San Joaquin Valley to Sacramento, and UPRR has indicated there is potential to provide passenger service on this corridor. In 2017, SJJPA's Board adopted the Sacramento Subdivision as the preferred corridor to pursue for future service expansion to Sacramento.

SJJPA has been engaged in planning and environmental work to determine needed improvements to establish passenger rail service along the Sacramento Subdivision as part of the development of a Transit and Intercity Rail Capital Program (TIRCP) grant application. SJJPA worked in partnership with San Joaquin Regional Rail Commission (SJRRC) on the TIRCP application, as the SJRRC-managed Altamont Corridor Express (ACE) rail service would share the tracks and stations along the Sacramento Subdivision with San Joaquins trains between Sacramento and Stockton. On January 12, 2018, SJJPA and SJRRC submitted the joint TIRCP to CalSTA. On April 26, 2018 CalSTA announced that the SJJPA/SJRRC "Valley Rail" application was awarded \$500.5 million to expand San Joaquins and ACE services.

The following improvements related to the 8th and 9th Daily Round-Trips (see Table 5.2) were developed and included in the TIRCP application:

- Track Improvements (UPRR Sacramento Subdivision);
- New Stations (six along the Sacramento Subdivision, including Natomas, Old North Sacramento, Midtown, City College, Elk Grove, and Lodi);
- Track Extension (Stockton Cabral Station to the ACE Maintenance Facility);
- Layover Facilities (in Natomas for the Northern Terminus, in Merced, and a temporary facility in Fresno for the Southern Terminus of the expanded service);
- New Rolling Stock for the San Joaquins (two new 6-car trainsets); and
- Capital Access Fees.

With TIRCP funds now awarded, SJJPA-SJRRC is moving forward on constructing improvements for the Stockton-Sacramento segment along the Sacramento Subdivision. These improvements will also lay the groundwork for additional round-trips to Sacramento in the future for the San Joaquins and ACE services.

Other Station Projects

In addition to the station projects associated with the 8th and 9th Daily Round Trips, SJJPA is currently involved in several other station projects.

Wasco Station: The high-speed rail alignment goes directly through the Wasco Station site, necessitating a re-design and re-construction. SJJPA is working to ensure that high-quality access to the station is preserved during and after construction (which will be performed by the CHSRA).

Relocated Madera Station: SJJPA is working with CHSRA, Madera County, Madera CTC and the City of Madera to relocate the Amtrak station in Madera County. A new station location off Avenue 12 is being sought to support the potential for greater ridership and transit oriented development, improve connectivity and accessibility for transit and automobiles. The new station is being designed and environmentally cleared to enable future high-speed rail operations at this location. Funding for the Relocated Madera Station was included in the 2018 TIRCP award. The formal environmental review process and detailed design for the relocated station will be completed in 2020. SJJPA approved the Madera Station Relocation Project environment review document at the January 22, 2021 Board Meeting.

New Oakley Station: SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be entering into the design phase of the project in 2021. Construction is slated to begin for the Oakley Station Platform Project in 2022.

SJJPA included and was awarded the station platform and trackwork in its portion of the 2018 TIRCP application. The City of Oakley is providing matching funds for the parking and other station facilities.

Other Station Projects Include:

- Allensworth Station - Platform and accessibility improvements (currently in planning);
- New parking lots in Merced, Fresno, and other stations as needed; and
- Station Enhancement Projects – lighting, signage, landscaping, repairs, etc. (non-Morning Express Stations).

Corridor and Other Projects

Stockton Wye: This project will provide a connector track between the UPRR Fresno Subdivision and the BNSF Stockton Subdivision, which will result in enhanced capacity of train movement within the busy rail environment of Stockton. This project supports SJJPA goals of increase capacity in the San Joaquins Corridor and the frequency of San Joaquins trains.

Platform Accessibility for High-Floor Cars: SJJPA currently operates two trainsets that consist of Comet Cars, which have high-floors, requiring passengers to utilize steep stairs to embark/disembark trains. This limits accessibility and slows boarding, increasing the dwell time of trains at stations. Additionally, the State is procuring new single-level passenger rail cars, which also have high-floors. These rail cars are expected to be assigned to the San Joaquins. To improve accessibility and speed boarding for existing and future high-floor passenger cars, SJJPA is currently exploring the possibility of installing Mini-High Platforms (small sections of the platform that are raised to the same height as the high-floor rail cars and accessible via a ramp from the lower part of the platform) at all existing and planned San Joaquins stations.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. In partnership with the SJJPA, SJRRC and Caltrans pursued and received \$120 million in state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. The environmental and detailed design are being funded through ITIP funds. The environmental impact report (EIR) is expected to be completed by the end of FY 2020/21.

Increasing Operating Speeds: Increasing the operating speed of the San Joaquins in key locations could reduce travel times, and improve reliability (i.e. on-time performance) in the San Joaquins Corridor. It could also help eliminate a costly crew change in Merced due to running times between Bakersfield and the Bay Area being just over six hours. In coordination with BNSF, UPRR, and Caltrans, SJJPA will work to identify locations along the San Joaquins Corridor where key track improvements (such as curve realignments) could increase speeds, potentially to 90 mph in certain locations. Any increase in speeds, especially if as high as 90 mph, should be balanced against the need for increased costs in maintenance of the tracks.

Cal PIDs Replacement/Upgrade: The Passenger Information Display System for California’s Intercity Rail Services – or Cal PIDS – is the network of digital information signs present at all station platforms. The current generation of digital signs that make up Cal PIDS have limited capabilities and are reaching end of their useful lifespan. This project, in partnership with CCJPA, will upgrade the entire Cal PIDS system, including the replacement and upgrade of all platform digital signs and back office systems that support them.

Safety Improvement Projects (Lighting, Security Cameras, Fencing, At-Grade Crossing Improvements, Grade Separations, Wayside Horns, and Quiet Zones): SJJPA currently is conducting comprehensive station area assessments for safety. Related projects being pursued include improving lighting and security camera infrastructure at both stations and platforms, walkways, parking lots, and other station improvements. Another high priority for SJJPA is to discourage trespassing along the corridor by installing fencing in high-incident areas.

Accidents between intercity passenger rail services and vehicles predominately occur where the railroad track and a road cross at the same level. These are called “at-grade” crossings. There are hundreds of at-grade crossings along the San Joaquins Route. SJJPA will continue to work with BNSF, UPRR, CCJPA (where the route is shared), and Caltrans to develop a plan and prioritization for at-grade crossing improvements. This will include an inventory of all previous at-grade crossing incidents along the route, potential improvements, and the identification of key crossings which should be prioritized for future grade separation. Grade crossing improvements will increase safety and will also improve the performance of the San Joaquins and freight operations.

Two approaches to ensuring at-grade crossing safety while also reducing community impacts are the use of Wayside Horns and the development of Quiet Zones. Wayside Horns are mounted on poles at an at-grade crossing and emit a sound which is directed at approaching motorists, pedestrians, and bicycles on the roadway. Where these are deployed, they eliminate the need for trains to use their horns through at-grade crossings. It is estimated that the area of noise impact is about 10% of the area compared to a train mounted horn. Wayside horns have already been successfully deployed on the San Joaquins alignment in the City of Escalon (at four at-grade crossings). The deployment of Wayside horns at other locations along the San Joaquins Route will be evaluated as a way of reducing community impacts from both the San Joaquins and freight operations.

An alternative to wayside horns are quiet zones, where horns are silenced by establishing a “New Quiet Zone.” To accomplish this, the jurisdiction with authority of the grade crossing initiates a quiet zone establishment process following the procedures listed in 49 CFR Part 222. One method of establishing a Quiet Zone is to install Supplemental Safety Measures (SSMs) which are physical devices that improve crossing safety. Types of physical improvements that may be implemented to establish a quiet zone include signage, raised medians or median channelization, and/or quad gates. SJJPA will work with jurisdictions that are seeking to establish a quiet zone along the San Joaquins Corridor.

Grade separations at busy crossings are also effective in increasing safety. Given the high cost, these projects require a large effort. SJJPA will work with local jurisdictions to determine any locations that are candidates for a grade separations and to look for funding sources.

Table 5.2

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Temporary Layover Facility - Fresno	\$1.7	\$1.7	Cal OES	SJJPA	Completed
Modesto Station Parking Lot	\$0.4	\$0.4	LTF	City of Modesto	Construction
Turlock-Denair Station Parking Lot	\$0.29	\$0.29	Minor Cap/Cal OES	Stanislaus Co.	Completed
Stockton (Cabral) Station Parking Lot	\$1.3	\$1.3	CMAQ	SJJPA/SJRRC	Construction
Station Enhancements - Antioch	\$0.3	\$0.3	Cal OES	SJJPA/City	Completed
Station Enhancements - Security Cameras	\$1.5	\$1.5	Minor Cap/Cal OES	SJJPA	Construction
Station Enhancements - Other*	\$2.3	\$2.3	Minor Cap/Cal OES	SJJPA	Construction
8th and 9th Daily Round-Trips					
Track Improvements - UPRR Sac. Sub	\$149.1	\$149.1	TIRCP	SJJPA/UPRR	Planning/Env.
Track Improvements - BNSF Stock. Sub	\$20.0	\$20.0	TIRCP	SJJPA/BNSF	Design
New Stations (Lodi, Elk Grove, 4 in Sac.)	\$111.5	\$111.5	TIRCP	SJJPA	Planning/Env.

Track Extension (RMF to Cabral Station)	\$23.7	\$23.7	Prop 1A/CMAQ/Other	SJRRRC/UPRR	Planning/Env.
New Rolling Stock	\$87.6	\$68.0	TIRCP	SJJPA	Planning/Env.
Merced-LeGrand Double Tracking (Seg. 2)	\$23.2	\$23.2	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 3)	\$20.5	\$20.5	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 4)	\$23.0	\$23.0	ITIP	Caltrans/BNSF	Construction
Layover Facility - Natomas	\$17.7	\$17.7	TIRCP	SJJPA	Planning/Env.
Merced Station Double Platform/Trackwork	\$10.3	\$10.3	ITIP	Caltrans/BNSF	Design/Const.
Modesto and Turlock-Denair Double Platforms	\$20.0	\$20.0	ITIP	Caltrans/BNSF	Planning
Capital Access Fees	TBD		TIRCP/SRA	SJJPA	Planning
Other Station Projects					
Wasco Station Reconstruction	TBD		CHSRA Funds	CHSRA	Design
Madera Station Relocation/Expansion	\$26.7	\$26.7	TIRCP	SJJPA	Planning/Env.
New Oakley Station	\$8.6	\$8.6	TIRCP	SJJPA	Design/Const.
Allensworth Accessibility Improvements	\$0.3	\$0.3	Cost Savings	SJJPA	Planning
Turlock-Denair Station Bus Loop	TBD		TBD	SJJPA/Stan Co.	Planning
New Parking Lots	TBD		Cost Savings/SRA	SJJPA	Planning
Station Enhancements - Other**	\$0.1	\$0.1	Minor Cap/Cal OES	SJJPA	Planning
Corridor and Other Projects					
Stockton Wye	\$8.7	\$8.7	SRA	UPRR	Design/Const.
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	ITIP	Caltrans/SJJPA	Design
Increasing Operating Speeds (e.g. 90 mph)	TBD		TBD	SJJPA/BNSF	Planning
Cal PIDS Replacement/Upgrade	\$0.9	\$0.9	Cost Savings/SRA	SJJPA/CCJPA	Planning
Stockton Diamond Grade Separation	\$237.0	\$237.0	TCEP/BUILD/ITIP/SB 132	SJRRRC/SJJPA/UP/BNSF	Planning
Stockton Rail Maintenance Facility Expansion	\$15.0	\$15.0	ITIP	SJRRRC/SJJPA	Design
Merced Intermodal Track Connector (MITC)	\$150.0		TBD	SJJPA	Planning

Source: Caltrans Division of Rail and Mass Transportation and SJJPA, 2020.

Notes

*Consists of a variety of station improvements that include lighting, signage, landscaping, repairs, and other projects

** Consists of non-Short-Term Service station improvements that include lighting, signage, landscaping, repairs, and other projects

Longer-Term Capital Improvements

SJJPA is developing a comprehensive program of improvements to increase the frequency of trains beyond the 8th and 9th Daily Round-Trips, reduce travel time, increase ridership, and improve service reliability of the San Joaquins. Longer-term improvements are identified below. The development of these projects will require further review by SJJPA and is subject to approval from the State, Union Pacific, BNSF, local and regional agencies, and other interested parties.

Hourly Service (Sacramento and Merced)

SJJPA aims to continue to increase service between Sacramento and Merced until hourly frequencies are achieved. This purpose of this increase in frequency is twofold: 1) accommodate increasing demand for business travel and leisure day trips; and 2) provide a connection from Sacramento and Northern San Joaquin Valley to the high-speed rail system at the Merced Station. While improvements being planned as part of the 8th and 9th Daily Round-Trips will go a long way toward preparing the corridor for the future, it is likely additional capacity and other projects will be needed to reach hourly service, especially in the Stockton area and southward toward Merced.

Elements of achieving hourly service will include: increasing the capacity of Robert J. Cabral Station in downtown Stockton, constructing the grade separation of the Stockton Diamond (i.e. the intersection of UPRR Fresno Subdivision

and the BNSF Stockton Subdivision), double-tracking projects work as necessary, the MITC Project to enable the multi-modal connection with the Merced-Bakersfield HSR Interim Operating Segment, construction of a new maintenance facility, and the procurement of additional rolling stock. The full extent of improvements required to reach hourly service are still being determined. Additionally, optimization of both scheduling and equipment has the potential to reduce the need for physical infrastructure. When optimization studies currently underway at Caltrans and CCJPA are completed, SJJPA will re-evaluate the need for some of the mentioned infrastructure projects. In addition to optimization, capital access fees are being considered as another approach to constructing infrastructure directly.

Corridor Capacity Enhancements (Stockton – Oakland)

Additional track improvements between Stockton and Oakland would improve the reliability of existing service as well as possibly allow for an increase in the number of daily round-trips from the five that operate today. Caltrans has previously identified a variety of improvements between Oakley and Port Chicago that SJJPA is considering. Additionally, significant investment would be required between Port Chicago and Oakland for improvements to allow additional trains to reach all the way to Oakland (from Martinez) for either the San Joaquins or Capitol Corridor. Additional specific projects still need to be identified to understand the full extent of the improvements needed. SJJPA will work with Caltrans, CCJPA, BNSF, and UPRR to determine the needs that remain beyond the current projects identified.

Longer-Term Projects (Under Development)

In addition to extension of service along the Sacramento Subdivision, SJJPA is investigating additional extensions. SJJPA is currently examining scenarios that could lead to service north of Sacramento. The 2013 State Rail Plan identifies a “San Joaquin Extension to Redding” as a potential expansion of the San Joaquins, and SJJPA is examining this possibility. As first steps, extensions to Yuba City/Marysville and Oroville are under consideration (which could be implemented as a “mid-term” project). Another extension of the San Joaquins SJJPA is studying is from the current terminus at Oakland Station to the Oakland Coliseum/BART Station (currently served by Capitol Corridor trains). Extending the service just five additional miles to this station would provide another direct link between the San Joaquins and BART, as well as new connections to the Coliseum complex and the Oakland Airport via the BART to OAK Automated Guideway Transit service (formerly called the Oakland Airport Connector). SJJPA also will continue to explore the longer-term possibility of having some San Joaquins in the future utilize the Altamont Corridor to bring San Joaquins to additional Bay Area markets.

Another project under consideration is to consolidate Stockton’s two rail stations at Cabral Station, which would enable Stockton to be served by a single station, providing a safer environment for passengers, more secure parking, a direct connection to Sacramento –San Joaquin Valley trains, ACE commuter trains, and promote transit-oriented development. An alternative being investigated for Stockton is relocating the “San Joaquins Street” station to a location in the vicinity/east of the Stockton Diamond Grade Separation Project. This alternative would enable this relocated station to provide direct service to both the Bay Area and to Sacramento.

6. PERFORMANCE STANDARDS AND ACTION PLAN

Pursuant to AB 1779, the Secretary of CalSTA submitted a set of uniform performance standards on June 30, 2014 for all state-supported intercity passenger rail corridors. These standards require the administrators and operators of these intercity services to control cost and improve efficiency. SJJPA adopted the CalSTA performance standards on September 27, 2014.

CalSTA identified three uniform performance standards measures to be used for the State supported intercity passenger rail services: usage, cost efficiency, and service quality.

Usage – measured by passenger miles and ridership.

Cost Efficiency – measured by farebox recovery and total operating cost per passenger mile.

Service Quality – measured by endpoint on-time performance, all-station on-time performance, and operator responsible delays per 10,000 train miles.

In support of the State’s performance standards, SJJPA has developed measures to continuously monitor the financial, operational, and ridership performance, as well as outreach effectiveness of the San Joaquins. Additionally, SJJPA already has and will continue to develop strategies to maintain successful performance of the San Joaquins.

In addition to the CalSTA performance standards, SJJPA has focused on the environmental impact of the San Joaquins and its role in helping to create a more sustainable California. Increases in San Joaquins ridership benefit the environment by reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development. It is estimated that in FY 2016, San Joaquins passengers (including those on Thruway Buses) traveled over 240 million passenger miles, resulting in a significant net reduction in CO2 emissions. Additionally, SJJPA is pursuing use of renewable diesel fuel in all locomotives and buses, which will further reduce emissions, along with the planned 8th and 9th Daily Round-Trips and other proposed service increases.

FY 2021/22 and 2022/23 Action Plan

For FY 2021/22 and FY 2022/23, SJJPA will continuously develop action plans with service criteria and objectives to increase ridership, control costs, improve quality, increase the benefits of the San Joaquins Corridor, and better integrate all corridor public transit systems with the San Joaquins (including dedicated Thruway Bus services). Each action will be part of SJJPA’s overall management of the San Joaquins as a transportation product in a highly competitive travel market. The following is a list of areas to be covered:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Plan to reinvest these savings to improve service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels once the pandemic is over, ridership potential has returned, and funding is available.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, Interim Service operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR Interim Service.
- Work with the state to identify funding and then lead the environmental and detailed design work for the MITC Project.
-
- Support the California Integrated Ticketing Program (CalITP) efforts and the early deployment of a pilot program that would include California’s intercity and commuter rail services.

- Implement Valley Rail improvements needed for the planned 8th and 9th Daily Round-Trips in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR Interim Service.
- Contribute to the ongoing fleet analysis being conducted by Caltrans, which is examining ways to maximize deployment and scheduling efficiencies along the San Joaquins and Capitol Corridors, allowing for increased capacity for rail service and more efficient utilization of equipment.
- Participate in the Statewide Working Group Fleet Management focus group that will address issues such as the retirement of the Comet Cars from regular service and the deployment of the new Siemens rolling stock (including any additional infrastructure needed associated with the new equipment).
- Develop SJJPA policy for service standards for extensions, new station stops, train running times, station design criteria, etc.
- Continue SJJPA's Marketing and Outreach efforts.
- Develop the FY 2022 SJJPA Business Plan Update for FY 2022/23 and FY 2023/24.
- Continue to participate in California's Network Integration Strategic Service Planning (NISSP) process.
- Continue daily performance reporting.
- Continue to coordinate with UPRR, BNSF, and Amtrak on schedule and train performance.
- Conduct market research to solicit feedback from passengers and potential riders to understand existing ridership markets and to identify emerging markets.
- Monitor and report on the status of Business Plan commitments.
- Continue to refine SJJPA's Capital Improvement Program.
- Work to improve coordination of fares and service schedules with connecting transit systems.
- Continue to evaluate measures to improve train and Thruway Bus performance, including modifications to existing service routes and taking on the procurement and management of Thruway Bus contracts.
- Expand efforts to monitor Thruway Bus performance.
- Continue to work to improve areas surrounding Thruway Bus stops.
- Implement a pilot program for an additional Thruway Bus route to serve the travel market between the Southern San Joaquin Valley (Merced) and Silicon Valley (San Jose) with stops at Los Banos and Gilroy.
- Continue to explore new partnerships with public or private bus operators and implement the provisions of SB 742 with the goal of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Continue analysis on operational impacts and ridership potential of the Kern County stakeholder proposal for express train service between Bakersfield and Sacramento for consideration. Identify future infrastructure (track, signal, and bridge) and facility projects to support increased service levels and extensions and improve performance of service.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and pursue a Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.
- Implement a transit transfer program for San Joaquins passengers if funding permits.

- Pursue improved connectivity through partnerships with bike sharing, carsharing, ridesharing, ferry, and transportation network services, as well as increasing availability of car rental services where appropriate.
- Identify locations for electric car charging stations at San Joaquins stations.
- Increase bike parking and storage (i.e. lockers) capacity at stations, as well as ensuring enough bicycle racks are available onboard trains to meet demand.
- Explore implementing a business class section and/or “Quiet Car” on trains.
- Work with Amtrak to increase performance tracking through detailed monthly reports on ticketing (including e-Ticketing), delays, and food service.
- Work with UPRR, BNSF, Amtrak, and State to grow ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements.
- Continue planning and environmental work related to additional service to Sacramento in coordination with BNSF, UPRR, CHSRA, CalSTA, and the Central Valley Rail Working Group.
- Continue working with Amtrak, CCJPA, LOSSAN, and Caltrans on identifying additional standards for equipment reliability and availability, maintenance of minimum trainset capacity, service performance, and crew size.
- Work with Amtrak, CCJPA, Caltrans, UPRR, and BNSF on identifying variables that effect on-time performance.
- Coordinate with Caltrans and Amtrak to identify and implement equipment modifications to increase reliability, improve passenger amenities, and improve service.
- Coordinate with Caltrans and the Statewide Intercity Passenger Rail Working Group to identify rolling stock needed for increased service levels.
- Coordinate with the California Freight Advisory Committee and provide input on the implementation of the California Freight Mobility Plan and the California Sustainable Freight Action Plan.
- Develop and work to establish a program to provide subsidies for residents of disadvantaged communities within the San Joaquins Corridor who cannot afford the regular fares.
- Continue to work with CHSRA, Amtrak, the City and County of Madera, and CalSTA to relocate the Amtrak Madera station at Avenue 12 that would provide a seamless connection between the San Joaquins and future high-speed rail service, as well as improved access over the existing Madera Amtrak Station.
- Establish Redding – Sacramento as an “Emerging Corridor” for an extension of the San Joaquins to be eligible for potential state capital funding for emerging corridors, and get this corridor included in the 2022 State Rail Plan at least as far north as Butte County.
- Work with Butte CAG to study the extension of San Joaquins services north to Butte County.
- Explore applying for and utilizing Strategic Growth Council (SGC) grants to improve San Joaquins stations located in disadvantaged communities including a station area development grant for the Relocated Madera Station.
- Enact strategies to improve café car cost efficiency.

7. ESTABLISHMENT OF FARES

SJJPA will work with Caltrans and Amtrak to develop fares ensuring the service is attractive and competitive with other modes of transportation along the corridor. Available ticket types on the San Joaquins are: one-way, round-trip, 10-ride tickets, and monthly passes. The multi-ride tickets, and tickets purchased by seniors, students, veterans, military personnel, the disabled, and children under the age of 15 are sold at a discounted rate. Additionally, Amtrak provides reduced fares for groups of more than 15 people. A "Friends and Family" discount program has been established for the San Joaquins, enabling small groups of 2 to 6 passengers to travel for less every day of the week with the exception of a few black-out dates during peak travel periods. Passengers that buy one full-fare ticket save 50% on up to five companion fares with the Friends and Family discount. As of May 1, 2017, 10-ride tickets are valid for 60 days from the first use.

The current fare policy for the San Joaquins is reserved ticketing with no revenue management. The reserved ticketing policy requires a passenger(s) to purchase a ticket(s) for a specific train/thruway bus for a specific date of travel. Reserved ticketing helps operations better control the inventory of available seats to prevent standing conditions, especially during high traffic periods. The San Joaquins have a single, "one-bucket" fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance based methodology with a descending per mile rate as the length of the trip increases. A 5% overbooking policy is in place to ensure no undue sold-out situations occur on short segments of the corridor. Reserved ticketing alerts ticket purchasers of "at-capacity" trains to help encourage them to purchase tickets for a less impacted train or another date.

SJJPA will look into other opportunities to increase fare revenue, including but not limited to:

- Explore smart-card fare collection technology or other current best-fit technology provided it can be incorporated into the Amtrak ticketing structure;
- Continue and expand the transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services;
- Increase public awareness of the Service to increase ridership and revenue;
- Encourage new riders by promoting discounts for group travel and families; and
- Explore establishing a program to subsidize tickets for residents within disadvantaged communities along the San Joaquins Corridor who cannot afford to pay regular San Joaquins fares.

The California Integrated Travel Program, in coordination with the California State Transportation Agency (CalSTA), will be entering a Minimum Viable Project (MVP) phase which is intended during the Fiscal Year to introduce new ticketing options to the public. SJJPA is presently developing the nature of the MVP and will engage with the public as to the nature of the ticketing change.

Under the Cal-ITP process, SJJPA, along with CCJPA staff, are positioned to re-cast the fare and ticketing system in an effort to simplify connections to other transportation services, reduce the costs of fare collection, and greatly simplify travel for customer. The process for this change will emerge over the period of this Business Plan and will require the development of internal capacity for SJJPA to manage revenue and customer service, much of which is handled by Amtrak at present. SJJPA will work closely with Cal-STA and Caltrans DRMT leadership to ensure that the proper staffing resources are in place to shift and then grow into a new fare and ticketing system that delivers on the objectives described.

8. SERVICE AMENITIES AND FOOD SERVICE

The San Joaquins boasts many great amenities that are integral to the attraction of riders and are key marketable features of the service. These features add value to the customer experience. SJJPA is working with Caltrans, Amtrak, and the other JPAs to improve amenities and add additional services. The San Joaquins also provides a food and beverage service for passengers.

Service Amenities

All coaches in the Northern California Fleet have Wi-Fi service. This service is free to the customer and permits e-mail and webpage viewing. CCJPA and its contractors have taken responsibility for management of the Wi-Fi service in coordination with SJJPA and Caltrans. A Wi-Fi system upgrade was performed in FY 20/21 providing improved Wi-Fi service to San Joaquins passengers. The upgrade includes an online portal which features entertainment options like e-books and opportunities for SJJPA partners to promote their destinations and businesses.

Bi-level coaches have bicycle storage units that hold three bicycles on the lower level of the car. In addition, 14 first generation California Cab Cars (8300-series) have undergone a retrofit to hold 13 bicycles as opposed to 7 bicycles. The five Surfliner Cab Cars (6000-series) have storage space for up to 13 bicycles in the lower baggage area. Comet Car coaches have no bicycle storage. For the Comet Car trainsets, there are 4 bicycle storage units in the “Cabbage” car which also is used for baggage. It is important to note that on the Comet Car trainsets, bicycles are only accommodated at staffed stations. The Siemens Venture cars hold 3 bicycles per train car in a convertible luggage storage rack.

The bi-level, Comet, and Venture coaches feature comfortable seating. Seating arrangements offer passengers a traveling experience without a middle seat with ample leg room. Power plug access is available at each seat and can power and charge passengers’ various electronic devices. Drop-down trays for holding food, laptops, or other items are also provided. Each coach car features areas where four seats are arranged with a work table. The overall seating arrangements offers a relaxed customer experience. Additionally, the San Joaquins feature overhead luggage racks and a no baggage fee policy for two checked bags and two carry-on bags within specified dimension and weight requirements.

Food and Beverage Services

Each San Joaquins train has a café car which offers food and beverage service throughout most of the end-to-end trip. SJJPA and CCJPA share the Oakland Amtrak Commissary where product is warehoused and ordered to be loaded onto the trainsets. Due to the co-location of the commissary, SJJPA and CCJPA share in the responsibility of providing oversight and direction for the café car program which is generally consistent across trainsets for both corridors.

Due to the COVID-19 pandemic onboard food service was suspended to limit employees and passengers exchanging items and movement about the train. Additionally, Amtrak Long Distance Emergency Snack Packs and bottled water are being provided at no cost to passengers. As the pandemic period has continued, SJJPA has sourced local products to upgrade the Amtrak Long Distance Emergency Snack Packs. The new locally sourced snack box will provide a more robust snack for passengers and provide an opportunity to promote California grown products. The new snack box will continue to be provided free of charge. SJJPA is also considering giving away the snack boxes on the longer distance Thruway Bus routes.

After the return to normal service operations, SJJPA anticipates resuming cafe service onboard the bi-level trainsets and continuing snack pack program on the Siemens Venture car sets. SJJPA will continue to evaluating the food and beverage service to provide high quality options in the most efficient and cost-effective manner. Topics being evaluated include: menu; inventory and storage; increasing the capacity and usefulness of the space in the cars; patron flow; signage and information; securing and accounting for stock and materials; restocking logistics; and hours of operation.

SJJPA has reduced the number of items on the menu to ease loading, reduce cost, provide a simpler customer experience, open storage space for limited-time specialty items, and make it easier to promote items on the menu. In addition to these efforts, SJJPA is considering café car changes to underperforming trainsets including the removal of the café car. While evaluating changes to the current partnership with Amtrak to increase the cost recovery of the café, SJJPA is evaluating the use of a third-party vendor to provide this service. Third-party vendors are utilized on other Amtrak operated corridors with significant success in cost recovery efforts with the added benefits of simplified operations and reporting of performance. The Siemens Venture cars are not being outfitted with a traditional café galley car but furnished with vending cars. SJJPA is working with Caltrans to identify viable vending services that retain much of the current product mix while offering it at a reduced cost. The vending service is being explored as an extension of the modern, fresh aesthetic of the Ventures cars.

SJJPA is actively increasing the sale of and promotional opportunities for products grown or produced in the San Joaquins Corridor. The San Joaquins offers a very unique opportunity to highlight and promote food and beverage products from the San Joaquins Corridor and can help market the service and the corridor. SJJPA is continuing to work with Amtrak and CCJPA to explore providing more locally-sourced food and beverage products in the most cost-effective way on an ongoing basis. Current local offerings include: craft beer, coffee, hot dogs, and San Joaquin Valley nuts.

9. MARKETING AND OUTREACH

The San Joaquins serve markets from Bakersfield to Sacramento via the San Joaquin Valley and branch off from Stockton through the East Bay Area to Oakland. The San Joaquins are unique in the State and Nation, with a vast network of Thruway Bus services that provide convenient connections between northern and southern California. Between the trains and connecting buses, the San Joaquins provide easy access to many of California's popular destinations, including: cultural attractions; museums; universities; amusement parks; entertainment and music venues; national, state, regional, and local parks; state and county fairs and festivals; seasonal cuisine and artisan foods; the State Capitol; and major population centers.

SJJPA staff has developed and continues to implement the SJJPA Marketing and Outreach Plan, which focuses on a combination of advertising, social media, and grassroots strategies. It is the combination of strategies and channels that provide greater coverage and focus to the Marketing and Outreach Plan, providing SJJPA the best opportunity to reach community stakeholders and passengers.

The marketing and outreach efforts have resulted in corridor-wide support from stakeholders for Intercity Passenger Rail. Many corridor stakeholders and stakeholder groups have submitted grant application support letters and have attended SJJPA Board of Directors meetings to support the current service and future service expansion. In addition, many stakeholder groups have taken group trips on the San Joaquins to experience the service and promote its use on social media. Stakeholder individuals that utilize the service are continuing to participate in SJJPA's 'Look Who's Riding' social media campaign, which shares photos and testimonials from corridor stakeholders.

COVID-19 Communications

SJJPA service planning actions and initiatives for the San Joaquins in advance of FY19/20 included the service returning to 7 full-corridor roundtrips under the "Slotted Scheduled" in May of 2019. This service adjustment was planned to maximize ridership opportunity by reestablishing connections in Southern California, improving On-Time Performance (OTP), and adjustments to thruway routes to provide more convenient connections. SJJPA initialized a focused marketing campaign to educate, promote, and attract current, past, and potential riders on the existence of the new schedule and its benefits. With the previous "Morning Express Schedule" resulting in loss of riders, the marketing campaign was planned for an extended period of time, as the length and diversity of the San Joaquins train and Thruway Bus service with the infrequency of repeat passenger trips requires ample time, spend, and creativity for the messaging to penetrate the market.

Through the first five months of FY19/20, the San Joaquins performed inconsistently in ridership and revenue. As the marketing messages and new schedule with a slight optimization in October 2019 began to reach passengers, the San Joaquins began a positive three-month ridership and revenue trend. This trend was interrupted by the onset of impacts from the novel coronavirus (COVID-19). In March 2020, the San Joaquins posted a -48.67% reduction in ridership with a split month of COVID-19 impacts.

SJJPA staff coordinated with Caltrans, CalSTA, Amtrak, and the other JPAs to respond to the drastic effects of the pandemic by reducing service, implementing safety protocols, and monitoring the situation for further adjustments.

SJJPA worked with Amtrak to ensure that proper health and safety protocols were in place and proper communication was performed to current and future travelers. A summary of the "Health and Safety Response" is as follows:

Stations:

- *Disinfection* – Disinfection wipe downs are being performed multiple times a day on all high touch surfaces including but not limited to: counters, doors, seats, ticket windows, electronic ticket kiosks, and vending machines
- *Signage* – Social Distancing and other related health notices are posted throughout the station area for stations that are open.

- *Employee and Passenger Protection* – All Amtrak Employees are wearing masks even when behind the ticket window. Visitors to stations are required to wear masks.
 - *Hand Sanitizer* – Hand sanitizer is available in the station for passengers.
 - *No Cash* – Cash is not currently accepted to limit exchange of items from passengers to employees and vice versa.
-

Onboard:

- *Disinfection* – Trains are misted with medical grade disinfectant on all seats and surfaces. All hard surfaces are wiped down.
 - *Signage* – Social Distancing and other related health notices are posted through the train.
 - *Employee and Passenger Protection* – Conductors and other onboard staff are wearing masks. Passengers are required to wear masks.
 - *Suspension of Café Service* – Café Service is suspended to limit passenger movement and food handling.
 - *Contactless Ticket Lifting* – Amtrak's ticketing system does require conductors to touch passenger tickets.
 - *Hand Sanitizer* – Hand sanitizer is available onboard for passengers.
-

During the COVID-19 pandemic, it is an essential function of SJJPA to strategize, create, and implement several different marketing and communication plans to properly educate stakeholders and passengers on the operations of the San Joaquins and the health and safety response. The marketing and communications plans help to inform stakeholders of the steps taken within the corridor to ensure compliance with health orders, inform essential travelers of the health and safety policies and grows trust in the market for future travelers of the service.

SJJPA's marketing and communication strategy includes, but is not limited to the following tactics: email communication, social media, advertising, station signage, and targeted stakeholder communication documents. All of these strategies work together to effectively disseminate essential response messaging. The precise strategies and examples of creative are included in the proceeding chapters of this report.

Increase in Marketing Funds

SJJPA is requesting an increase in the yearly allocation from \$1,000,000 to \$1,500,000 to better facilitate marketing and advertising to the entirety of the San Joaquins Corridor. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers live in the Bay Area and 9.4% of live in the Los Angeles Region. This amounts to over 20% of San Joaquins passengers living in high cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three California Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as McKinleyville and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The increase in budget will allow SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors.

Grassroots Outreach Strategies

SJJPA contracts with qualified Outreach Teams to engage in several activities to reach corridor communities and stakeholders including: engaging stakeholders, working with the media, facilitating group trips, tabling at large local events, and presenting to community groups. Previous efforts in this area have resulted in pathways for communicating

COVID-19 service changes and safety practices. SJJPA has adjusted its approach to grassroots to reflect the COVID-19 environment and plan to return to the strategies below when it is safe to do so.

Engaging Stakeholders

Local, committed stakeholders are vital to promote the service, improve local presence, and activate communities to ride the train. Stakeholder education meetings and presentations are key components to the grassroots marketing efforts.

Stakeholder group outreach is a key component of both the Outreach Team contracts as well as a staff priority. There are several key groups, chambers, partnerships, agencies, universities, and organizations within the corridor that are an essential component of awareness and messaging multiplication. SJJPA is also expanding outreach to include other stakeholder groups throughout corridor, including bicycle coalitions, university Alumni Associations, League of California Cities, and California State Association of Counties.

Each Outreach Team is leveraging its contacts and SJJPA contacts, while also placing and emphasis on new stakeholder acquisition, to schedule formal meetings that serve to education stakeholders about the San Joaquins Service. A key component to Stakeholder Development is to create a reliable database of contacts to inform about service updates, call upon for help, and utilize to increase the SJJPA message throughout the corridor.

SJJPA staff also coordinates and hosts regular meetings of the San Joaquin Valley Rail Committee (SJVRC). The SJVRC is a technical advisory committee composed of a diverse group of rail advocates from various backgrounds and affiliations. Committee members represent all the counties through which the San Joaquins operate, as well as Thruway Bus regions including Los Angeles, San Francisco, and Northern California. SJVRC members provide critical feedback to SJJPA staff on how to improve the San Joaquins from the perspective of ordinary citizens.

Working with the Media

The media is an important aspect of any marketing plan. The localized Outreach Teams assist with media relations, utilizing their established relationships with local and regional media. The Outreach Teams help to schedule interviews, facilitate press conferences, and ensure that SJJPA press releases and media advisories are successfully delivered.

Facilitating Group Trips

In partnership with the community groups, agencies, organizations, school groups, businesses, and other stakeholders, Outreach Teams are facilitating group trips on the San Joaquins. They assist with building itineraries, navigating ticket purchases, offering safety information, and other supporting activity necessary to accomplish the group trip.

Getting groups on the train helps cultivate community ambassadors by offering firsthand experience of the service. Outreach Teams' efforts in this area ensure that engaged parties do not just hear a presentation but ride the service, helping them get over the hurdle of the 'first ride' and using this as an opportunity to engage their constituents through testimonials via social media and other means.

Tabling at Local Events

A key grassroots initiative for SJJPA is to meet current and potential riders in their communities. To this end, SJJPA Outreach Teams are tabling at local community events in the corridor to hand out service information, educate potential riders on the service, promote discounts, provide train safety information, and listen to the community's feedback on the service. Event tabling is an important strategy for reaching Hispanic and disadvantaged communities, allowing Outreach Teams to meet these communities in their contexts with materials adapted to their language. Additionally, Outreach Teams employ or contract bi-lingual service ambassadors for SJJPA.

Presenting to Community Groups

Service education and awareness is an important grassroots marketing principle. To educate corridor communities and stakeholders, Outreach Teams frequently give presentations to community groups, organizations, school groups, businesses, and others to grow awareness of the service and cultivate community ambassadors.

Advertising

In addition to the grassroots efforts, SJJPA is engaging in targeted advertising campaigns through both digital and traditional advertising channels. The advertising program utilizes a multi-touch methodology by which multiple mediums are employed to reach a broad base of current and potential riders with opportunity for the targets to see the advertising multiple times. Digital advertising types being utilized include: display networks, digital radio, social media, and pre-roll video advertising. Traditional advertising types being utilized include: television, radio, print, billboards, and theatre screen advertising. Advertising is being deployed primarily in English and Spanish with other languages being adapted on a targeted basis.

SJJPA will be placing a higher priority on advertising due to the success of past campaigns in driving traffic to the website and passenger preferences for purchasing tickets through online methods such as AmtrakSanJoaquins.com, Amtrak.com, and the Amtrak Mobile App. Advertising has been a key strategy for communicating San Joaquins COVID-19 protocols to both the train and thruway bus corridor.

In addition to traditional advertising, SJJPA is placing Amtrak San Joaquins logos and the phrase “Your Train Connection” on the sides of Thruway Buses throughout the state to increase public awareness and exposure to the service. This strategy will increase the reach and scope of SJJPA advertising efforts, as well as, serve as a cost-effective means of attracting additional ridership.

Social Media

Building on SJJPA’s successful social media strategy for the Amtrak San Joaquins, SJJPA is expanding the use of social media. Social Media strategies include both content posting and paid advertising. SJJPA is utilizing the following platforms: Facebook, Instagram, Twitter, and YouTube. Social Media is an effective tool to engage customers, increase communication, and ensure brand visibility. Capitalizing on SJJPA’s extensive grassroots efforts, content is being aggregated corridor-wide to market station area communities and events. Discounts and promotions are organically posted as part of customer conversations, as well as in social advertising with a primary focus on Facebook.

Social Media is also being used to create a one-click channel to AmtrakSanJoaquins.com or subsequent discount pages. Social media platforms offer extensive targeting capability, ensuring relevant content and promotions are reaching the desired demographics.

The COVID-19 environment has presented a change in the social media strategy to temporarily move away from attractional travel messages to fostering passenger relationships and community. SJJPA has provided posts that reflect the environment, educate communities on safety protocols, provide train related projects for families, and stimulate future travel with corridor travel ideas.

Increase Marketing and Outreach to Universities and Community Colleges Served by Thruway Buses

The San Joaquins’ Thruway Bus network provides connections to numerous universities and community colleges throughout California. SJJPA has initiated efforts to engage students through event tabling and will work to expand outreach efforts to additional campuses. By conducting outreach to students attending schools near Thruway Bus stops, SJJPA will work to inform students on the many benefits of the San Joaquins and attract additional ridership.

COVID-19 has significantly reduced student travel. SJJPA has created appropriate plans to welcome students back to the service, engage campuses, and strategies to reach parents. These plans anticipate students returning to campus in the Fall of 2021. With two new years of students to arrive at campuses, efforts to reach the appropriate persons will begin further in advance than usual.

Increase Marketing and Outreach to Military Personnel and Veterans

The San Joaquins currently provides discounts for both active military personnel and veterans. However, Amtrak will be cancelling the veterans discount shortly. SJJPA is currently exploring ways to preserve this important discount. SJJPA will focus a portion of its efforts engaging these groups with discount education as well as targeted trip planning ideas.

Market Analysis

SJJPA is utilizing market analysis reports performed by Amtrak and Caltrans to inform its marketing efforts and tailor messages. Caltrans has indicated its suspension of further market analysis programs. To continue to gather this market data, SJJPA is requesting additional funds in the amount of \$200,000 to perform market analysis on a bi-annual basis. Marketing analysis research will be performed both onboard to gather current ridership data and via other means (phone surveys, online surveys, in person intercepts, etc.) to collect non-rider data. Data will be compiled into a report and utilized to inform ongoing marketing efforts and messaging. A bi-annual methodology is being employed to allow time for advertising and other marketing strategies that are based on market analysis to have sufficient time to penetrate the market.

10. ANNUAL FUNDING REQUIREMENT

The annual state budget includes a line item for the operating costs of the three state-supported intercity rail services. For each service, the state budget provides funding for intercity train operations, a marketing budget, minor capital projects, and the administrative staff budgets. The California Legislature approved the FY 2020/21 State budget that continues this support.

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. This chapter documents ridership and revenue projections; FY 2018/19 financial numbers (actuals); operating, marketing, and administrative funding requests of SJJPA for FY 2020/21 and FY 2021/22; and special funding requests for the marketing of new rail services and to conduct market analysis. Also documented are operating cost analysis and cost savings due to management decisions, and proposed uses for these funds per the ITA. Due to COVID-19, the budget provided in this chapter assumes a return to full service for the San Joaquins, but changes may be made to the service plan over the course of FY 2021/22 that require SJJPA to maintain currently reduced service levels for the San Joaquins.

Ridership and Revenue Projections

Ridership projections by Amtrak for Federal FY 2019 (October 2018 – September 2019) for the San Joaquins anticipated a 5.5% increase from FY 2018 actual ridership (increasing from 1,078,707 in FY 18 to 1,139,630 in FY 19). Actual Federal FY 19 ridership was 6% less than was forecasted by Amtrak (1,071,190 actual vs. 1,139,630 forecast). Actual ridership for FY 19 decreased 0.7% compared with FY 18 (1,071,190 vs. 1,078,707 respectively).

For FY 2019, Amtrak forecasted an increase in ticket revenue of 3.6%, from \$32,923,626 in FY 18 (actuals) to \$34,124,000 in FY 19 (forecasted). FY 2019 actual San Joaquins ticket revenue was 6.8% less than was forecasted by Amtrak (\$31,884,583 actual vs. \$34,124,000 forecast) and was 3.2% less than actual ticket revenue for FY 18 (\$32,923,626 actual).

Amtrak's Federal FY 2020 (October 2019 – September 2020) forecast for San Joaquins ridership is 1,115,500. This represents an increase of 4% from actual FY 19 ridership. Ticket revenue for Federal FY 2020 is estimated at \$33,413,644 (an increase of 4.7% from actual FY 19 ticket revenues).

SJJPA expects to receive Amtrak's forecasts for FY 2021 (October 2020– September 2021) for both ridership and ticket revenue in September of 2020. Amtrak does not yet have San Joaquins ridership and revenue forecasts for FY 2022.

FY 2019/20 Operating Fiscal Report (Actuals)

The net operating costs (expenses less revenue) for Amtrak to operate the San Joaquins for FFY 2018/2019 was \$50,619,451, which was \$5,825,761 above the FY 2018/19 allocation of \$44,793,780. A supplemental shortfall request was approved in June 2019 in the amount of \$5,245,000 for operations expenses in excess of the original allocation. There were no other operating costs incurred outside of the Amtrak contract.

FY 2019/20 Administrative Fiscal Report (Actuals)

The net administrative costs for SJJPA to manage and administer the San Joaquins for FY 2019/2020 was \$2,179,231.

Operating Funding Request (FY 2021/22 and FY 2022/2)

The financial performance of the San Joaquins is dependent on several institutional arrangements. The most important arrangement is the contract with Amtrak to operate the service and maintain any assigned equipment and facilities.

San Joaquins operating expenses that fall under the Amtrak contract include:

- Onboard labor;
- Equipment maintenance;
- Railroad performance incentives;
- Train fuel and power;
- Property insurance for state-owned rolling stock operated (maintained by Amtrak);
- Liability insurance and indemnification;
- Lease of Amtrak equipment;
- Commissary and station costs;
- Terminal yard costs;
- Police presence;
- Support of Amtrak’s national and local operation (e.g. phone information and reservations system); and
- Connecting bus service and other operating expenses.

The CTC allocated SJJPA \$60,205,207 in operating funding for FY 2020/21. Of this, \$58,805,207 will be utilized for the Amtrak contract. SJJPA used the remaining \$1,400,000 for several operational items outside of the Amtrak contract, which are described below. The funding request for FY 2021/22 is \$58,805,207 for the Amtrak contract and \$1,400,000 for the non-Amtrak operational items (see Table 10.3). For FY 2022/23 the San Joaquins projected funding request is \$60,569,363 for the Amtrak contract and \$1,450,000 for non-Amtrak operational items, for an increase of 3% over the FY 2021/22 funding request.

Difference between the Amtrak State Payment Forecast and the Operations Budget

No difference is anticipated.

Operating Costs not included in Amtrak State Payment Forecast

SJJPA is in the process of taking on more direct responsibility for the operations of the San Joaquins outside of the Amtrak operating contract for operational items such as Host Railroad Incentive Payments, station leases and insurance, thruway bus management support, and market research and ridership support. See Table 10.3 for a total estimated budget for non-Amtrak items.

SJJPA is also considering partnering with private and/or public bus operators to improve connecting bus service for San Joaquins passengers that would be outside of the Amtrak operating contract. Costs for these services are not determined yet, but a net savings is anticipated in costs as these partnerships would replace existing Thruway Bus services, and fill excess seating capacity, potentially as early as FY 2021/22.

Administrative Funding Request (FY 2021/22 and FY 2022/23)

Funds are required for the SJJPA to provide administrative support for the San Joaquins. SJJPA administrative costs for FY 2021/22 are proposed at \$3,358,007. For FY 2022/23, SJJPA administrative costs are estimated at \$3,468,425. See Table 10.1 for a summary of these administrative costs alongside operations and marketing costs. These costs are based on a 3.4% increase for cost escalation. See Table 10.2 for a breakout of budgeted administrative costs.

Marketing Funding Request (FY 2021/22 and 2021/23)

For FY 2021/22 and FY 2022/23, SJJPA assumes “Marketing Expenses” of \$1,500,000 for the ongoing annual marketing program, for which SJJPA has developed a Marketing and Outreach Plan. This represents a \$500,000 increase from

previous years. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers are from the Bay Area and 9.4% of are from the Los Angeles Region. This amounts to over 20% of San Joaquins passengers are from high cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as McKinleyville and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The increase in budget will allow SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors. The marketing expenses represent only those direct expenses attributed to SJJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

Minor Capital Funding Request (FY 2021/22 and FY 2022/23)

SJJPA is requesting the continuation of the \$500,000 per year provided for “Minor Capital” projects (projects valued at \$291,000 or less). This funding is critical to keeping the San Joaquins Corridor in a state of good repair, as well as making small service improvements.

Market Analysis Funding Request (FY 2021/22)

SJJPA is currently utilizing market analysis reports performed by Amtrak and Caltrans to inform SJJPA marketing efforts and to tailor messaging. However, Caltrans has indicated its suspension of further market analysis programs. Additionally, the market analysis Amtrak provides SJJPA is insufficient to meet the needs for planning and marketing the San Joaquins, as SJJPA is unable to control the data points that are captured. To continue to gather necessary market data, SJJPA is requesting additional funds in the amount of \$200,000 to perform market analysis research on a bi-annual basis. Marketing analysis research will be performed both onboard to gather current ridership data and via other means (phone surveys, online surveys, in person intercepts etc.) to collect non-rider data.

Operating Cost Analysis and Management Actions Resulting in Operating Cost Reductions/Revenue Enhancements

Per the ITA, SJJPA is currently planning to program any potential cost savings realized as a result of ongoing management actions to service improvements. Cost savings at this time have been from investment income and other accumulated funds are being held for future operations payments based on direction from Caltrans. . A list of potential items that could utilize these cost savings is outlined below.

Potential Cost Savings Utilization

- California Passenger Information Display System (Cal PIDS) Upgrade – SJJPA portion of the project;
- New Station and Parking Improvements- Land acquisition and construction costs;
- Accessibility improvements to various San Joaquins stations; and
- Contribute to the SJJPA’s reserve account.

Table 10.1

SJPA State Funding Request for the San Joaquins (FY 2020/21 - FY 2022/23)			
Expense Category	FY 2020/21 (Approved/Current)	FY 2021/22 (Requested)	FY 2022/23 (Projected)
Operating			
-Amtrak Contract	\$58,805,207	\$58,805,207	\$60,569,363
-Other Operations ¹	\$1,400,000	\$2,000,000	\$2,050,000
Administrative	\$3,247,589	\$3,358,007	\$3,468,425
Marketing	\$375,593	\$1,500,000	\$1,500,000
Minor Capital	\$500,000	\$500,000	\$500,000
Merced Intermodal Track Connection (MITC) Env./Design		\$5,000,000	\$5,000,000
High Speed Rail/Early Train Operator Coordination Support		\$2,000,000	\$2,000,000
Total Request	\$64,328,389	\$73,163,214	\$75,087,789

Table 10.2

Administrative Budget for the San Joaquins - Detail (FY 2020/21 - FY 2022/23)			
Expense Category	FY 2020/21 (Approved/Current)	FY 2021/22 (Requested)	FY 2022/23 (Projected)
Salaries/Benefits/Contract Help	\$2,361,112	\$2,441,390	\$2,524,397
Office Expenses/Postage/Memberships, etc.	\$29,517	\$30,521	\$31,558
Computer Systems	\$5,000	\$5,000	\$5,000
Communications	\$28,977	\$29,962	\$30,981
Motor Pool	\$29,779	\$30,791	\$31,838
Transportation/Travel	\$40,000	\$40,000	\$40,000
Training	\$7,605	\$7,864	\$8,131
Audits/Regulatory Reporter	\$17,000	\$21,000	\$21,500
Professional Services - Legislative	\$34,486	\$34,486	\$34,486
Professional Services - Legal	\$75,000	\$75,000	\$75,000
Professional Services - General	\$111,015	\$114,790	\$118,692
Software Integration & License Fees	\$20,000	\$20,000	\$20,000
Professional Services - Operations	\$20,000	\$20,680	\$21,383
Professional Services - Grants	\$67,000	\$67,000	\$67,000
Professional Services - Planning	\$150,000	\$150,000	\$150,000
Communications - Operations	\$11,016	\$11,391	\$11,778
Publication/Legal Notices	\$10,000	\$10,000	\$10,000
Maintenance of Headquarters	\$109,623	\$113,350	\$117,204
Insurance - Admin	\$16,000	\$16,000	\$16,000
Insurance - Railroad	\$77,850	\$77,850	\$77,850
Insurance Management Fees	\$2,500	\$2,500	\$2,500
Security Services/Safety Programs	\$24,109	\$38,433	\$53,126
Total	\$3,247,589	\$3,358,007	\$3,468,425

Table 10.3

FY 2021/2022 Other Operations	
Expense Category	FY 2021/22
Station Leases and Insurance	\$100,000
Slotted Schedule Performance Monitoring Support	\$200,000
Venture Car Maintenance and Truck Overhaul	\$1,500,000
Market and Ridership Research Support	\$200,000
Total Other Operations	\$2,000,000

11. SEPARATION OF FUNDING

As identified in the Joint Exercise of Powers Agreement (JEPA) for the SJJPA, the Controller of the Managing Agency of the SJJPA shall perform the functions of Auditor and Controller of the SJJPA, and the Treasurer of the Managing Agency of the SJJPA shall perform the functions of Treasurer of the SJJPA. SJJPA has selected SJRRC as the Managing Agency for the SJJPA during the term of the ITA. SJRRC utilizes the Auditor-Controller and the Treasurer of the County of San Joaquin. SJRRC has established the appropriate accounting and financial procedures to ensure that the funds appropriated and otherwise secured during FY 2021/22 and FY 2022/23 for SJJPA to support the San Joaquins are solely expended to operate, administer, and market the San Joaquins.

The ITA includes language confirming that the State shall perform audits and reviews of financial statements of the SJJPA with respect to the San Joaquins. In addition, per the Managing Agency Services Agreement between the SJJPA and the SJRRC, SJJPA will require that the Auditor-Controller shall provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

The County of San Joaquin Auditor Controller and Treasurer are the official Auditor Controller and Treasurer of SJJPA. The County of San Joaquin maintains a separate fund for all financial activities of SJJPA and provide monthly reports to SJJPA. Day-to-day accounting transactions are performed by the SJRRC Fiscal Department under the direction of the Controller and Director of Fiscal Services. The SJRRC/SJJPA Controller will provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

12. SAFETY AND SECURITY

Establishing and maintaining the highest possible levels of safety and security in a passenger rail operation begins with clear, comprehensive safety messaging and effective, involved leadership. This messaging and the role that leadership plays must both be crafted from an awareness of what is happening in every level of the operation and the extent to which safety and security play a significant role in the duties and responsibilities of all employees every day.

SJJPA's Safety and Security Program will focus on the following areas:

- Vehicular and pedestrian safety at highway/rail grade crossings, including private crossings in rural areas of the San Joaquin Valley;
- Pedestrian safety along the railroad right-of-way;
- Security inside and around stations and at Thruway Bus stops;
- Security onboard trains and on Thruway Buses;
- Safety and security training of personnel involved in all aspects of operating the San Joaquins; and
- Emergency preparedness training and exercises with first responders in coordination with Amtrak, host railroads, state and federal regulatory agencies.

Components of the Program include:

- Assuring a common understanding of safety and security objectives, targets and goals throughout the San Joaquins Service workforce;
- Communicating and strengthening safety and security strategies and policies;
- Creating and sustaining a strong safety and security culture shared by everyone involved in operating the San Joaquins;
- Ensuring the program applies to all activities involving the design, construction, testing, operations, and maintenance of the rail service and system;
- Assigning each manager, department, employee, and contractor with responsibility and accountability for safety and security program implementation and compliance;
- Requiring a robust communications protocol, including cooperation among all managers, departments, employees and contractors relative to matters of safety and security;
- Coordination with Amtrak and the two host freight railroads over whose rail lines the service is operated, the Burlington Northern Santa Fe (BNSF) Railway and the Union Pacific Railroad (UPRR);
- Pursuing an aggressive safety and security program of capital improvements; and
- Identifying relationships and responsibilities with local, state, and federal agencies that are responsible for and have governance over the San Joaquins Service, including the Federal Railroad Administration (FRA), National Transportation Safety Board (NTSB), California Public Utilities Commission (CPUC), Transportation Security Administration (TSA), and the California Office of Emergency Service (CalOES).

SJJPA collaborates with Amtrak, host railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, SJJPA participates in:

- Corridor Improvement Team (CIT) meetings;
- Northern California Rail Safety Team activities;
- Partnership Performance Action Teams (PPAT);
- Regional Transit Strategies Working Group (RTSWG);
- Northern California Emergency Preparedness Task Force meetings; and
- Joint Terrorism Task Force meetings.

SJJPA will continue to work with Amtrak, BNSF and UPRR to identify safety and security issues, develop remediation strategies, and to secure grant funding to expand and enhance safety and security programs onboard all trains and Thruway buses, and along the railroad right-of-way.

Safety and Security Program for 2021/2022 and 2022/2023

The primary objectives of SJJPA's Safety and Security Program for FY 2021/22 and FY 2022/23 is to continue a broad-based program of educational activities and to aggressively pursue capital improvements that help eliminate unsafe conditions.

Safety and Security Educational Activities

SJJPA's educational efforts focus on increasing public awareness of rail safety and security along the San Joaquins Corridor and to ensure all personnel involved in operating the San Joaquins have the proper training to be effective in implementing SJJPA's Safety and Security Program. To increase awareness of the public, a wide range of populations and stakeholders will be targeted, including the existing base of employees, non-English speakers, agriculture and seasonal workers, school groups, community audiences, professional drivers, law enforcement officers, and emergency responders. To this end, SJJPA will continue to leverage a network of rail safety education resources through California Operation Lifesaver (CAOL) to inform communities about safe behavioral practices around the San Joaquins Rail Corridor.

Educating railroad personnel is as critical as raising public awareness. SJJPA will continue to take advantage of Department of Homeland Security (DHS) training resources and safety and security grant programs to build upon related activities already underway and to develop and implement new programs. Specific training efforts include but are not limited to the following:

- Emergency Preparedness Training for rail corridor first responders;
- Rail security awareness training for train crews, maintenance staff, bus operators, and station staff;
- Disaster simulations to ensure employee and first responder readiness; and
- Emergency Preparedness Training for passenger operations that connect to the San Joaquins.

To support these educational and training activities, SJJPA will continue to conduct a systematic evaluation of current safety and security practices of all personnel involved with operating the San Joaquins. As part of this process, SJJPA will identify responsible parties for safety and security work to ensure they receive necessary training and education.

Safety and Security Capital Improvements

An important aspect of safety and security are implementing physical improvements that will improve the safety and security of the Corridor and of train operations. In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. California's Office of Emergency Services has provided much of the funding for SJJPA's Safety and Security capital improvements. Important capital projects that SJJPA is currently implementing or currently pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Increased lighting at stations, parking lots, as well as installing blue light phone towers (originally developed for use on college campuses); and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

A critical capital improvement being implemented is Positive Train Control (PTC), which is an advanced railroad communication system, consisting of signaling and other equipment along tracks as well as on-board trains. PTC increases the operational safety of passenger trains (and freight trains) by preventing the following:

- Train-to-train collisions;
- Over-speed derailments;
- Incursions into established work zone limits; and
- Movement of a train through a main line switch in the improper position.

SJJPA cooperated with Amtrak, UPRR, and BNSF to implement PTC along the entire San Joaquins Corridor and onboard all San Joaquins trains. Amtrak has completed the installation of onboard PTC equipment. BNSF and UPRR completed work on the track portion of PTC. Testing took place for the system during FY 2018/19 and PTC came online in October 2018, meeting the Federally-mandated deadline.

Other activities SJJPA will employ to improve safety and security include:

- Attending listening sessions with station personnel to help identify safety/security concerns and suggestions for improvements/solutions;
- Embracing the Transportation Security Administration's (TSA) offer to conduct threat / vulnerability assessments and station security profiles;
- Encouraging more police presence and patrol at stations by making areas available to officers that are stocked with snacks/beverages, and have Wi-Fi, printers, CCTV usage, and other amenities;
- Work with host railroads to ensure the corridor is kept clear of homeless encampments, and other unauthorized activities.

13. STATION AREA DEVELOPMENT AND CONNECTIVITY

There are great benefits to enhancing development patterns and increasing development densities near San Joaquins stations and improving connectivity with other modes of transportation at San Joaquins stations. In addition to potential benefits from minimizing land consumption needs for new growth, increased dense development near San Joaquins stations concentrates activity conveniently located to these stations. This promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. It also accommodates new growth on a smaller footprint. A dense development pattern can better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve the local communities. Local governments will determine which mechanisms best suit each community and could be implemented to improve connectivity at stations, and the enhance benefits from potential San Joaquin station area development.

Applying transit-oriented development (TOD) measures around rail stations is a strategy that works for large, dense urban areas, as well as smaller central cities and suburban areas. Local governments play a significant role in implementing station area development by adopting plans, policies, zoning provisions, and incentives for higher densities, and by approving a mix of urban land uses. TOD measures generally applied to areas within about one-half mile of stations.

Connectivity with modes other than the automobile is particularly important for first-mile-last-mile trips and to promote equitable transportation which serves disadvantaged/priority communities throughout California. In addition to helping increase ridership, improved transit, and micro-transit connections support a more sustainable California by reducing energy consumption, automobile VMT, and greenhouse gas emissions.

Implementation Strategies for TOD at San Joaquins Stations

The responsibility and powers needed to focus growth and station area development guidelines in the areas around San Joaquins stations reside primarily with local government. Key ways in which SJJPA can help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles include:

1. Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote TOD in the vicinity of San Joaquins stations.
2. Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations.
3. Work with communities and organizations to support TOD and with developers to implement TOD.
4. Require new San Joaquins stations be developed as a multi-modal transportation hubs.
5. Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high-potential for TOD.
6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development, and TOD.
7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

Transit Oriented Development around San Joaquins Stations

The San Joaquins have 18 rail stations. Most of the San Joaquins stations are multi-modal transportation hubs and many are located in traditional city centers. Table 13.1 presents the existing amenities and services at San Joaquin stations, as well as a preliminary assessment of their potential for new TOD. TOD opportunities are considered low at San Joaquins stations that are located in outlying areas away from the city centers/downtowns. The highest potential for new TOD at San Joaquins stations is likely to be in the major cities. To encourage TOD, SJJPA is working to improve the usability of

stations and Thruway Bus stops. Comprehensive assessments have begun with the objective of updating and improving signage at and near stations and stops to enhance the experience of riders.

There are several large TODs that have developed or are being developed in the vicinity of San Joaquins stations or planned new stations. There are also opportunities to encourage TOD at several other stations. In addition to encouraging TOD, SJJPA is working with local and regional governments to improve transit connectivity at the stations described below, along with other stations.

Sacramento TOD

SJJPA's plans for four new stations in Sacramento provide a great opportunity to not only leverage TOD that is already underway (especially around the planned Midtown Station), but to encourage TOD from the presence of new San Joaquins rail stations. In addition to Midtown, Natomas and Old North Sacramento hold promise for TOD in the immediate vicinity of the planned station sites. Near the Midtown Station, the San Joaquin Regional Rail Commission (SJRRRC) is partnering with the Capitol Area Development Authority and EAH Housing on two affordable housing development projects in competing for funding from the Affordable Housing and Sustainable Communities (AHSC) Program. These projects and other future affordable housing developments provide excellent opportunities to partner on TOD.

A 244-area mixed-use TOD called The Railyards is currently being developed on land immediately north of the Sacramento Valley Station, which San Joaquins trains currently share with Capitol Corridor trains. Plans call for a mix of housing types, a large retail component of over one million square feet, a significant level of office space at 2.3 million square feet, along with other uses such as a hotel and recreational cultural land uses. SJJPA supports The Railyards development as a way to activate the environment surrounding the station, and believe it will engender additional rail ridership.

Stockton ACE Station (Cabral Station) TOD

A master plan was approved by the City of Stockton in 2016 for a TOD called the Open Window Project, which is being developed by a local development company named Open Window Project, LLC. The plan calls for over 1,000 housing units and 400,000 square feet of commercial space within a 15-block area immediately west of the Robert J. Cabral Station (Cabral Station), which serves as the Downtown Stockton Station for the San Joaquins. This station serves all San Joaquins trains to/from Sacramento. Open Window Project, LLC has expressed interest in highlighting the rail connections available at the station in their marketing efforts. SJJPA is very supportive of this development as it will not only improve connectivity and walkability to the station, but will greatly improve the surrounding neighborhood, which will likely lead to ridership increases on the San Joaquins. In support of furthering development around the station, SJRRRC recently received a grant in the amount of \$2 million for a streetscape improvement project along East Channel Street, which directly connects the Cabral Station to the new development and greater downtown, as well as San Joaquin Regional Transit District's Downtown Transit Center.

In 2019, SJRRRC partnered with Visionary Home Builders and the City of Stockton on their Grand View Village affordable housing development, located 0.50 miles west of Cabral Station. The development was awarded \$17.9 million of funding from the AHSC program, including \$4 million to purchase an additional ACE rail care and \$202,000 for improvements to East Channel Street. This development and other developments near Cabral Station provide excellent opportunities to partner on TOD.

Richmond TOD

The Richmond Station is located in between a previously developed TOD that includes several hundred units of housing, along with a few shops that greet people entering/exiting the BART/Amtrak Station complex. There is also another TOD under construction at the other entrance/exit to the station. Additionally, there is a large bus depot at the station, providing excellent connectivity. Richmond TOD is good case study in TOD for the San Joaquins as it is one of the most developed in the system.

Antioch TOD

The Antioch Station is located in Antioch’s downtown along the waterfront. SJJPA sees great potential for a re-designed station that enhances its waterfront location by opening up views of the Bay, while also integrating with other planned downtown improvements. SJJPA is currently working with Amtrak and the City of Antioch to plan for improvements at the station that would seamlessly blend with city plans for a public plaza and other enhancements along the waterfront in the downtown district. SJJPA is also supporting private TOD projects being planned in the vicinity that would enable more people to live downtown and utilize the San Joaquins by walking to the station.

Madera TOD

SJJPA has been working with the Madera County Transportation Commission and the City of Madera and County of Madera to find an improved location for a relocated Madera Station. The existing station has limited use, no transit connections, poor access to SR-99, and its location is expected to see only marginal growth in employment and transportation demand.

A relocated Madera station is being pursued by SJJPA for a location just north of the new Avenue 12 grade separation. Avenue 12 is a primary transit corridor for Madera County. The proposed station north of Avenue 12 would be consistent with the growth of Madera east of the BNSF line; provides the opportunity for TOD in the station vicinity; and will be closer to Madera Community College. The Madera Station Relocation Project environmental review process was approved by the SJJPA on January 22, 2021. SJJPA expects to begin final design in 2021 and have Phase 1 of the project operational (the relocated San Joaquins station) by 2024.

Fresno TOD

While most TOD planning is focused on the immediate vicinity of the future HSR station in Fresno, which lies about one mile to the west of the Amtrak Station, SJJPA sees a great opportunity to encourage further development of the downtown in between the two stations. Also, development is already happening. Several multi-family housing developments have recently been completed or are underway within walking distance of the station.

Oakley TOD

SJJPA has been coordinating with the City of Oakley to implement a San Joaquins station for several years. The City has recently completed a feasibility study to determine the best location for the proposed station. The Oakley Station is a key component of the future Morning Express Service to the Bay Area. The SJJPA/SJRRC 2018 TIRCP award included the construction of the station platform and track, while the City of Oakley is developing local access elements and parking facilities. High-levels of growth is taking place in eastern Contra Costa County. It is anticipated that a new San Joaquins station will encourage TOD in the vicinity. SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be entering into the design phase of the project in 2021. Construction is slated to begin for the Oakley Station Platform Project in 2022.

Bakersfield TOD

The Bakersfield Amtrak station is very accessible to the heart of downtown. The station is within walking distance of two hotels, the convention center and arena, many government office buildings, the county library, the city’s ice and aquatic centers, a movie theater, Mill Creek Linear and Central Parks, and numerous affordable and market-rate housing options. This site offers continued opportunities for the station to catalyze transit-oriented development.

Table 13.1

Station	Station Ownership	Existing Amenities/Transit Connectivity	Within City Center	New TOD Potential
Sacramento	City of Sacramento	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 165 overnight parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services and Light Rail	Yes	High
Lodi	City of Lodi	Enclosed waiting room, ticket machine, phone, 380 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-ACE	SJRRRC	Enclosed waiting room, ticket machine, phone, 185 parking spaces, Amtrak Thruway Bus, ACE Commuter Rail & Local/Regional Bus Service	Yes	High
Oakland-Jack London Square	Port of Oakland	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 500 short-term and 500 long-term parking spaces, Amtrak Amtrak Thruway Bus, Local/Regional Bus Services, Ferry	Yes	High
Emeryville	City of Emeryville	Enclosed waiting room, ticket office and machine, restrooms, ATM, 125 shared parking spaces, Amtrak Thruway Bus, Local/Regional Buses	Yes	High
Richmond	Union Pacific	Platform with shelter, ticket machine, phone, 400 shared parking spaces, Local/Regional Bus Services, BART	Yes	High
Martinez	City of Martinez	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 370 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Antioch	City of Antioch	Platform with shelter, ticket machine; City parking available, Bus Service	Yes	Medium
Stockton-Amtrak	BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 24 parking spaces	No	Low
Modesto	City of Modesto	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 187 parking spaces, Local/Regional Bus Service	No	Low
Turlock/Denair	BNSF/Amtrak	Platform with shelter, ticket machine, 45 parking spaces, Dial-a-Ride	No	Low
Merced	State of California	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 46 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Madera	Madera County	Platform only, ticket machine, restrooms, 19 parking spaces, Dial-a-Ride	No	Low
Fresno	City of Fresno	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 169 parking spaces, Bus Service	Yes	High
Hanford	City of Hanford/BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 47 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Corcoran	City of Corcoran	Enclosed waiting room, ticket machine, restrooms, phone, 90 parking spaces, Local/Regional Bus Services	Yes	Medium
Wasco	City of Wasco	Platform with shelter, ticket machine, 35 parking spaces, Bus Services	Yes	Medium
Bakersfield	City of Bakersfield	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 347 parking spaces, Amtrak Thruway Bus Services, Bus Services	Yes	High

Connectivity to San Joaquins Stations

The responsibility for providing connectivity to San Joaquins stations resides primarily with local and regional transit agencies. SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also requesting that transit agencies promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to implement transit-transfer programs for San Joaquins passengers. SJJPA will pursue Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquin Corridor.



SAN JOAQUIN JOINT POWERS AUTHORITY DRAFT 2021 BUSINESS PLAN UPDATE

TRACK CHANGES

PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FY 2021/2022 & FY 2022/2023

EXECUTIVE SUMMARY

The purpose of this 2021~~10~~ San Joaquin Joint Powers Authority (SJJPA) Business Plan Update (“Business Plan”) is to identify SJJPA’s intentions for State Fiscal Year (FY) 2021~~0~~/22~~1~~ and FY 2022~~1~~/23~~2~~ in its proposed management of the San Joaquins Intercity Passenger Rail Service (San Joaquins) and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. This Business Plan also describes planned service and capital improvements to ensure the continued success and future growth of the San Joaquins. This Business Plan will be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form on April 1st, 2021~~0~~ and will be submitted in final form by June 30th, 2021~~0~~.

Administrative Role

The primary role of SJJPA is the day-to-day management of the San Joaquins. In 2019, SJJPA selected the San Joaquin Regional Rail Commission (SJRRRC) as its Managing Agency for an additional five-year term. SJRRRC’s consolidated agency approach results in the most efficient and cost-effective management of the San Joaquin Valley’s two passenger rail services. SJJPA will provide the level of service consistent with funding appropriated by the State and any cost savings identified by SJJPA or revenues in excess of the Business Plan projections, which may be used by SJJPA for service improvements in the San Joaquins Corridor.

Operating Plan, ~~New Schedules~~COVID-19 Impacts, 8th and 9th Daily Round-Trips, and Short-Term Service Improvements

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA is currently implementing a number of strategies to improve the San Joaquins. Some of the strategies require little or no additional resources, including improved schedules and reduced trip lengths, reduced travel times, improved train monitoring, train and connecting bus schedule adjustments, and improved service coordination. SJJPA is also in the process of pursuing a significant expansion of service for the San Joaquins within the next five years, including implementation of the 8th and 9th Daily Round-Trips. Planned expansion of the San Joaquins Service is fully coordinated and consistent with the 2018 California State Rail Plan and the CHSRA’s [Revised](#) Draft 2020 Business Plan. [Safety continues to be a focus and SJJPA is engaging in partnerships with Amtrak and the host railroads to reduce incidents along the corridor.](#)

~~New Schedules: SJJPA introduced a new schedule in Spring 2019 which returned the San Joaquins to full corridor service for 7 daily round trips and initiated a “slotted” schedule and distributed pad time for improved on-time performance. Building upon the Spring 2019 schedule, SJJPA is planning for further changes in 2020. The Spring 2020 schedule will include reduced operating times and more detailed coordination with Capitol Corridor and Pacific Surfliner services.~~

[COVID-19's Impact on the San Joaquins: On March 4, 2020 Governor Gavin Newsom declared a state of emergency in response to the COVID-19 outbreak. On March 19, 2020 the Governor issued a statewide mandatory stay-at-home order to reduce the spread of the outbreak in California. On March 26, 2020 SJJPA staff directed Amtrak to reduce San Joaquins service from 7 daily round-trips to 4 daily round-trips and to institute other various health and safety measures to ensure the safety of San Joaquins passengers and operational staff onboard trains that remained in service. Café Car Service was suspended to reduce risks from food handling and unnecessary onboard passenger movement, with emergency snack packs and water being distributed to passengers free of charge. Several stations were temporarily closed, and the thruway bus network was reduced in both corridors served and frequencies in response to the severe ridership reductions the San Joaquins experienced during the pandemic.](#)

[As with passenger rail and transit services across the country, the San Joaquins have experienced a sharp, sustained decline in ridership and revenue during the COVID-19 pandemic. Though the San Joaquins has sustained a significant decline, it has consistently performed at the top of the Amtrak National Network due to its core ridership depending on it for essential transportation needs. The San Joaquins reached its low in ridership in the third week of April 2020 at –90% compared to the previous year. After this low-point, ridership steadily increased, reaching –63% in October. Since October 2020, ridership has decreased back down to below –70% compared to the previous year.](#)

[For State Fiscal Year 2021/2022, SJJPA staff has begun planning for restoration of service above current service levels of 4 daily round-trips and the reduced thruway bus network. Planning is ongoing on various options for increased levels of service, and ongoing coordination with CalSTA and Caltrans will be critical in determining the amount of available funding for the restoration of services moving into the next fiscal year.](#)

8th and 9th Daily Round-Trips: A significant increase in ridership is anticipated if the frequency of service to Sacramento can be increased and offered at the right times of the day. SJJPA is currently working to implement the improvements needed to enable the 8th and 9th Daily Round-Trips, which will allow a doubling of trains serving Sacramento from two to four. As part of this effort, SJJPA explored using the Sacramento Subdivision between Sacramento and Stockton for expanded passenger rail service in coordination with CalSTA, CHSRA, Caltrans, Central Valley Rail Working Group, and Sacramento Regional Rail Working Group. This resulted in SJJPA's Board formally adopting the Sacramento Subdivision as the preferred corridor for future passenger rail expansion in 2017. To implement the 8th and 9th Daily Round-Trips and necessary improvements along the Sacramento Subdivision, SJJPA submitted a Transit and Intercity Rail Capital Program (TIRCP) grant application in January 2018. On April 26, 2018 CalSTA awarded \$500.5 million to SJJPA/SJRRC for the "Valley Rail" project which is funding these improvements.

The schedule to be developed for 8th and 9th Daily Round-Trips will be based on a pulsed-service approach, which provides more efficient operations, better use of infrastructure, and improved on-time performance.

Additional key short-term programs for the San Joaquins include:

Thruway Bus Partnerships: SJJPA is exploring ways to maximize the utilization of the San Joaquins' Thruway Bus network and other connecting bus services. SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. After the impacts of COVID-19 have subsided, SJJPA ~~will~~ ~~is~~ ~~work~~ ~~ing~~ in coordination with private intercity bus providers and public local and regional bus providers to ~~resume the implementation of~~ the provisions of SB 742. Through coordination with the State and regional transportation agencies, SJJPA is currently pursuing partnerships with several regions to optimize bus connections for San Joaquins passengers that would allow non-Amtrak passengers to utilize excess seating capacity in key corridors, or utilize the services of an existing outside bus provider. SJJPA and the Shasta Regional Transportation Agency are in the process of creating a partnership that would allow SJJPA to shorten Thruway Bus Route 3 by terminating in Chico rather than in Redding, while San Joaquins passengers traveling to Red Bluff or Redding would be able to take SRTA's new North State Express Bus service. SJJPA would support the operations of the new service with cost savings realized from the reduction in the length of Thruway Bus Route 3. SJJPA is also coordinating with Butte County Association of Governments (BCAG) about the possibility of BCAG incorporating a portion of Thruway Bus Route 3 (between Chico and Stockton) into their proposed intercity bus service between Chico and Sacramento in exchange for SJJPA operating support. The COVID-19 pandemic has delayed progress on these efforts.

Renewable Diesel Implementation: SJJPA is committed to helping meet California's Greenhouse Gas (GHG) emission reduction goals. Utilizing renewable diesel in locomotives and in the Thruway Bus fleet will help to advance this objective. Testing of renewable diesel in Northern California Fleet locomotives is underway for the older F59 locomotives and for the new Charger Locomotives and scheduled for completion in early summer of 2021~~0~~. If results are positive, all locomotives are expected to utilize renewable diesel as early as the fall of 2021~~0~~. SJJPA is also planning to require the use of renewable diesel for all future Amtrak Thruway Bus contracts to further reduce the San Joaquins system's carbon footprint.

Relocate Madera Station: SJJPA is working with Madera County, Madera County Transportation Commission, and CalSTA to relocate the Madera Amtrak Station to a more accessible location. Additionally the station would be co-located with a California High-Speed Rail station to allow for direct transfers between the two systems. [SJJPA approved the Madera Station Relocation Project environment review document at the January 22, 2021 Board Meeting.](#)

Reduce Running Times between Northern California and Bakersfield: ~~As part of the Spring 2020 San Joaquins schedule,~~ SJJPA is exploring ways to reduce travel times for trains running between Northern California and Bakersfield to under six hours. This will result in significant operational cost savings, as a crew change can be eliminated for each train. As part of this program, SJJPA is considering a variety of strategies, including implementing measures to reduce dwell times and schedule recovery time, utilizing increased acceleration/deceleration of new Charger Locomotives, terminating some trains in Emeryville, implementing limited stop service, and increasing operating speeds (up to 90 mph).

Merced to San Jose Thruway Bus Route Pilot Program: SJJPA received funding from the state for a pilot program to operate a new Thruway bus service between Merced and San Jose (with stops at Los Banos and Gilroy). The Merced to San Jose Thruway Bus Pilot Program will begin service ~~after the COVID-19 pandemic has subsided and ridership and revenue for the San Joaquins begins returning to previous pandemic levels. The service will start initially with two daily round-trips. in Spring 2020 with two daily round-trips.~~

Integration with High-Speed Rail: Like other high-speed rail (HSR) services throughout the world, California will need to have extensive networks of conventional intercity and commuter rail networks that complement and provide “feeder” service to the proposed HSR system for it to be successful. SJJPA believes the San Joaquins provide important connectivity that is critical to the phased implementation of HSR in California. A Joint Policy Statement, which was adopted by CHSRA, SJJPA, and Caltrans on July 26, 2013, is intended to ensure cooperation and input of local communities on all decisions related to any changes in the San Joaquins service and consistent planning between these agencies. SJJPA has been coordinating and partnering with CHSRA on the development of their Draft 2020 Business Plan which proposes a Merced-Bakersfield HSR Interim ~~Service Operating Segment~~ in advance of completing their Valley – Valley Initial Operating Segment between San Francisco and Bakersfield. Integration with the San Joaquins rail and Thruway Bus services maximizes the ridership and benefits of the Merced-Bakersfield HSR Interim ~~Service Operating Segment~~. SJJPA’s plan is to connect to the HSR interim operating segment at a multi-modal station at downtown Merced (R Street). Once the HSR interim operating segment is operating, the San Joaquins rail service would terminate at Merced and would provide rail connectivity for the HSR interim operating segment to Sacramento and the Bay Area until HSR is extended. Future San Joaquins service improvements would focus on increasing service from Merced to the North. ~~SJJPA is also working with CHSRA and CalSTA towards SJJPA becoming the operating agency for the Merced-Bakersfield HSR Interim Service. SJJPA is requesting planning funding in FY 2021/22 and FY 2022/23 to develop detailed agreements with CHSRA and CalSTA and to advance interim station and operations planning for interim HSR service.~~

Merced Intermodal Track Connector (MITC) Project: SJJPA is requesting funding in FY 2021~~0/22~~^{1/22} and FY 2022~~1/23~~^{2/23} for the detailed design and environmental clearance of the MITC Project. The MITC project will enable the San Joaquins to connect with interim HSR operations at Merced by creating a direct link between the BNSF alignment and the Merced HSR Station. This project is critical for integrating the San Joaquins with the Merced-Bakersfield HSR Interim Operating Segment.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. In partnership with the ~~SJJPA, SJJPARRC and Caltrans~~ ~~is~~ ~~pursuing~~ ~~and received \$120 million in~~ state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. The environmental and detailed design are being funded through ITIP funds ~~to be~~ appropriated in 2020. ~~The environmental impact report (EIR) is expected to be completed by the end of FY 2020/21.~~

South of Merced Planning Studies: As part of the “Network Integration” planning studies funded by the 2018 TIRCP award, SJJPA ~~is will~~ ~~investigating~~ and ~~identify~~ ~~ing~~ connectivity needed from Corcoran, Wasco, and Downtown Hanford to the Merced-Bakersfield HSR Interim ~~Service Operating Segment~~. SJJPA ~~is will~~ also ~~study~~ ~~ing~~ the potential use of the BNSF slots between Merced and Bakersfield for regional service that is complementary to HSR, and study how San Joaquins Thruway bus service improvements can support the future implementation of the Cross-Valley Corridor.

Performance Standards and Action Plan

CalSTA created a set of uniform performance standards in 2014 for all state-supported intercity passenger rail corridors in an effort to control costs and improve efficiency. The three primary uniform performance standard measures used are:

usage, cost efficiency, and service quality. SJJPA has adopted the CalSTA performance standards, and will continue to develop strategies to maintain the successful performance of the San Joaquins. In addition to meeting CalSTA's performance standards, SJJPA is also focused on the environmental benefit of the San Joaquins and its role in helping to create a more sustainable

California by working to reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development.

SJJPA's FY 2021/22 and FY 2022/23 "Action Plan" includes:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Reinvest savings to improve service.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, [Interim Service operations planning and detailed agreements](#), and coordination to support the success of the Merced-Bakersfield HSR Interim [Service Operating Segment](#).
- ~~Apply for state (TCEP and Congested Corridors) and federal (INFRA, and BUILD) funding to implement the Stockton-Diamond-Grade Separation Project, and complete the environmental and design work for this key project.~~
- ~~Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels once the pandemic is over, ridership potential has returned, and funding is available.~~
- Work with the state to identify funding and then lead the environmental and detailed design work for the MITC Project.
- ~~Complete "South of Merced" Network Integration Studies.~~
- ~~Coordinate with SJRRC's Ceres to Merced environmental review process regarding the planning and environmental clearance of a future layover and maintenance facility in Merced for ACE and San Joaquins services.~~
- Implement [Valley Rail](#) improvements needed to accommodate the planned 8th and 9th Daily Round-Trips trains in conjunction with UPRR, BNSF, Amtrak, and the State, [and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR Interim Service](#).
- Deploy San Jose to Merced Thruway Bus Pilot Program.
- Work with UPRR, BNSF, Amtrak, and the State to improve ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Contribute to the ongoing fleet analysis being conducted by Caltrans.
- ~~Explore new partnerships with public or private bus operators and implement SB 742 provisions with the goals of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.~~
- ~~Work with Butte CAG to study the extension of the [Valley Rail Program](#) San Joaquins services north to Butte County.~~
- ~~Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and pursue a Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.~~

Capital Improvement Programs

Based upon the planned service expansions and enhancements, SJJPA has developed a “10-Year Capital Improvement Program”, estimated at \$1.5 billion. The program includes SJJPA’s overall vision for the implementation of the 8th and 9th Daily Round-Trips, and ultimately hourly service between Sacramento and Fresno within the next 10-15 years, while optimizing service to the Bay Area and Southern San Joaquin Valley.

SJJPA is currently implementing its Short-Term Capital Improvement Program, which has a five-year horizon. This program focuses on the 8th and 9th Daily Round-Trips, several other station projects, and corridor and other projects to improve the San Joaquins Service. In January 2018, SJJPA submitted a Transit and Intercity Capital Program (TIRCP) grant application (jointly with the San Joaquin Regional Rail Commission) to fund a program of capital improvements associated with the implementation of the 8th and 9th Daily Round-Trips. On April 26, 2018 CalSTA announced that the SJJPA/SJRRC “Valley Rail” Application was awarded \$500.5 million to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, a new layover facility will be constructed in Natomas (in Sacramento) and the Stockton Regional Maintenance Facility will be expanded to accommodate San Joaquins trainsets. Two additional trainsets may be procured for the expanded service. Other projects include additional parking, a new station in Oakley, and a relocated Madera Station (see Table ES-1). In 2020, in partnership with SJJPARRC, SJRRC and Caltrans, JPA will focus on actively pursuing and secured \$120 million in additional state and federal funding to complete the Stockton Diamond Grade Separation Project.

SJJPA also has a Longer-Term Capital Improvement Program, which envisions improvements to achieve hourly service between Sacramento and Merced, the Merced Intermodal Track Connector (MITC) Project, as well as to consider extensions of service north of Sacramento and to the Oakland Coliseum/Airport. Hourly service will require additional capacity enhancement projects such as improvements at the Robert J. Cabral Station in downtown Stockton, the grade separation of the Stockton Diamond, a new maintenance facility, additional track work and/or capital access fees, and additional rolling stock. Potential future extensions of the San Joaquins being investigated include, rail service north of Sacramento along the UPRR rail line from Sacramento to Redding with potential stations initially in Yuba City/Marysville and ~~Butte County~~ Oroville, and trains five miles past the Amtrak Oakland Station to serve the Amtrak Coliseum/Airport Station. Longer-term utilization of the Altamont Corridor to bring the San Joaquins to additional Bay Area markets is also being explored in the Altamont Corridor Vision Phase 1 project, which is a joint effort of SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority, the managing agency of the future Valley Link service.

Tables ES.1/5.2: Summary of State Funding Request for the San Joaquins

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Temporary Layover Facility - Fresno	\$1.7	\$1.7	Cal OES	SJPPA	Completed
Modesto Station Parking Lot	\$0.4	\$0.4	LTF	City of Modesto	Construction
Turlock-Denair Station Parking Lot	\$0.29	\$0.29	Minor Cap/Cal OES	Stanislaus Co.	Completed
Stockton (Cabral) Station Parking Lot	\$1.3	\$1.3	CMAQ	SJPPA/SJRRC	Construction
Station Enhancements - Antioch	\$0.3	\$0.3	Cal OES	SJPPA/City	Completed
Station Enhancements - Security Cameras	\$1.5	\$1.5	Minor Cap/Cal OES	SJPPA	Construction
Station Enhancements - Other*	\$2.3	\$2.3	Minor Cap/Cal OES	SJPPA	Construction
8th and 9th Daily Round-Trips					
Track Improvements - UPRR Sac. Sub	\$149.1	\$149.1	TIRCP	SJPPA/UPRR	Planning/Env.
Track Improvements - BNSF Stock. Sub	\$20.0	\$20.0	TIRCP	SJPPA/BNSF	Design
New Stations (Lodi, Elk Grove, 4 in Sac.)	\$111.5	\$111.5	TIRCP	SJPPA	Planning/Env.
Track Extension (RMF to Cabral Station)	\$23.7	\$23.7	Prop 1A/CMAQ/Other	SJRRC/UPRR	Planning/Env.
New Rolling Stock	\$87.6	\$68.0	TIRCP	SJPPA	Planning/Env.
Merced-LeGrand Double Tracking (Seg. 2)	\$23.2	\$23.2	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 3)	\$20.5	\$20.5	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 4)	\$23.0	\$23.0	ITIP	Caltrans/BNSF	Construction
Layover Facility -- Natomas	\$17.7	\$17.7	TIRCP	SJPPA	Planning/Env.
Merced Station Double Platform/Trackwork	\$10.3	\$10.3	ITIP	Caltrans/BNSF	Design/Const.
Modesto and Turlock-Denair Double Platforms	\$20.0	\$20.0	ITIP	Caltrans/BNSF	Planning
Capital Access Fees	TBD		TIRCP/SRA	SJPPA	Planning
Other Station Projects					
Wasco Station Reconstruction	TBD		CHSRA Funds	CHSRA	Design
Madera Station Relocation/Expansion	\$26.7	\$26.7	TIRCP	SJPPA	Planning/Env.
New Oakley Station	\$8.6	\$8.6	TIRCP	SJPPA	Design/Const.
Allensworth Accessibility Improvements	\$0.3	\$0.3	Cost Savings	SJPPA	Planning
Turlock-Denair Station Bus Loop	TBD		TBD	SJPPA/Stan Co.	Planning
New Parking Lots	TBD		Cost Savings/SRA	SJPPA	Planning
Station Enhancements - Other**	\$0.1	\$0.1	Minor Cap/Cal OES	SJPPA	Planning
Corridor and Other Projects					
Stockton Wye	\$8.7	\$8.7	SRA	UPRR	Design/Const.
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	ITIP	Caltrans/SJPPA	Design
Increasing Operating Speeds (e.g. 90 mph)	TBD		TBD	SJPPA/BNSF	Planning
Cal PIDS Replacement/Upgrade	\$0.9	\$0.9	Cost Savings/SRA	SJPPA/CCJPA	Planning
Stockton Diamond Grade Separation	\$237.0	\$237.07	TCEP/BUILD/ITIP/SB 132	SJRRC/SJPPA/UP/BNSF	Planning
Stockton Rail Maintenance Facility Expansion	\$15.0	\$15.0	ITIP	SJRRC/SJPPA	Design
Safety Improvements***Merced Intermodal Track Connector (MITC)	TBD\$150.0		TBD	SJPPA/CCJPA	Planning

Source: Caltrans Division of Rail and Mass Transportation and SJPPA, 2020.

Notes:

*Consists of a variety of station improvements that include lighting, signage, landscaping, repairs, and other projects

** Consists of non-Short-Term Service station improvements that include lighting, signage, landscaping, repairs, and other projects

*** Safety improvements could include upgrades to lighting, security cameras, fencing, and at-grade crossings, as well as grade separation projects

Fare Policy

SJJPA will work to develop fares that ensure the service is attractive and competitive with other modes of transportation along the corridor. The San Joaquins have a single, “one-bucket” fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance based methodology with a descending per mile rate as the length of the trip increases.

Due to reduced available seating capacity from multiple equipment overhaul and retrofit programs, SJJPA ~~is-has~~ reinstated reserved ticketing to reduce the likelihood of standees onboard the trains and Thruway busses. Reinstating reserved ticketing alerts ticket purchasers of “at-capacity” trains and Thruway Busses ~~to help~~ encouraging ~~them~~ passengers to purchase tickets for a less impacted train or another date.

The California Integrated Travel Program, in coordination with the California State Transportation Agency (CalSTA), will be entering a Minimum Viable Project (MVP) phase which is intended during the Fiscal Year to introduce new ticketing options to the public. SJJPA is presently developing the nature of the MVP and will engage with the public as to the nature of the ticketing change. ~~SJJPA, CCJPA, and LOSSAN JPA partnered together to create the “California Everyday Discount” program. As a part of this program, the California JPAs retained the senior, disabled, veteran, and student discounts. By partnering together, the JPAs are ensuring that riders within California interact with a united marketing message from all three corridors.~~

Under the Cal-ITP process, SJJPA, along with CCJPA staff, are positioned to re-cast the fare and ticketing system in an effort to simplify connections to other transportation services, reduce the costs of fare collection, and greatly simplify travel for customer. The process for this change will emerge over the period of this Business Plan and will require the development of internal capacity for SJJPA to manage revenue and customer service, much of which is handled by Amtrak at present. SJJPA will work closely with Cal-STA and Caltrans DRMT leadership to ensure that the proper staffing resources are in place to shift and then grow into a new fare and ticketing system that delivers on the objectives described.

Service Amenities and Food Service

The San Joaquins service boasts many great amenities that are integral to the attraction of riders and are a key component of the marketable features of the service. These features add value to the customer experience and SJJPA is working with Caltrans, Amtrak and the other JPAs to improve current amenities and add additional services. Current service amenities include: free Wi-Fi, bicycle storage, comfortable seating, and a generous baggage policy.

Due to the COVID-19 pandemic onboard food service was suspended to limit employees and passengers exchanging items and movement about the train. Additionally, Amtrak Long Distance Emergency Snack Packs and bottled water are being provided at no cost to passengers. As the pandemic period has continued, SJJPA has sourced local products to upgrade the Amtrak Long Distance Emergency Snack Packs. The new locally sourced snack box will provide a more robust snack for passengers and provide an opportunity to promote California grown/produced products. The new snack box will continue to be provided free of charge. SJJPA is also considering giving away the snack boxes on the longer distance Thruway Bus routes.

After the return to normal service operations, SJJPA anticipates resuming cafe service onboard the bi-level trainsets and continuing snack pack program on the Siemens Venture car sets. ~~SJJPA is-will continue to~~ evaluating ~~the existing~~ food and beverage service to provide high quality options in the most efficient and cost-effective manner. SJJPA is considering food service changes to underperforming trainsets, including the removal of the café car or utilization of lower cost cart service. SJJPA is actively increasing the sale of and promotional opportunities for products grown or produced in the San Joaquins Corridor. While evaluating changes to the current partnership with Amtrak to increase the cost recovery of the café, SJJPA is evaluating the use of a third-party vendor to provide this service. Third-party vendors are utilized on other Amtrak operated corridors with significant success in cost recovery efforts with the added benefits of simplified operations and reporting of performance.

Marketing Strategies

During the COVID-19 pandemic, it is an essential function of SJJPA to strategize, create, and implement several different marketing and communication plans to properly educate stakeholders and passengers on the operations of the San Joaquins and the health and safety response. The marketing and communications plans help to inform stakeholders of the steps taken within the corridor to ensure compliance with health orders, inform essential travelers of the health and safety policies and grows trust in the market for future travelers of the service.

SJJPA's marketing and communication strategy includes, but is not limited to the following tactics: email communication, social media, advertising, station signage, and targeted stakeholder communication documents. All of these strategies work together to effectively disseminate essential response messaging. The precise strategies and examples of creative are included in the proceeding chapters of this report.

For FY 2021/22 and FY 2022/23, SJJPA assumes \$1,500,000 each fiscal year for marketing to increase awareness and use of the service along the corridor. This represents a \$500,000 increase from previous years. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers are from the Bay Area and 9.4% of are from the Los Angeles Region. This amounts to over 20% of San Joaquins passengers are from high cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as McKinleyville and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The increase in budget will allow SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors. The SJJPA Marketing and Outreach Plan employs advertising, social media, and grassroots strategies to market and conduct outreach for the San Joaquins. SJJPA is expanding its use of advertising and social media in response to the success of these strategies in driving more traffic to amtraksanjoaquins.com and online channels, which comprise the majority of ticket purchases.

SJJPA is also carrying out specific strategies for reaching out to minority, non-English-speaking constituencies, and disadvantaged communities along the San Joaquins Corridor. With Hispanics comprising over 38% of California's population and representing a similar segment of San Joaquins' ridership, a concerted effort has been made to tailor promotional materials in Spanish and utilize informational outlets that are more effective. The grassroots strategy has helped SJJPA identify and address other markets throughout the San Joaquins Corridor that are underserved, or lacking information.

Annual Funding Requirement

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. Table ES-2 summarizes the funding request by the SJJPA.

SJJPA State Funding Request for the San Joaquins (FY 2021/22 - FY 2022/23)			
Expense Category	FY 2020/21 (Approved/Current)	FY 2021/22 (Requested)	FY 2022/23 (Projected)
<u>Operating</u>	-	-	-
<u>-Amtrak Contract</u>	<u>\$58,805,207</u>	<u>\$58,805,207</u>	<u>\$60,569,363</u>
<u>-Other Operations¹</u>	<u>\$1,400,000</u>	<u>\$2,000,000</u>	<u>\$2,050,000</u>
<u>Administrative</u>	<u>\$3,247,589</u>	<u>\$3,358,007</u>	<u>\$3,468,425</u>
<u>Marketing</u>	<u>\$375,593</u>	<u>\$1,500,000</u>	<u>\$1,500,000</u>
<u>Minor Capital</u>	<u>\$500,000</u>	<u>\$500,000</u>	<u>\$500,000</u>
<u>Merced Intermodal Track Connection (MITC) Env./Design</u>		<u>\$5,000,000</u>	<u>\$5,000,000</u>
<u>High Speed Rail/Early Train Operator Coordination Support</u>		<u>\$2,000,000</u>	<u>\$2,000,000</u>
Total Request	<u>\$64,328,389</u>	<u>\$73,163,214</u>	<u>\$75,087,789</u>

The budget presented below was drafted prior to the current recognized public health crisis of COVID-19 and represents expenditures based on the pre-COVID-19 legislative budget for the State of California and the planned operational activity of the San Joaquins service. The San Joaquin Joint Powers Authority (SJJPA) has currently requested an extension for submittal for the Operations budget to the California State Transportation Agency (CalSTA) as the current ridership and revenue figures during the COVID-19 environment are realized and estimates for the 2021 fiscal year are refined. SJJPA will update the operations request to reflect changes and will communicate such updates with the Board at a date no later than September 30, 2020.

Safety and Security

The primary objectives of SJJPA's Safety and Security Program include the continuation of a broad-based program of educational activities and to aggressively pursue capital improvements that help eliminate unsafe conditions. Educational efforts are two-fold: to increase public awareness of rail safety and security along the San Joaquins Corridor; and to ensure all personnel involved in operating the San Joaquins has the proper training to be effective in implementing SJJPA's Safety and Security Program. SJJPA will leverage a network of rail safety education resources through California Operation Lifesaver, free DHS security training resources, and safety and security grant programs to coordinate, develop new programs, and build upon and enhance programs currently undertaken by Amtrak. SJJPA will also continue collaborative efforts with various stakeholders, including the State, SJJPA member agencies, Amtrak, UPRR, BNSF, California Operation Lifesaver, Transportation Security Administration (TSA), California Governor's Office of Emergency Services (Cal OES), and local law enforcement and first responders along the San Joaquins Corridor to address safety and security issues impacting the service.

In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. California's Office of Emergency Services has provide much of the funding for

SJJPA's program of Safety and Security capital improvements. Important capital projects that SJJPA is currently implementing or pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Increased lighting at stations and parking lots, as well as installing blue light phone towers (originally developed for use on college campuses); and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

Station Area Development and Connectivity

Increased development near San Joaquins stations promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. The responsibility and powers needed to focus growth and produce station area development reside primarily with local government. To help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles, SJJPA will:

1. Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote transit-oriented development (TOD) in the vicinity of San Joaquins stations.
2. Assist local governments in securing grants/funding for planning and implementing TOD around San Joaquins stations.
3. Require new San Joaquins stations be developed as multi-modal transportation hubs.
4. Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high-potential for TOD around the station area.
5. Work with communities and organizations to support TOD and with developers to implement TOD.
6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development and TOD.
7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also encouraging transit agencies to promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to implement transit-transfer programs for San Joaquins passengers. SJJPA will pursue Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquin Corridor.

1. INTRODUCTION

The purpose of this 2021~~19~~ San Joaquin Joint Powers Authority Business Plan Update (“Business Plan”) is to identify the San Joaquin Joint Powers Authority’s (SJJPA) intentions for State Fiscal Year (FY) 2021~~19~~/~~22~~~~1~~ and FY 2022~~1~~/~~23~~~~1~~ in its proposed management of the San Joaquins Intercity Passenger Rail Service (San Joaquins), and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. The State of California requires that an Annual Business Plan Update be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1 of each year, and final form by June 30 of each year to allow Amtrak time to finalize operating cost estimates. This Business Plan will be reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Business Plan Requirements

This Business Plan Update includes State-required information, including the following:

- Service performance;
- Operating and action plan strategies;
- Short-term and long-term capital improvements;
- Funding requirements for the upcoming fiscal year;
- External factors affecting the service;
- Plans for service expansion and enhancement efforts;
- Marketing and outreach efforts;
- Establishment of fares; and
- Delineation of how proposals to expand or modify service, including funding and accounting, are separate from locally-sponsored services in the corridor.

This Business Plan must also be consistent with the 2018 California State Rail Plan and the California High-Speed Rail Authority (CHSRA) [Revised Draft 2020](#) ~~Draft~~ Business Plan.

Regional Governance of the San Joaquins

In 2012, transportation planning agencies throughout the San Joaquin Valley worked together in order to set up a regional Joint Powers Authority and to support legislation that would enable regional governance of the San Joaquins. To protect the existing service and to promote its improvement, local and regional agencies throughout most of the San Joaquins Corridor sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority to take over the administration and management of the San Joaquins from the State. AB 1779 was passed by the Legislature on August 30, 2012 with bi-partisan support, and was signed by Governor Brown on September 29, 2012. The first SJJPA Board Meeting was held on March 22, 2013 in Merced.

The SJJPA Governing Board includes elected representatives of ten Member Agencies, which include Alameda County, Contra Costa 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, and Tulare County Association of Governments.

AB 1779 defines the composition of SJJPA, as well as requiring that the interagency transfer must result in administrative or operating cost reductions. AB 1779 also requires SJJPA to protect the existing service and facilities and seek to expand service as warranted by ridership and available revenue.

Roles and Responsibilities

On July 1, 2015, SJJPA became the primary managing entity of the San Joaquins. The SJJPA is responsible for the following:

- Oversight and management of the day-to-day San Joaquins operations, which includes entering into an operating agreement with the current contract operator, the National Railroad Passenger Corporation (Amtrak);
- Negotiating changes to the current contract or selecting another qualified operator;
- Advising the Capitol Corridor Joint Powers Authority (CCJPA) on the management and administration of the State-owned and other rolling stock (passenger cars and locomotives) assigned to the San Joaquins;
- Overseeing the dedicated feeder bus system for the San Joaquins, which is subcontracted to private bus operators through the Amtrak contract;
- Planning for future service improvements;
- Coordinating with CCJPA and Los Angeles-San Diego-San Luis Obispo (LOSSAN) JPA and the State on issues such as scheduling, connecting buses, and ticketing; and
- Marketing for the San Joaquins.

The State and Amtrak share operating responsibility for the San Joaquins with SJJPA. Under the provisions of AB 1779, the State continues to provide the funding necessary for service operations, administration, and marketing. Furthermore, Caltrans Division of Rail and Mass Transportation remains responsible for the development of the California State Rail Plan; coordination and integration between the three state-supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests. The State also remains the owner of the trainsets used for the San Joaquins and Capitol Corridor Services and continues to be responsible for the procurement of new equipment for the state-supported intercity passenger rail services. Amtrak continues to serve as the operator of the San Joaquins.

The San Joaquin Regional Rail Commission (SJRRRC), the managing body for the Altamont Corridor Express (ACE) Service between Stockton and San Jose, was selected by the SJJPA Board to be the Managing Agency at the July 26, 2013 SJJPA Board Meeting in Fresno for an initial 3-year term (September 27, 2013 – September 27, 2016) and was later extended for an additional 3-year term (September 27, 2016 – September 27, 2019). At the November 22, 2019 SJJPA Board Meeting, the SJJPA Board approved SJRRRC as the Managing Agency for an additional 5-year term (September 27, 2019 – September 27, 2024).

Advocacy

In addition to more cost-effective administration and operations, there are many benefits to regional governance of the San Joaquins. Train riders and San Joaquin Valley residents now have a stronger voice in deciding what happens with the service, as local decision-making is more responsive and adaptive to passenger issues. SJJPA, which is made up of elected officials throughout the San Joaquins Corridor, is a strong voice in advocating for service improvements and expansions – particularly in Washington D.C. and in Sacramento. SJJPA is taking advantage of joint marketing and partnerships with local agencies throughout the San Joaquin Valley. Since SJJPA's Board Members are part of the communities in the San Joaquins Corridor, they are able to facilitate the engagement of local communities throughout the corridor to use and support the San Joaquins.

Public Outreach for this Business Plan

Public outreach of the Draft 2021~~10~~ SJJPA Business Plan ~~will include~~ briefings for key stakeholder groups, electronic outreach to the SJJPA stakeholder list, and posting a public review draft on sjjpa.com. This process is meant to engage with the public and stakeholders to provide information about this document and the opportunity for public comment.

Briefings were held during the development and ~~will be held during~~ comment period of the Business Plan. These briefings provided an opportunity to engage key stakeholder groups within the corridor. Briefings ~~will~~~~ere also be~~ held with the SJJPA Board, Central Valley Rail Working Group, CalSTA, Caltrans, Freight Railroads, San Joaquin Valley Rail

Committee, and Amtrak. SJJPA ~~will seek~~ought input from these and other agencies and organizations that have an interest in intercity passenger rail.

As a part of its Stakeholder Engagement Strategy, SJJPA has developed an extensive stakeholder email list which it employs to notice about board meetings, service updates, and to engage stakeholders to participate in the Business Plan process. SJJPA ~~will send~~ electronic communications to its stakeholder list requesting public comment and provided links to the document. This process ensures those invested in intercity passenger rail are engaging with SJJPA in the San Joaquin Valley, Sacramento, and the Bay Area, and have an opportunity to provide comment to the Business Plan. Finally, SJJPA posted the Public Review Draft Business Plan to its website (sjjpa.com) on March 2, 202~~1~~0 for public review of the document and was circulated to SJJPA's stakeholder list.

202~~1~~0 SJJPA Business Plan Update Approval Process

This Business Plan is similar to the 20~~20~~19 SJJPA Business Plan. The changes include providing current numbers for the San Joaquin operating expenses and bringing the plan up-to-date. The SJJPA Board discussed the general outline and highlighted changes planned for the 202~~1~~0 Business Plan at its ~~January~~November 22, 202~~1~~9 and January 24, 2020 Board Meetings. Following the incorporation of comments from the public review period, an updated Draft Business Plan will be presented to the SJJPA Board at the March 26~~7~~, 202~~1~~0 Board Meeting for approval. Following approval, the Draft Business Plan will be submitted to CalSTA by April 1, 202~~1~~0. A final version of the Business Plan, which includes revised operating cost estimates from Amtrak, will be presented at the May 28~~9~~, 202~~1~~0 SJJPA Board Meeting. The Business Plan will be submitted to CalSTA by June 30, 202~~1~~0.

2. HISTORICAL PERFORMANCE OF THE SERVICE AND ROUTE CHARACTERISTICS

Beginning with the introduction of the Amtrak national network in the early 1970s, passenger train service has been expanding in California. The State initiated, co-funded, and operated intercity rail service under the authority of Section 403(b) of the Federal Rail Passenger Services Act. Amtrak operates all three state-supported intercity rail services.

San Joaquins Intercity Rail Service (“San Joaquins”)

The San Joaquins extends 364 miles and provides direct rail service to 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern (see Figure 2.1). Between Oakland and Bakersfield, the San Joaquins route is 315 miles long and has 13 intermediate stops. The San Joaquins route is 49 miles between Sacramento and Stockton with one additional intermediate stop. The San Joaquins has seven daily round-trip trains (five between Oakland and Bakersfield and two between Sacramento and Bakersfield). The current minimum scheduled San Joaquins running time between Oakland and Bakersfield is 6 hours and 1 minute. Between Sacramento and Bakersfield the San Joaquins has a minimum 5 hours and 10 minute running time. Maximum speed for the San Joaquins is 79 mph.

In 1979-80, the San Joaquins only had two daily round-trips between Oakland and Bakersfield and annual ridership was a little over 123,000. Ridership steadily increased over the years, reaching a peak in FY 2013/14 when it recorded over 1.2 million passengers. In recent years, ridership has slightly decreased or held flat. Potential reasons for this include consistently low gas prices over the last few years, competition from new private intercity bus carriers, and periods of declining on-time performance (OTP). SJJPA is addressing these concerns through service changes and other planning efforts described in this Business Plan. In FY 2018/19 Currently, the San Joaquins Service were is the sixth most used intercity service within the Amtrak system. Table 2.1 presents historical annual operating performance of the San Joaquins between FY 1973/74 and FY 2018/19.

Table 2.1: San Joaquins Historic Operating Performance

San Joaquins Routes Annual Operating Performance - State Fiscal Years									
State Fiscal Year	Ridership Data		Financial Data for Operations						
	Ridership	PM/TM	Revenue	Expense	Loss	State	Amtrak	Train Loss per PM	Farebox Ratio
						Calculated Service Costs			
		(F1)		(F2)		(F3)	(F4)	(F5)	(F6)
1973-74 (S1)	38,770	83.6							
1974-75	66,990	44.2							
1975-76	66,530	43.8							
1976-77	87,642	56.0							
1977-78	80,611	52.7							
1978-79	87,645	60.2							
1979-80 (S2)	123,275	63.6	\$1,174,065	\$3,975,185	\$2,801,120	\$518,206		18.4¢	29.5%
1980-81	159,498	55.3	\$2,224,137	\$6,940,934	\$4,716,797	\$1,360,391		18.4¢	32.0%
1981-82	189,479	65.3	\$3,115,710	\$7,774,029	\$4,658,319	\$2,228,585		14.0¢	40.1%
1982-83	186,121	62.9	\$3,342,137	\$7,991,697	\$4,649,560	\$2,490,275		14.6¢	41.8%
1983-84	248,275	85.3	\$4,730,431	\$8,094,789	\$3,364,358	\$2,518,066		7.3¢	58.4%
1984-85	269,837	94.6	\$5,210,951	\$8,641,293	\$3,430,342	\$2,802,955		7.7¢	60.3%
1985-86	280,798	101.1	\$5,425,329	\$8,610,554	\$3,185,225	\$2,658,895		6.8¢	63.0%
1986-87	304,668	106.1	\$6,084,677	\$9,179,133	\$3,094,456	\$2,929,148		5.1¢	66.3%
1987-88	340,573	121.1	\$7,457,686	\$9,633,659	\$2,175,973	\$2,605,572		2.2¢	77.4%
1988-89	370,190	133.7	\$9,527,268	\$10,968,216	\$1,440,948	\$1,887,450		1.3¢	86.9%
1989-90 (S3)	418,768	116.9	\$11,845,743	\$15,286,520	\$3,440,777	\$3,544,332		3.2¢	77.5%
1990-91	463,906	104.1	\$12,691,986	\$18,456,785	\$5,764,799	\$5,803,565		4.9¢	68.8%
1991-92	483,593	104.3	\$12,369,805	\$18,633,777	\$6,263,972	\$6,472,598		4.3¢	66.4%
1992-93 (S4)	516,113	109.6	\$12,628,496	\$22,227,149	\$9,598,653	\$10,789,651		6.5¢	56.8%
1993-94	558,569	94.6	\$13,894,624	\$26,678,861	\$12,784,237	\$12,335,021	\$3,937,150	8.3¢	52.1%
1994-95	524,680	88.8	\$12,244,668	\$25,077,153	\$12,832,485	\$12,668,018	\$3,705,069	9.7¢	48.8%
1995-96	526,088	86.6	\$12,477,497	\$25,386,099	\$12,908,602	\$14,483,048	\$1,360,327	11.8¢	49.2%
1996-97	652,544	106.1	\$13,817,681	\$34,528,165	\$20,710,484	\$16,265,387	\$5,672,236	18.6¢	40.0%
1997-98	702,178	118.0	\$15,230,966	\$36,517,290	\$21,286,324	\$17,190,515	\$4,493,597	17.7¢	41.7%
1998-99 (S5)	680,687	102.8	\$16,496,457	\$37,269,835	\$20,773,378	\$19,938,254	\$1,712,168	17.6¢	44.3%
1999-00	671,295	92.7	\$18,061,512	\$41,791,782	\$23,730,270	\$24,232,326	\$652,236	19.0¢	43.2%
2000-01	710,833	97.9	\$19,667,681	\$43,404,325	\$23,736,644	\$24,350,127	\$540,809	18.2¢	45.3%
2001-02 (S6)	733,152	96.9	\$20,114,693	\$46,503,548	\$26,388,855	\$26,281,035	\$396,392	20.0¢	43.3%
2002-03	769,708	89.9	\$20,318,564	\$50,552,529	\$30,233,965	\$29,729,650	\$504,315	21.7¢	40.2%
2003-04	752,227	87.2	\$22,100,796	\$50,061,460	\$27,960,664	\$27,960,664	\$89,345	20.5¢	44.1%
2004-05	743,245	85.1	\$22,590,880	\$49,883,689	\$27,292,809	\$27,292,809	-	19.6¢	45.3%
2005-06	801,242	91.1	\$25,869,979	\$55,226,742	\$29,356,763	\$29,356,763	-	19.0¢	46.8%
2006-07	789,641	88.8	\$26,862,994	\$61,188,078	\$34,325,084	\$34,325,084	-	28.8¢	43.9%
2007-08	894,346	88.2	\$28,945,651	\$65,474,253	\$36,528,602	\$36,528,602	-	21.4¢	44.2%
2008-09	958,946	90.0	\$30,671,510	\$68,232,766	\$37,561,256	\$37,561,256	-	21.2¢	45.0%
2009-10	967,437	103.7	\$32,117,615	\$62,689,957	\$30,572,342	\$30,572,342	-	22.2¢	51.2%
2010-11	1,032,579	112.9	\$36,571,173	\$69,578,077	\$33,006,904	\$33,006,904	-	21.9¢	52.6%
2011-12	1,133,654	124.0	\$40,161,170	\$74,360,735	\$34,199,565	\$34,199,565	-	20.2¢	55.0%
2012-13	1,195,898	127.5	\$41,415,960	\$73,685,365	\$32,269,405	\$32,269,405	-	19.2¢	56.2%
2013-14	1,202,624	125.8	\$41,421,102	\$79,263,729	\$37,842,627	\$37,842,627	-	22.5¢	52.3%
2014-15	1,181,639	123.8	\$41,020,415	\$80,023,410	\$39,002,995	\$39,002,995	-	23.7¢	51.3%
2015-16 (S7)	1,135,424	118.6	\$39,040,339	\$77,388,218	\$38,347,879	\$38,347,879	-	24.2¢	50.4%
2016-17	1,125,626	100.1	\$38,880,344	\$78,939,791	\$40,059,447	\$40,059,447	-	25.7¢	49.3%
2017-18	1,090,200	97.4	\$36,073,870	\$83,878,638	\$47,804,768	\$47,804,768	-	32.0¢	43.0%
2018-19	1,076,454	93.9	\$35,217,711	\$85,840,487	\$50,622,776	\$50,622,776	-	34.4¢	41.0%

Source: Amtrak and the California Department of Transportation, 2019

Table 2.1 Notes

- (S1) Service started 3/6/74 with one round-trip between Oakland and Bakersfield Data is for four months only.
- (S2) State support started 10/1/79. Data is for nine months, during which time ridership totaled 93,206.
- (S3) Third round-trip added 12/17/89 between Oakland and Bakersfield.
- (S4) Fourth round-trip added 10/25/92 between Oakland and Bakersfield.
- (S5) Fifth round-trip added 2/21/99 between Sacramento and Bakersfield.
- (S6) Sixth round-trip added 3/18/02 between Sacramento and Bakersfield.
- (S7) Seventh round-trip added 6/20/16 between Oakland and Bakersfield.
- (F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.
- (F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all trains billed on short term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Includes cost of connecting buses. Depreciation and interest (equipment capital cost) included in operating cost under solely-related cost basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.
- (F3) Calculated service costs shown here may not reflect actual State contract cost. From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation and interest (equipment capital cost). For the fourth round trip, State cost was 70 percent of train operating loss plus equipment capital cost. Between October 1995 and September 1996, State cost was 100 percent of train operating loss and 60 percent of equipment capital cost. Between October 1996 and September 1997, State cost was 65 percent of train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak for use of equipment, and State payment of entire net cost of all connecting bus routes.
- (F4) Between State Fiscal Years 1993-94 and 2003-04, Amtrak cost is based on billings submitted and reflects cost basis and Amtrak shares as stated in notes (F2) and (F3) above. However, Amtrak does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available/ beginning in FY 2004-05, no Amtrak share is billed.
- (F5) Train loss (deficit) per train passenger-mile. Connecting buses not included in loss per passenger mile data.
- (F6) Farebox Ratio, the ratio of Revenue to Expense.

Amtrak operates the state-supported San Joaquins on track owned by the UPRR and the BNSF through operating agreements with the UPRR and BNSF. UPRR owns the 49 miles of track used by the San Joaquins between Stockton and Sacramento, and 39 miles between Oakland and Port Chicago, whereas the remaining 276 miles (between Port Chicago and Bakersfield) are owned by BNSF (see Table 2.2). The UPRR track is primarily single track, while the BNSF line has approximately 65.7 miles of double-track divided among five segments.

Table 2.2: San Joaquins Ownership and Track Characteristics

San Joaquins Route Ownership and Track Characteristics								
Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max Speed	Signal System
Oakland Jack London Square	7.0	Oakland 10th St.	4.2	2.8	UP	2	50	CTC
Oakland 10th St.	2.2	Martinez	31.7	29.5	UP	2	79	CTC
Martinez	34.7	Port Chicago	41.3	6.6	UP	1	79	CTC
Port Chicago	1163.5	Stockton	1120.7	42.8	BNSF	1-2	79	CTC
Sacramento	89.0	Elvas	91.8	2.8	UP	2	35	CTC
Elvas	38.8	Stockton	84.7	45.9	UP	1	60	CTC
Stockton	1120.7	Bakersfield	886.9	233.8	BNSF	1-2	79	CTC
TOTAL				364.2				

Source: California Department of Transportation

Notes: *General Number of Mainline Tracks

Owners:

BNSF - BNSF Railway Company

UP - Union Pacific Railroad Company

Signal Systems: CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.

Assessing the ridership patterns of the San Joaquins is critical to monitoring performance and conducting effective service planning. Table 2.3 shows passenger ons/off (i.e. boardings/alightings) at San Joaquins train stations for Federal FY 2019. These numbers include trips with a Thruway bus connection (which comprise a considerable number of the trips at Bakersfield, Stockton [San Joaquin Street], Sacramento, Hanford, Martinez, and Emeryville Stations). Table 2.4 illustrates how ons/off can differ significantly from the true origins/destinations points of passengers by excluding ons/off of passengers making transfers between a bus and train. While ons/off are useful for planning station capacity and design issues, origins/destinations statistics are far more useful (and accurate) for service planning. For example, in Table 2.3, Bakersfield is shown as having the most (426,056) passenger ons/off in FY 2019. However, nearly 75% of these passengers took a connecting bus between Southern California, reducing the number of passengers who actually traveled to/from Bakersfield as an origin/destination point to 125,823 (see Table 2.4, this table will be updated in official draft version of the business plan on April 1, 2020). Stockton (San Joaquin Street) Station is shown as having the third highest ridership with 276,880 passengers in Table 2.3, but about 50% of these passengers took a connecting Thruway bus, reducing the number of passengers who actually traveled to/from Stockton (San Joaquin Street) Station as an origin/destination point to 141,405 (see Table 2.4, see prior note on this table). Many of those taking a Thruway bus at Stockton (San Joaquin Street) Station were actually traveling to/from Sacramento (about 48,000 passengers). For Sacramento Station, the total number of passengers (rail + Thruway bus) actually traveling to/from Sacramento was nearly 136,000 passengers. The Thruway bus station with the greatest number of riders is by far Los Angeles Union Station with over 110,000 San Joaquins passengers in FY 2016.

Table 2.3

San Joaquins Train Station Ridership Report - FY 2019* (Includes Passengers Making Thruway Bus Transfers)		
	Station	Passenger Ons/Offs (FY 19)**
1	Bakersfield	426,056
2	Fresno	369,129
3	Stockton (San Joaquin St.)	276,880
4	Hanford	182,143
5	Merced	133,720
6	Modesto	116,610
7	Martinez	102,358
8	Sacramento	100,062
9	Emeryville	99,855
10	Oakland	70,451
11	Richmond	51,404
12	Wasco	39,411
13	Antioch	34,618
14	Turlock-Denair	32,717
15	Madera	27,636
16	Corcoran	26,993
17	Stockton (Downtown)	16,600
18	Lodi	11,342

TOTAL PAX ON/OFFS 2,117,985

TOTAL RIDERSHIP 1,058,993

Source: Amtrak, 2019

*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

**The above figures are total ons (boardings) and offs (alightings) at each station for both directions of travel. Since each trip contains two endpoints, total ridership is equal to half of total boardings and alightings.

Table 2.4

San Joaquins Train Station Ridership Report - FY 2019* (Does Not Includes Passengers Making Thruway Bus Transfers)		
	Station	Passenger Ons/Offs (FY 19)**
1	Fresno	361,248
2	Hanford	162,481
3	Stockton (San Joaquin St.)	139,006
4	Merced	128,294
5	Bakersfield	123,947
6	Modesto	116,610
7	Sacramento	80,655
8	Oakland	70,451
9	Martinez	54,262
10	Richmond	51,404
11	Emeryville	48,496
12	Wasco	39,411
13	Antioch	34,618
14	Turlock-Denair	32,717
15	Madera	27,636
16	Corcoran	26,993
17	Stockton (Downtown)	13,402
18	Lodi	11,342

Source: Amtrak, 2019

*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

Table 2.5 provides Federal FY 2018 ridership for the top San Joaquins “city pairs” (including trips that start or end on an Amtrak San Joaquins Thruway Bus stop). This data includes the true origins/destinations of riders, providing an accurate picture of ridership markets. Tables 2.3, 2.4, and 2.5 highlight the importance of incorporating Thruway Bus travelers when discussing San Joaquins ridership.

Table 2.5

San Joaquins City Pair Ridership - FY 2018 (Includes Key Train Stations and Thruway Bus Stops)	
City Pair	Ridership
Fresno - Hanford	62,695
Sacramento - Fresno	39,181
Oakland - Stockton (San Joaquin St.)	26,985
Fresno - Bakersfield	22,886
Fresno - Los Angeles (Union Station)	22,375
Sacramento - Bakersfield	16,677
Richmond - Stockton (San Joaquins St.)	16,152
Oakland - Fresno	14,985
Martinez - Fresno	13,506
Richmond - Fresno	13,060
San Francisco* - Fresno	12,987
Sacramento - Hanford	12,054
San Francisco* - Stockton (San Joaquin St.)	11,984
Sacramento - Modesto	10,257
Hanford - Corcoran	9,862
Sacramento - Merced	9,810
Hanford - Los Angeles (Union Station)	9,311
Sacramento - Los Angeles (Union Station)	7,991
San Francisco* - Los Angeles (Union Station)	2,847
San Francisco* - Yosemite**	2,255

*Includes all bus stops in San Francisco

**Data for Yosemite includes all bus stops within the boundaries of Yosemite National Park and El Portal.

Source: Amtrak, 2018

San Joaquins Amtrak Thruway Bus Service

The extensive network of dedicated Amtrak Thruway Buses connecting with the San Joaquins to and from destinations around California and Nevada is critical to the performance of the overall service. In addition to the Thruway Bus service connections in Bakersfield, other Amtrak Thruway Bus service connections are provided at Sacramento, Stockton, Lodi, Oakland, Emeryville, Martinez, Merced, Hanford, and Fresno. In Federal FY 2016, over 55 percent (625,835) of San

Joaquins passengers used an Amtrak Thruway Bus on at least one end of their trip.¹ San Joaquins ridership to/from key Amtrak Thruway Bus stops can be found in Table 2.6.

All trains either initiating or terminating at Bakersfield are met by Amtrak Thruway Buses connecting south to Southern California. In FY 2016, over 366,000 San Joaquins passengers used an Amtrak Thruway Bus between Bakersfield and Southern California, with over 30% of these passengers traveling to or from Los Angeles Union Station (over 110,000 passengers).

Table 2.6

San Joaquins Ridership at Key Thruway Bus Stops - FY 2019		
	Bus Stop	Passenger Ons/Offs
1	Los Angeles (Union Station)	195,797
2	Sacramento	97,034
3	San Francisco*	48,942
4	San Jose	32,123
5	Van Nuys	12,377
6	Las Vegas**	11,991
7	Oxnard	11,700
8	Davis	10,479
9	Santa Rosa	9,898
10	Riverside	9,512
11	Chico	9,262
12	UCLA/Westwood	8,915
13	San Bernardino	8,787
14	Arcata	7,417
15	Long Beach	7,225
16	Yosemite Valley***	4,236

*Aggregate of all 4 San Francisco bus stops.

**Aggregate of both Las Vegas bus stops.

***Aggregate of all Yosemite Valley bus stops

Note: The above figures are total ons (boardings) and offs (alightings) at each bus stop.

Source: Amtrak, 2019

The Thruway Bus system extends north to Redding; east to Reno and Las Vegas, Nevada; south to Indio; and all along the California coast from Arcata to San Diego. See Figure 2.2 at the end of this chapter for a map of all Thruway Bus routes.

SJPA contracts with Amtrak for dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as part of the San Joaquins, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak’s central information and reservation system in the same manner as the trains. ~~FY 2019~~ Ridership for these routes is shown on Table 2.7. The ~~FY 2019 (pre-Covid-19)~~ ~~current~~ Thruway bus routes and their origins/destinations are as follows:²

² Cities designated with asterisks (*) are not serviced by all schedules on the route.

Route 1 – Los Angeles Basin/San Diego (from Bakersfield Station):³

- 1a–Bakersfield-Los Angeles-San Diego*;
- 1b–Bakersfield-Los Angeles-Long Beach*/San Pedro*;
- 1c–Bakersfield-Van Nuys-Torrance;

Route 3 – Redding (from Stockton/Sacramento Stations): Stockton-Sacramento-Redding;

Route 6 – South Bay (from Stockton Station): Stockton-San Jose;

Route 7 – North Bay/Redwood Empire (from Martinez Station): Martinez-Vallejo-Napa-Santa Rosa-Eureka*-McKinleyville*;

Route 9 – High Desert/Las Vegas (from Bakersfield Station): Bakersfield-Las Vegas;

Route 10 – Santa Barbara (from Bakersfield Station): Bakersfield-Oxnard-Santa Barbara;

Route 12 – Antelope Valley (from Bakersfield Station): Bakersfield-Victorville;

Route 15 – Yosemite National Park (from Merced/Fresno Stations):

- 15a–Merced-Yosemite National Park;
- 15b–Fresno-Yosemite National Park (Summer Only)

Note: Route 15 buses operated by YARTS - Yosemite Area Regional Transportation System;

Route 18 – Central Coast/Visalia (from Hanford Station):

- 18a–Hanford-San Luis Obispo-Santa Maria;
- 18b–Hanford-Visalia

Note: Route 18 buses are operated by Orange Belt Stages;

Route 19 – Inland Empire-Coachella Valley (from Bakersfield Station):

- 19a–Bakersfield-Riverside-San Bernardino-Hemet*;
- 19b–Bakersfield-Riverside-San Bernardino-Palm Springs-Indio;

Route 20 – Reno/South Lake Tahoe (from Sacramento Station):⁴

- Route 20a–Sierra Foothills/High Sierra, Sacramento-Auburn/Reno/Sparks;
- Route 20c–Lake Tahoe, Sacramento-South Lake Tahoe/Stateline*;

Route 34 – Bay Area (from Stockton Station): Stockton-Oakland-San Francisco;

Route 35 – Santa Cruz (from San Jose Station): San Jose-Santa Cruz (buses operated by Santa Cruz Metropolitan Transit District). Note: Route 6 connects passengers to Route 35 via Stockton to San Jose Station;

Route 40 – San Jose (from Merced): Merced-Los Banos-Gilroy-San Jose (starting Spring 2020);

Route 56 –Stockton (from San Jose Station): San Jose - Stockton (Note: three one-way trips, Monday-Friday via the Altamont Corridor Express train);

Route 99 – San Francisco (from Emeryville Station): Emeryville-San Francisco.

³ Route 1 serves the Pacific Surfliner and San Joaquins routes.

Table 2.7: San Joaquins Thruway Bus Route Ridership

San Joaquins Thruway Bus Route Ridership - FY 2019		
Thruway Bus Route		Ridership
Route 1*	(Fresno - Bakersfield - Van Nuys - Los Angeles - Long Beach - San Diego)	263,051
Route 3	(Stockton - Sacramento - Redding)	129,573
Route 6	(Stockton - San Jose)	39,034
Route 7	(Martinez - Napa - Santa Rosa - Eureka - McKinleyville)	46,607
Route 9	(Bakersfield - Las Vegas)	13,347
Route 10	(Bakersfield - Oxnard - Santa Barbara)	24,749
Route 12	(Bakersfield - Victorville)	11,994
Route 15a/15b	(Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley)	4,976
Route 18a /18b	(Visalia - Hanford - San Luis Obispo - Santa Maria)	23,298
Route 19a/19b	(Bakersfield - Riverside - Hemet / Bakersfield - Riverside - Palm Springs - Indio)	43,461
Route 34	(Stockton - Oakland - San Francisco)**	1,089
Route 56	(San Jose - Stockton)	2,416
Route 99	(Emeryville - San Francisco)	49,072
Total Ridership		652,667

Source: Amtrak, 2019

Notes: The above figures are total ons/offers (boardings/alightings) for each bus route, and includes ridership for both directions. Additionally, for shared Thruway bus routes, riders transferring to/from the Capitol Corridor and Pacific Surfliner trains are included in the ridership figures.

* Route 1 is made up of three sub-routes (1a, 1b, and 1c) which serve locations within the Los Angeles Basin and the Greater Southern California region.

** Route 34 did not operate from April 2019 to September 2019 of Fiscal Year 2019 due to Morning Express.

3. EXISTING TRAINSETS, NEW EQUIPMENT, AND MAINTENANCE

Due to the COVID-19 pandemic and the associated decrease in ridership, the San Joaquins Service currently utilizes ~~six~~ ~~eight~~ trainsets for the ~~four~~ ~~existing~~ ~~seven~~ daily round-trip service. ~~This is a reduction from the Pre-COVID-19~~ ~~Covid-19~~ ~~pandemic of eight consists for seven daily roundtrips.~~ The fleet consists of a mix of locomotive types and train cars. The State of California owns or leases all locomotives and train cars utilized by the San Joaquins.

Existing Equipment

The San Joaquins and Capitol Corridor currently share a combined fleet of 15 F59 PHI Locomotives, 3 P42 Locomotives (leased), 2 P-32 DASH-8 Locomotives, 8 Charger Locomotives, and 84 bi-level passenger coaches, food service (~~Food Service has been suspended as a result of the Covid Pandemic~~) and cab cars. The San Joaquins also utilizes 14 State-owned Comet Car coaches, as well as 3 Horizon Café cars and 3 F40 Cabbage cars (which the State leases from Amtrak). Taken together, this equipment is referred to as the Northern California Fleet.

California Cars

The San Joaquins primarily utilizes bi-level California Cars. The bi-level equipment was purchased by the State in the 1990's for use on the three California Intercity Passenger Rail Corridors. The Northern California Fleet is shared between the San Joaquins and Capitol Corridor services to allow for maximum flexibility in seating capacity. Bi-level equipment assignments for the Northern California Fleet is currently being studied to see if there can be further optimization of equipment based upon peak loads of paired trains.

An essential feature of the bi-level coaches is the ability for doors to be operated remotely on either side of the train from a single point of control. This feature allows the operator to maximize passenger flow in boarding and alighting operations, and thereby minimizing station dwell time.

Comet Cars

The San Joaquins currently ~~have available~~ ~~operate one two~~ trainsets that utilizes ~~refurbished~~ Comet Cars consisting of seven cars each. ~~The State has 14~~ Comet Cars ~~for service on the San Joaquin Corridor and the vehicles~~ have proven to be a valuable resource in providing needed seating capacity while Caltrans Division of Rail and Mass Transportation pursues the procurement of a large order of new rail cars for the Northern California Fleet. While the use of Comet Car trainsets has accomplished the goal of increasing seating capacity, this equipment has presented some challenging operational aspects. High-level boarding (which requires all passengers to climb a steep set of stairs), narrow doors, and use of a manually cranked wheelchair lift at all stations often cause boarding delays, increasing dwell times and reducing on-time performance. Additionally, Comet Car coach doors are all manually operated, requiring additional staff to be onboard while also preventing some doors in the trainset from being used when the trains are at stations. SJJPA is working with the state on planning for the retirement of the Comet Cars from regular service on the San Joaquins once new equipment becomes available.

Charger Locomotives

Caltrans recently ~~completed a procurement of~~ 22 new ~~Siemens Tier IV Charger~~ diesel-electric locomotives—~~called "Charger Locomotives"~~ ~~of which~~ eight of which were delivered ~~by Siemens~~ for use in the Northern California Fleet ~~in early 2017~~. The eight locomotives are shared between the San Joaquins and Capitol Corridor trains, with six in service as of October 2017, and two in service since June 2018. The Charger Locomotives meet EPA Tier IV emission standards and are capable of ~~operating at~~ 125 mph ~~in revenue service operation~~. These ~~new~~ locomotives will allow for the eventual replacement of the P42 locomotives currently being leased from Amtrak. ~~The remaining~~ ~~Caltrans also has procured an additional~~ 14 Charger Locomotives, ~~are in revenue service which are used on~~ ~~the LOSSAN Corridor in~~ Southern California.

New Equipment

Caltrans, in partnership with the Federal Railroad Administration and States for Passenger Rail Coalition, is working to provide new rail equipment to meet increased demand from growth on existing services and plans for service expansions on the three State-supported services. With the Charger Locomotive order complete, Caltrans is now in the process of ~~accepting delivery of procuring Siemens Single-Level Venture additional p~~ Passenger Rail Cars for the ~~San Joaquin Corridor in~~ Northern California Fleet. Caltrans was successful in bringing together Federal High-Speed Intercity Passenger Rail (HSIPR) program funding, American Recovery and Reinvestment Act (ARRA) funding, and Prop 1B funds to acquire this additional equipment.

Siemens Single-Level Passenger Rail Cars

Caltrans ~~has an with~~ agreement with Sumitomo Corporation of Americas (SCOA) to provide 49 single-level rail cars for use ~~on the San Joaquin Corridor in~~ Northern California Fleet. Siemens Mobility, Inc. (Siemens) is the car builder of this contract. SJJPA ~~is, CCJPA and LOSSAN are~~ currently working with the State and SCOA to specify features in the new trains so they can operate efficiently in California. Delivery of these new cars ~~began in March 2020 and are scheduled to begin in the summer of 2020 are scheduled to and~~ end in 2023. The structure and design of these new rail cars will be based on the passenger cars being used ~~on in the recently opened~~ Brightline Service, which runs between West Palm Beach and Miami in Florida.

Accessibility of Equipment

SJJPA supports the State's goal to provide total accessibility to the State-owned equipment including all its features and amenities. No person shall be denied access on the basis of physical ability. Accessibility features for bi-level coaches include onboard wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each passenger coach.

~~Prior to the Covid 19 Pandemic On a temporary basis,~~ the State ~~had~~s deployed Comet Car trainsets on the San Joaquins. Since the Comet Car trainsets have high-floors and do not have onboard wheelchair lifts, hand-cranked mobile wheelchair lifts are currently utilized to provide accessibility at all San Joaquins stations. Each single-level Comet Car coach has one wheelchair-accessible lavatory. SJJPA will continue to closely monitor the performance of the Comet Car trainsets in relation to accessibility. ~~As a result of the Covid 19 Pandemic the Comet Trainsets are only being used during holiday periods and as a ready set of equipment in case of a mechanical failure on a Bi-level train set~~ Currently, the Comet Cars are deployed into service on the lowest ridership trains.

As with the Comet cars, the new single-level Siemens passenger rail cars have high-floors. In-terms of accessibility, SJJPA is currently ~~working with the State and their consultants to exploreing~~ more efficient ways to provide accessibility than the hand-cranked mobile wheelchair lifts. SJJPA and Caltrans are working together to construct mini-high platforms ~~at the existing: s~~ Stations to allow for level boarding on certain ~~p~~ Passenger cars. Caltrans is working on the design of the portable bridge plate that will be stored on the cars. In addition, Siemens is working on the car-borne bridge plate. Both solutions will accommodate level-boarding. Further planning will need to be undertaken to ensure that single-level rail cars are integrated effectively into the Northern California Fleet.

Passenger Information Displays and Wi-Fi

Currently, each passenger coach is equipped with electronic passenger information displays that provide the train number and destination, plus other public information. In FY 2017/18, Amtrak informed SJJPA that it had planned changes to its Wi-Fi program, which resulted in cancellation of Wi-Fi service support and maintenance. In response, SJJPA worked with Caltrans, CCJPA, and LOSSAN ~~JPA's~~ to ensure passengers do not experience a disruption in service, ~~with the and~~ CCJPA ~~taking has taken the lead and~~ responsibility for future management of Wi-Fi service in coordination with SJJPA and Caltrans. A Wi-Fi system upgrade ~~is currently being~~ was completed by ~~will be performed by~~ CCJPA and its contractors in FY 20/21 ~~to provideing~~ improved Wi-Fi service to San Joaquins ~~and Capitol Corridor~~ passengers.

Renewable Diesel Implementation

SJJPA is committed to helping meet California's Greenhouse Gas (GHG) emission reduction goals. SJJPA is currently working with the Capitol Corridor to test the use of renewable diesel. Testing began for the older F59 Locomotives in November 2017, but unfortunately needed to be redone due to fuel contamination. Testing in ~~one Tier IV~~-Charger Locomotives is currently underway and scheduled for completion in early summer of 2021~~0~~. Following the completion of testing, results will be documented in a report to be produced by the CCJPA. If results are favorable, renewable diesel could be in all the locomotives of the Northern California Fleet as early as the fall of 2021~~0~~.

SJJPA is also committed to utilizing renewable diesel in bus fleets used to run the extensive Thruway Bus system. Several transit agencies, including the San Francisco Municipal Transportation Agency, are already successfully using renewable diesel in bus and automobile fleets. SJJPA plans to work with Amtrak to require use of renewable diesel in all future contracts with bus operators.

Maintenance and Renovation

Currently, SJJPA and CCJPA are responsible for the administration and maintenance supervision of the State-owned fleet of passenger cars and locomotives assigned to Northern California. CCJPA is the lead agency in the maintenance program of the Northern California Fleet, with SJJPA serving in a monitoring role to ensure the fleet is operated and maintained to the high standards of reliability, cleanliness, and safety. SJJPA will continue to work closely with CCJPA, Caltrans, and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet.

Caltrans, Amtrak, and CCJPA have created a program of periodic overhauls to the existing fleet that will result in improved performance. The main engines of the original fleet of F59 Locomotives were rebuilt and upgraded from 2011-2015 to exceed current EPA TIER II emissions standards. All locomotives are now equipped with inward and outward facing a digital-security-camera system to improve safety and security. In addition, 14 California Cab Cars have been converted to Cab/Baggage/Bike cars similar to the five newer Surfliner Cabs, to provide greater baggage storage and 13 more bike racks.

Additional projects underway include replacing HVAC units to provide better air quality and climate control using new environmentally-friendly technology and refrigerants; rehabbing the upper level of diner cars to improve seating capacity, food storage, lighting, and counter top space; improving monitoring equipment in cab cars and locomotives; ~~and~~ replacing door mechanics and side paneling on certain passenger cars; ~~and~~ installing an updated. ~~SJJPA and CCJPA are also planning to upgrade the~~ Wi-Fi system during FY 2020/21.

Additionally, the Caltrans has entered into agreements with the San Joaquin Regional Rail Commission (SJRR) for acceptance activities of the Siemens Ventures at SJRR's maintenance facility in Stockton, as well as agreements with SJJPA on a Truck Overhaul Program for the 88 State owned Bi-level Passenger Rail vehicles and for providing the maintenance of the Siemens Venture Cars in Oakland and in Stockton.

4. OPERATING PLAN AND STRATEGIES

SJJPA is in the process of a significant optimization and expansion effort of the San Joaquins Service. SJJPA is pursuing a significant increase in the frequency of the San Joaquins between Sacramento and the San Joaquin Valley. This aggressive program is needed to serve existing market demand (to capture a larger share of the business and leisure travel market to/from Sacramento) and to enable the San Joaquins to provide better connectivity to the HSR infrastructure under construction in the San Joaquin Valley. The most immediate priority for expansion of service is the implementation of the 8th and 9th Daily Round-Trips. Details about capital improvements associated with the 8th and 9th Daily Round-Trips can be found in Chapter 5, along with information on the joint SJJPA/San Joaquin Regional Rail Commission (SJRR) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application, which was successful in funding this expansion of service.

SJJPA introduced a new schedule in Spring 2019 which returned the San Joaquins to full-corridor service for 7 daily round trips and initiated a “slotted” schedule and distributed pad-time for improved on-time performance. In terms of optimizing operations, the slotted schedule SJJPA developed for Spring 2019 is based on a bi-hourly pulse system, providing statewide connectivity and consistent service frequency throughout the day. The pulse approach not only allows for improved service, but is also more effective operationally and makes better use of infrastructure investments. The schedule results in a fixed interval between trains, and symmetrical northbound and southbound operations that reduce the number of locations needed for passenger-on-passenger train meets. BNSF simulations show high on-time performance with this schedule. Due to the Covid-19 pandemic, San Joaquins service was reduced from 7 daily round-trips to 4 daily round-trips. This change as put on hold SJJPA's ~~our~~ previous plans for increased service speeds and reductions in operating time while the service build backs ridership and revenue coming out of the pandemic. SJJPA plans to continue to advance efforts to reduce trip times and improve on-time performance once the San Joaquins can be restored to the pre-Covid service levels. Building upon the Spring 2019 schedule, SJJPA is planning for an Spring 2020 schedule that will include reduced operating times between Bakersfield and Northern California and more detailed coordination with Capitol Corridor and Pacific Surfliner services to enhance ridership potential and on-time performance. Options to be considered to reduce travel times will include skip stop/limited stop service, increasing train speeds up to 90 mph, reducing pad time, and terminating some trains at Emeryville.

SJJPA is also continuing to contribute to the ongoing fleet analysis being conducted by Caltrans, which is examining ways to maximize deployment and scheduling efficiencies along the San Joaquins and Capitol Corridors, with the goals of allowing for increased capacity for rail service and more efficient utilization of equipment. SJJPA is also contributing to the Service Optimization Study, which is currently under development by CCJPA. The Study is an effort to identify solutions to optimize ridership and revenue and coordinate service transfers for Northern California's passenger rail system (including the Capitols, San Joaquins, ACE and Caltrain). Components of the Study include: integrated ticketing; strategies to improve the existing train scheduling and equipment utilization; a mode of access survey; and a reconciliation study between the California Amtrak ridership model and various Metropolitan Transportation Organization (MPO) models. SJJPA will ensure these ongoing studies include analysis regarding the integration of the planned 8th and 9th Daily Round Trips, as well as additional round trips in the future.

To enhance the current service of the San Joaquins, SJJPA is committed to working with CalSTA, Caltrans, CCJPA, LOSSAN, San Joaquin Regional Rail Commission, Amtrak, BNSF, UPRR, and regional and local transit providers to improve connections to local/regional transit service to trains and connecting bus service along the San Joaquins Corridor. To help achieve this, SJJPA will utilize its Member Agencies to assist in coordinating improved communications and connectivity. SJJPA willis also working to optimize the San Joaquins Thruway Bus services by implementing the provisions of SB 742 (Allen), adjusting routes to promote higher ridership and be more cost-effective, and pursuing partnerships with public and private bus operators to reduce operating expenses and increase ticket revenue.

The CHSRA's Revised Draft 2020 Business Plan anticipates HSR operations beginning on the Merced-Bakersfield HSR Interim Service Operating Segment by December 2028. SJJPA is working with CHSRA, CalSTA, Caltrans and SJRR to ensure that improvements and service expansions for the San Joaquins and ACE services integrate with interim HSR service in the San Joaquin Valley and with the future expanded Valley-to-Valley HSR service between San Francisco and Bakersfield. SJJPA is also working in partnership with CHSRA and CalSTA towards the goal of SJJPA being the operating agency for the Merced-Bakersfield HSR Interim Service.

FY 2020~~1~~/2~~1~~2 and FY 202~~1~~2/2~~2~~3 Operating Plan

The FY 2020~~1~~/2~~1~~2 and FY 202~~1~~2/2~~2~~3 operating plan for San Joaquins includes the ~~continuation~~return of full-corridor service for seven daily round-trips. SJJPA will be working with State and Federal agencies to determine the appropriate time for San Joaquins to return to the pre-Covid service levels of 7 daily round-trips.:

Service Pattern in FY 2020~~1~~/2~~1~~2 and FY 202~~1~~2/2~~2~~3

Northbound Trains:

Bakersfield – Sacramento: 2 daily trains

Bakersfield – Oakland: 5 daily trains

Southbound Trains:

Sacramento – Bakersfield: 2 daily trains

Oakland – Bakersfield: 5 daily trains

Operating Plans Beyond FY 202~~1~~2/202~~2~~3

Commencement of the 8th and 9th Daily Round-Trips

Beyond FY 202~~1~~2/202~~2~~3, SJJPA plans to launch the 8th and 9th Daily Round-Trips. This expansion of service will increase the total number of daily round-trip trains serving Sacramento from two to four (while maintaining five daily round-trips to the Bay Area). One of the round-trips serving ~~Sacramento~~to the Bay Area will originate/terminate at the ~~San Joaquins Street~~Cabral Station rail hub in Stockton and will serve as a connecting train (with a timed transfers) for passengers traveling on San Joaquin Valley – ~~Bay Area~~Sacramento trains.

Between Sacramento and Stockton, two of the four daily round-trips will utilize the UPRR Fresno Subdivision (which the San Joaquins currently use for service to the Sacramento Valley Station), while the other two will utilize the UPRR Sacramento Subdivision, a corridor currently not used by passenger rail services. While the Sacramento Subdivision does not connect to the Sacramento Valley Station, it does allow for the San Joaquins to provide service to six planned new stations, including four in Sacramento (Natomas, Old North Sacramento, Midtown, and City College), as well as in Elk Grove and Lodi. A shuttle serving the Natomas Station will also meet each San Joaquins train to provide a convenient connection to the Sacramento International Airport.

SJJPA long-range operating plans center on seeking capital and operational funding to increase the frequency of San Joaquins trains between Sacramento and Merced to achieve hourly service, while maintaining adequate service levels to locations into the Bay Area. With these frequencies, the San Joaquins will be well positioned to provide robust feeder service to future high-speed rail service between Sacramento and Merced, while truly transforming travel options between Sacramento and the San Joaquin Valley. SJJPA is also considering expanding service north of the Sacramento Region.

Rail Operating Strategies

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA has implemented a number of strategies to improve the San Joaquins. Some of the strategies listed are being pursued with little or no additional resources.

Increasing On Time Performance (OTP)

Staff has worked closely with Amtrak and host railroads to improve OTP, employing collaborative strategies and open channels of communication to resolve issues impacting OTP. This resulted in significant improvement in OTP between FY 2015 (73.6%) and FY 2016 (84%). Unfortunately, due to a significant amount of weather-related delays, OTP declined to 76.5% in FY 2017 (see Table 4.1). In FY 2018, OTP increased slightly to 77.7%. Much of the OTP issues in FY 2018 can be attributed to issues associated with the implementation of Positive Train Control (PTC). In FY 2019 the San Joaquins experienced a considerable drop in on-time performance compared to previous years. This was due to a combination of factors including higher levels of third party delays such as trespasser events and police activity, as well as a higher level of maintenance activities that brought an uptick in slow orders (mandated speed restrictions from the host railroads) which all contributed to the OTP of 63.7% in FY 2019. In response to this poor OTP, SJJPA staff in partnership with BNSF, Amtrak, and DB E&C has begun a schedule performance monitoring project that reviews operational performance data and develops action plans which are targeted to increase OTP for the San Joaquins. In the last four months since the end of FY 2019, San Joaquins OTP has increased to 82% in January 2020. With these efforts to increase OTP, FY 2020 saw a significant increase in OTP, which rose to 83%. Operational action plans, along with decreased freight demand during the pandemic, and the reduced amount of passenger train frequencies contributed to the rise in OTP. SJJPA understands how critical OTP is for attracting and growing additional ridership markets, including business travel, and is committed to achieving the highest level possible.

Specific strategies for improving OTP include:

1. Deployed a slotted/pulsed schedule with pad-time distributed throughout the route in coordination with CalSTA, Caltrans, Amtrak, BNSF and UPRR.
2. Worked with Amtrak, BNSF and UPRR to resolve recurring issues related to the operation of PTC which cause unnecessary delays.
3. Coordinating with the host railroads and Amtrak to provide computer displays with real-time viewing of all train movement (freight and passenger) on the San Joaquins Corridor.
4. Conducting conference calls with the host railroads and Amtrak to discuss the types of delays, reasons for delays, and identifying potential solutions so future delays can be prevented.
5. Coordinating with the host railroads to bring dispatchers out to tour the San Joaquins Corridor and ride the trains to develop an understanding of the territory being dispatched.
6. Working with the host railroads and Amtrak to identify capital and/or system improvements to improve on-time performance.
7. Working with Host Railroads to develop strategies and incentives that will lead to improved OTP, including providing additional incentive-based access payments between SJJPA and the host railroads similar to what has proven to be extremely successful with the Capitol Corridor over many years.

Table 4.1

On-Time Performance of the San Joaquins (Based on Federal Fiscal Year)	
FY 2012	88.1%

FY 2013	77.7%
FY 2014	75.4%
FY 2015	73.6%
FY 2016	84.0%
FY 2017	76.5%
FY 2018	77.7%
FY 2019	63.7%
<u>FY 2020</u>	<u>83.0%</u>

Source: Amtrak, 2019~~20~~

Reduce Travel Times between Northern California and Bakersfield to Under Six Hours

Currently, labor agreements limit the maximum scheduled trip time between two crew change points to six hours. Scheduled trips exceeding six hours from end to end, per current labor agreements, require a planned mid-route crew change. If a train consistently violates the agreement by running longer than six hours without a crew change, then crew penalties are incurred until the train reliably runs under the six-hour threshold.

Today's San Joaquins service between the Oakland Station in the Bay Area and Bakersfield is scheduled to run just over the six-hour threshold. In order to meet labor requirements, a crew change is currently scheduled at Merced. This is a significant expense for the operating budget. Furthermore, the implementation of PTC is estimated to increase the time it takes to swap crews by as much as 15 minutes due to a new set of procedural requirements. The new protocol will add a considerable amount of trip time for passengers. Given the significant cost and schedule implications of continuing to have a crew change in Merced, SJJPA is committed to developing a plan that will eliminate this crew change.

Several strategies to reduce operating times to under six hours between Northern California and Bakersfield will be explored during the latter part of FY 2020/21 and in FY 2021/22, including but not limited to the following:

- Identifying potential areas to institute operational efficiencies that would allow for reduced dwell times at several stations;
- Implementing measures that would allow for a reduction in schedule recovery time at strategic locations;
- Skipping a limited number of stations for each train, while ensuring all stations still have sufficient service each day;
- Terminating some trains in Emeryville;
- Having some trains skip Emeryville while continuing to terminate in Oakland;
- Utilizing increased acceleration/deceleration of the new Charger locomotives to reduce trip time; and
- Exploring the feasibility of increased speeds along portions of the corridor.

Other Rail Service Coordination Strategies

- SJJPA will continue to evaluate existing train and connecting bus schedules and determine if there are potential changes which could improve ridership, revenue, and cost effectiveness. Schedule adjustments have the potential to improve the San Joaquins performance without additional resources.
- Assess operational impacts and potential schedule changes from the implementation of planned and potential new stations along the existing San Joaquins Route, including Oakley, Hercules, Berkeley, Oakland Coliseum, and Madera, as well as additional stations in the Fresno and Bakersfield metropolitan areas.

- Explore the feasibility and operational impacts of shifting service from the Stockton “San Joaquin Street” station location to the Cabral (ACE) Station in downtown Stockton or to a location in the vicinity (eastern side) of the Stockton Diamond Grade Separation.
- Represent the San Joaquins at monthly Capital Improvement Team (CIT) meetings with the Union Pacific Railroad (UPRR). Operational issues encountered over the prior month and any upcoming capital and system projects that could affect train performance are discussed at these meetings.
- Participate in quarterly CIT meetings with the BNSF and UPRR to discuss operational issues encountered over prior months and any upcoming capital and system projects that could affect train performance.
- Work with the Capitol Corridor JPA, LOSSAN JPA, and Caltrans to provide improved connections to the Capitol Corridor and Pacific Surfliner.
- Participate in the Bi-Monthly Construction meetings with LOSSAN and Caltrans to identify potential maintenance projects and projects required to increase service to 9 daily round-trips, as well as to monitor progress on projects in construction.
- Work with the Federal Railroad Administration on regulatory requirements associated with the San Joaquins, i.e. Positive Train Control.
- Work with Butte CAG to explore the potential for future extension of San Joaquins service north of Natomas to Butte County.
- Work with SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority on future use of a shared universal corridor over the Altamont Pass with ACE, San Joaquins, and Valley Link as outlined in the Altamont Corridor Vision Phase 1 project.

Thruway Bus Operating Strategies

Thruway Bus service is a key component of San Joaquins operations, providing important connections to transit systems and tourist destinations, such as Yosemite, San Francisco, and Southern California. Additionally, many routes operate through rural communities, offering corridor-wide connections to San Joaquins trains. However, Thruway Bus service was restricted to ticketed Amtrak train passengers which results in underutilization of bus capacity and high operating costs. Opening key segments of Thruway Bus service to non-rail passengers could reduce operating expenses, increase ticket revenue, increase public and environmental benefits, and complement/augment local and regional bus services.

To accomplish this, SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies’ Directors’ Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. SJJPA is working in coordination with private intercity bus providers and public local and regional bus providers to implement the provisions of SB 742. SJJPA is also pursuing partnerships with public and private operators that would allow San Joaquins passengers to utilize intercity bus services of other agencies/companies, while allowing non-Amtrak passengers to utilize the same services. By increasing the load factor on connecting bus services (i.e. the number of seats filled on each bus), SJJPA anticipates a significant reduction in operating expenses and higher ticket revenue. Due to the COVID-19 pandemic, implementation of SB 742 has been delayed so that all thruway bus seating capacity is reserved for rail passengers. Current social distancing restrictions has set available seating capacity at 50% for both rail and bus service. Once social distancing restrictions have been lifted by the State, SJJPA will move forward with plans to implement SB 742.

Partnership with the Shasta Regional Transportation Agency on the “North State Intercity Bus System”

Shasta Regional Transportation Agency (SRTA) is currently planning a new express bus service between Redding and Sacramento as part of the proposed North State Intercity Bus System. To fund the necessary capital investments (including several electric buses), SRTA recently received a TIRCP award. SJJPA and SRTA have formed a partnership to that would allow San Joaquins passengers currently traveling on Amtrak Thruway Buses from Sacramento to Red Bluff or

Redding to utilize the new SRTA express bus instead. Correspondingly, SJJPA staff is planning to terminate the Thruway Bus Route 3 in Chico (approximately 75 miles south of the current terminus in Redding) to save on operating costs, which would enable SJJPA to financially support the operations of express bus service. A MOU will be negotiated between the two agencies that would outline the parameters of SJJPA's financial support, while ensuring San Joaquins passengers have seamless access/ticketing on the new SRTA express bus. The service would provide much faster travel times between Sacramento and Redding as the new line would run along I-5 corridor rather than the more circuitous SR 99 corridor. [Due to COVID-19, implementation of SRTA's North State Intercity Bus System has been delayed.](#)

Potential Partnership with Butte County Association of Governments

A similar partnership is being explored with the Butte County Association of Governments (BCAG). BCAG is planning a new commuter bus service between Chico and Sacramento. SJJPA and BCAG are exploring the possibility of BCAG incorporating the remainder of the Thruway Bus Route 3 (from Chico – Stockton) into new bus operations in exchange for operating support. SJJPA would produce the cost savings by eliminating the entire Thruway Bus Route 3. [BCAG currently has a study underway to analyze a potential regional bus service between Chico and the Sacramento region that could replace SJJPA's Thruway Bus Route 3 in the future.](#)

Potential Partnerships with North Coast Stakeholders to Optimize Thruway Bus and Other Bus Services

Stakeholders in Marin and Sonoma Counties and farther north along the North Coast have expressed a strong interest in optimizing the Thruway Bus service (Route 7) that currently operates between McKinleyville and Martinez. SJJPA has engaged in initial discussions with representatives in various cities, State Senator McGuire's office, and officials from Sonoma-Marin Area Rail Transit (SMART) on developing strategies for improving utilization of the existing Thruway Bus service and to provide connecting Thruway Bus service to SMART trains. In FY 2021/22+, SJJPA will continue planning work around these issues with the goal of identifying a range of solutions to increase the usefulness of Thruway Bus and other connecting bus services.

Implementation of SB 742 Provisions

SB 742 (Allen) was signed by Governor Newsom on October 8, 2019 and its provisions became law on January 1, 2020. The implementation of SB 742 will need to be phased in over time. SJJPA approved bus-only ticketing for Routes 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville) at the January 24, 2020 SJJPA Board Meeting. Approval for additional routes will be sought at future SJJPA Board Meetings until all of the routes are able to offer bus-only tickets. As specified in SB 742, before offering bus-only tickets on Thruway bus routes, SJJPA will consult with and consider local and regional public transit operators to determine if a local or regional public transit operator can provide the planned service and attempt to avoid conflicts with existing public transit services. SJJPA will also make a good faith effort to coordinate with private motor carrier services to provide timely connections with intercity rail services, including agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing services. The implementation of SB 742 is expected to enhance existing intercity private bus services and to avoid damage to these services if possible. SJJPA's efforts to implement SB 742 will be documented, presented, and available for public comment at applicable SJJPA Board Meetings. [Due to the COVID-19 pandemic, implementation of SB 742 has been put on hold as to reserve seating capacity for train passengers with overall seating capacity reduced on both trains and thruway buses at 50% of normal capacity. Once the restrictions on seating capacity is lifted, SJJPA will continue with implementation of SB 742.](#)

Studies of New Proposals

In FY 2017/18 and FY 2018/19, SJJPA received three proposals received from stakeholder groups advocating for service changes to the San Joaquins, which are described below. SJJPA has committed to conducting analysis of these proposals.

Proposed Limited-Stop San Joaquins Rail Service between Sacramento and Bakersfield

In September 2017, a group of stakeholders from Kern County approached the SJJPA with a proposal for faster service between Sacramento and Bakersfield by running a morning northbound and evening southbound express train that would skip seven stations. The proposal would add Express Service in the morning direct to Sacramento from the South

San Joaquin Valley (currently only served by a Thruway Bus connection in Stockton). The proposal was presented to the SJJPA Board on September 22, 2017. The Board directed staff to further study the proposal ~~for consideration as part of the Spring 2020 schedule change.~~ In 2020¹, SJJPA will conduct a more detailed analysis of the proposal in coordination with the State and host railroads. Analysis will include ridership forecasts (including potential Thruway Bus connections), operational analysis to verify travel time savings, and the identification of potential operational issues and/or benefits.

Proposed New Thruway Bus Route between Silicon Valley and Southern San Joaquin Valley

For several years, Kern COG has requested SJJPA run an additional Thruway Bus line between Silicon Valley and Madera with the goal of capturing additional ridership markets. SJJPA conducted detailed analysis regarding the feasibility of this proposal in FY 2018/19. Based on strong preliminary ridership and revenue forecasts, SJJPA is requested and received state funding to initiate a pilot program for a new Thruway Bus between San Jose and Madera. Detailed operating analysis in coordination with Amtrak led SJJPA (in coordination with the state) to adjust the service to be between San Jose and Merced because of cost savings and other operational efficiencies. After a first year initial ramp-up period, this new Thruway Bus route between San Jose and Merced (with stops at Los Banos and Gilroy) is expected to be revenue positive. The FY 2019/20 request for the pilot program start-up was to fund connections to two San Joaquins daily round trips in 2019/20. ~~For FY 2020/21 it is anticipated that increases in San Joaquins ridership/revenue will enable expanding the San Jose to Merced Thruway Bus service to connect to six of the seven San Joaquins daily round trips in future fiscal years.~~ Due to the COVID-19 pandemic, implementation of this thruway bus route has been put on hold. SJJPA plans to implement this new thruway bus route in 2022.

Proposed Altamont Corridor Used by San Joaquins

SJJPA has also received proposals from Train Riders Association of California (TRAC) suggesting that SJJPA seek private sector funding for a much faster Altamont alignment that would be shared by San Joaquins and ACE. TRAC's plan involves shifting San Joaquins off its current route between Stockton and Oakland to serve what TRAC believes is a larger market.

Coordination of Operations with Future High-Speed Rail Service

Recognizing the complimentary nature of the San Joaquins and the future high-speed rail system, a Joint Policy Statement was adopted by CHSRA, SJJPA, and Caltrans in 2013 that ensures cooperation and input of local communities on all decisions related to any changes in the San Joaquins and consistent planning between these agencies. As required by the enabling legislation for SJJPA, this Draft 20²¹~~19~~ SJJPA Business Plan Update is consistent with the ~~Draft~~ 2018 California State Rail Plan (DCSRP) and the CHSRA's Revised Draft 2020 Business Plan.

With California's phased approach to implementing the State's high-speed rail (HSR) project, conventional rail services are particularly critical to the success of the ~~interim service~~ interim service ~~operating segment (IOS)~~ of the proposed HSR system. The San Joaquins (including the Thruway Buses), with its desirable rail connectivity to the Bay Area, Sacramento, and the northern San Joaquin Valley, provides strong support for the proposed HSR Interim Service ~~IOS~~, which would run from Merced to Bakersfield. With billions of dollars being investing in the California HSR project, the improvement and expansion of the San Joaquins as a feeder network should be a very high priority for SJJPA, California High-Speed Rail Authority (CHSRA), the State, the regions, and the FRA, in consultation with the BNSF and UPRR.

SJJPA, along with CalSTA, Caltrans, and the Central Valley Rail Working Group worked cooperatively on the CHSRA's "Merced to Sacramento Connected Corridors North Study." The purpose of this study was to identify elements of an integrated investment program that aligns the goals of rail-planning efforts by SJJPA and the region more closely with the phased implementation of the High-Speed Rail (HSR) program. By collaborating to align regional goals, better passenger rail service can be delivered to the Northern San Joaquin Valley Region, from Merced to Sacramento, than would not be possible with uncoordinated efforts. The Study concluded that an incremental and well-coordinated approach to service expansion and capital investment leading to full HSR deployment will allow the region to achieve better, faster, and more-frequent service, sooner than would occur if each agency pursued their interests independently. The Connected Corridors North Study and CHSRA's coordination with SJJPA resulted in an approach for phased regional investment which is fully consistent with SJJPA's planning for service improvements. This collaborative effort enabled CHSRA to strongly support the joint SJJPA/SJRRC 2018 TIRCP application for providing additional passenger service to

Sacramento which will serve as a complementary “feeder” service to HSR and is an important first step towards bringing direct HSR service to Sacramento.

SJJPA strongly supports Governor Newsom’s and CHSRA’s proposed Merced-Bakersfield HSR Interim [Service Operating Segment](#) with [intermediate](#) stops at [Fresno](#), Madera, and Kings/Tulare. SJJPA has been working with SJRRC, CHSRA, Caltrans, CalSTA, and the CHSRA’s Early Train Operator (ETO) on planning for integrating the San Joaquins and ACE services with the Merced-Bakersfield HSR Interim [Service Operating Segment](#). Both the San Joaquins and ACE rail services would directly connect with HSR services at a multi-modal station in downtown Merced. For the San Joaquins, this will require a new track connection between the BNSF and UPRR mainlines known as the Merced Intermodal Track Connector (MITC) Project (see Figure 4.1). In coordination with CHSRA and the City of Merced, the proposed multi-modal station at Merced would be elevated and have a northern boundary at “R” Street. SJJPA will take the lead in the environmental clearance/detailed design for the MITC Project (which will also environmentally clear the Merced Multimodal Station). To most efficiently integrate the San Joaquins and the interim HSR services, Merced will become the southern terminus for San Joaquins rail service once operations begin on the HSR infrastructure at the end of 2028. SJJPA ~~is~~ [will](#) [coordinate](#) with SJRRC’s Ceres to Merced environmental review process to plan and environmentally clear a layover and maintenance facility for ACE and San Joaquins services in Merced (see Figure 4.1).

The San Joaquins and ACE rail services will be key feeder services for the Merced-Bakersfield HSR Interim [Service Operating Segment](#), providing important connectivity to the Northern San Joaquin Valley, Sacramento and to the Bay Area. In addition, the extensive San Joaquins Thruway Bus Network, will provide equally important connectivity to Southern California and the rest of the state (see figure 4.2). The initiation of the Merced-Bakersfield HSR Interim [Service Operating Segment](#) will lead to substantially improved intercity passenger rail service throughout California, with much higher frequencies of service, shorter travel times, better on-time performance, reduced emissions and GHG, improved safety, higher ridership and reduced state subsidies. SJJPA is committed to continuing to work with CHSRA, Caltrans, CalSTA and SJRRC to implement a fully integrated statewide intercity service which utilizes the HSR infrastructure between Merced and Bakersfield that will bring great benefits to the state, demonstrates electrified HSR operations, and leads to the expansion of the statewide HSR network. [To help move the implementation of HSR in California forward, SJJPA approved an initial MOU with CHSRA and CalSTA at the November 20, 2020 SJJPA Board Meeting in which each agencies committed on working toward the goal of having SJJPA be the operating agency for the Merced-Bakersfield HSR Interim Service.](#)

[Key points from the MOU include:](#)

- [CHSRA would be responsible for implementing and providing access to, and maintenance for the HSR infrastructure \(including track and railway systems, bridges, platforms\) and HSR trainsets.](#)
- [SJJPA would act as the operator \(indirectly, by contract\) of the Interim HSR Service. SJJPA will identify and propose a delegate “Operator”, to be approved by CHSRA, to operate trainsets and stations.](#)
- [SJJPA would pay CHSRA a System Access Fee for usage of CHSRA infrastructure and related assets in an amount sufficient to cover the portion of CHSRA’s maintenance and overhead costs that are related to the Interim Service.](#)
- [SJJPA would work to have a joint Operator for ACE, San Joaquins and HSR.](#)
- [CalSTA will work with SJJPA on the best approach for its business plan under this new model. CalSTA will review and approve SJJPA business plans that include plans and budgets for SJJPA to operate Related Services after ensuring that all legal requirements have been met.](#)

[In FY 2021-22, and FY 2022-23, SJJPA will continue to work with CHSRA and CalSTA on more detailed agreements, and planning for network integration, interim HSR stations and connectivity, and service operations for the Merced-Bakersfield HSR Interim Service.](#)

Figure 4.1 – Merced Intermodal Track Connector and Station



Figure 4.2

California Statewide Integrated Passenger Rail and Bus Services Planned for 2028



5. SHORT-TERM AND LONGER-TERM CAPITAL IMPROVEMENT PROGRAMS

A key goal of SJJPA is to build upon the State's efforts to improve the performance and increase the frequency of the San Joaquins and expand ridership through increased awareness of the service and the development of new ridership markets. SJJPA has developed an aggressive \$1.5 billion "Estimated 10-Year Capital Improvement Program" to expand the capacity of the San Joaquins Corridor and prepare the San Joaquins to best complement and integrate with future HSR service. This chapter details this program, as well as identifying specific projects in SJJPA's Short-Term and Longer-Term Capital Programs.

Estimated 10-Year Capital Improvement Program

In coordination with the State, BNSF, and UPRR, SJJPA is in the process of implementing its Estimated 10-Year Capital Improvement Program (see Figure 5.1), which will transform the San Joaquins Corridor to one that will not only vastly improve intra-Central Valley and inter-Central Valley-Bay Area travel, but also performs as an efficient feeder service to the State's future high-speed rail (HSR) system. The improvements for this program will benefit multiple agencies and other rail services, and are consistent with the 2018 California State Rail Plan and the [Revised Draft 2020 CHSRA Business Plan](#). A major feature of this program is creation of a new passenger rail corridor along UPRR's Sacramento Subdivision between Sacramento and Stockton, on which San Joaquins trains are envisioned to share tracks and stations with Altamont Corridor Express (ACE) rail service. Improvements associated with Sacramento Subdivision are consistent with CHSRA's Connected Corridor North Study to bring early implementation of HSR to Sacramento. The Estimated 10-Year Capital Improvement Program also maintains and optimizes service to the Bay Area and improves safety and security along the San Joaquins Corridor. Ultimately this program of improvements is designed to allow for hourly service from Sacramento to Merced, while maintaining service levels in the other segments of the San Joaquins Corridor and for direct connectivity with the Merced-Bakersfield HSR Interim Operating Segment through the implementation of the MITC Project.

Elements of the Estimated 10-Year Capital Improvement Program include:

Corridor Capacity Enhancements for Additional Daily Round-Trips: This program includes the 8th and 9th Daily Round-Trips, which are detailed in the Short-Range Capital Improvement Program. It also includes additional round-trips to eventually achieve hourly service between Sacramento and Merced, which are discussed in the Longer-Term Capital Improvement Program. Capacity enhancements are also currently being evaluated between Stockton and Oakland.

New Maintenance and Layover Facilities: To support the 8th and 9th Daily Round-Trips, two layover facilities will also be needed as part of the Short-Term Capital Improvement Program. To provide additional service between Sacramento and Merced (eventually hourly), a new maintenance facility, and an expanded Stockton Regional Maintenance Facility, will be needed as part of the Longer-Term Capital Improvement Program.

Safety and Improvements: SJJPA is in the process of planning and implementing projects that will improve safety throughout the San Joaquins Corridor, including station lighting upgrades, improved pedestrian crossings at the tracks, new fencing along sections of the corridor with high incident rates, etc. [Additionally, SJJPA is working with Amtrak and the host railroads to reduce trespasser and vehicle/crossing incidents along the corridor.](#)

New Stations: As part of the 8th and 9th Daily-Round Trips and establishing service along the Sacramento Subdivision, the SJJPA is currently working to implement up to six new stations north of Stockton, including Lodi, Elk Grove, and four in Sacramento. A new station in Oakley is also being implemented, as is a relocated station in Madera. These are contained in the Short-Term Capital Improvement Program. New stations will also be considered as part of any extension of service north of Sacramento. SJJPA is also implementing numerous station enhancement and parking projects to ensure a high-quality passenger experience.

New Equipment: To enable additional round-trips and extensions of service, additional trainsets will be necessary beyond what is currently being procured by the State of California. In the Short-Term Capital Improvement Program, additional trainsets are included for the 8th and 9th Daily Round-Trips. To reach hourly service between Sacramento and Merced, another order of trainsets will be needed (see the Longer-Term Capital Improvement Program).

Service Extensions: In conjunction with the 8th and 9th Daily Round-Trips, SJPA is working to extend service along the Sacramento Subdivision to new locations in Sacramento. Details are contained in the Short-Term Capital Improvement Program. In the longer-term, extensions north of the Sacramento Region and to the Oakland Coliseum/Airport are being considered.

During implementation of this ambitious capital improvement program, SJPA will continue to work with the State to:

- Secure funding for future projects;
- Ensure that projects meet the delivery schedule;
- Minimize the construction impacts of projects;
- Maximize the benefits of projects on overall service performance; and
- Coordinate with CHSRA regarding MITC Project and Merced Intermodal Station, the Madera Relocated Station, and grade separations or improvements being done to the BNSF track as a result of the implementation of the initial construction of the HSR system.

The Estimated 10-Year Capital Improvement Program consists of a Short-Term Capital Improvement Program (0-5 years) and a Longer-Term Capital Improvement Program (5+ years), both of which are detailed below.

Table 5.1

Estimated 10-Year Capital Improvement Program (\$ Millions)	
Project	Cost
Corridor Capacity Enhancements - Additional Daily Round Trips to Reach Hourly Service (Merced-Sacramento)*	\$615
Corridor Capacity Enhancements (Stockton-Bay Area)**	\$200
New Maintenance and Layover Facilities	\$64
Safety Improvements (Grade Crossings Improvements/Fencing/Road Closures, etc.)	\$38
New Stations***	\$208
Service Extensions	\$175
New Equipment	\$200
TOTAL:	\$1.5 Billion

Notes:

*Improvements needed to enable 8th and 9th Daily Round-Trips between Sacramento and Merced are defined in SJPA's/SJRRC's TIRCP application. Additional capacity enhancement projects and/or capital access fees will be required to allow achieve hourly service between Sacramento and Merced, such as double-tracking, eliminating hold-outs at stations, increased capacity at the Stockton Cabral Station rail hub, Stockton Diamond Grade Separation, and Merced Intermodal Track Connection and Station projects.

**Improvements to allow additional train slots from Stockton to Oakland as necessary to ensure enough capacity exists for both San Joaquins and Capitol Corridor Services.

***Up to eight new stations are being planned along the Sacramento Subdivision service extension (four in Sacramento plus stations in Elk Grove, Lodi and two more north of Sacramento). Madera and Oakley would also see new stations. Additional stations are being considered, but are beyond the 10-year horizon.

SJJPA is currently focused on implementing a substantial Short-Term Capital Improvement Program over the next five years. The Program contains four areas of improvements: 8th and 9th Daily Round-Trips, Other Station Projects, and Corridor and Other Projects (see Table 5.2).

8th and 9th Daily Round-Trips

The deployment of the 7th Daily Round-Trip between Oakland and Bakersfield on June 20th, 2016 was the first step in increasing San Joaquins service frequency. SJJPA is now focusing on improvements needed to increase frequency of service to Sacramento, with the next step being the implementation of the 8th and 9th Daily Round-Trips.

Many of the required capacity improvements for the 8th Daily-Round Trip are completed or will be completed shortly between Stockton and Fresno. These improvements consist primarily of double-tracking projects (see Tables 5.2). There are also plans to install second platforms at four stations over the next few years, which will reduce holdouts, thereby increasing capacity.

Determining improvements needed between Sacramento and Stockton for the 8th and 9th Daily Round-Trips have been more complicated. Running additional passenger trains on the UPRR's Fresno Subdivision will be very difficult in the near-term. Given this situation, SJJPA began exploring the option of utilizing the Sacramento Subdivision, a parallel UPRR-owned rail corridor to the west in coordination with CalSTA, CHSRA, Caltrans, SJRRC, and the Central Valley Rail Working Group. Feasibility studies by SJJPA/SJRRC and CHSRA determined that the Sacramento Subdivision was the most viable alternative for expanded passenger rail service from the San Joaquin Valley to Sacramento, and UPRR has indicated there is potential to provide passenger service on this corridor. In 2017, SJJPA's Board adopted the Sacramento Subdivision as the preferred corridor to pursue for future service expansion to Sacramento.

SJJPA has been engaged in planning and environmental work to determine needed improvements to establish passenger rail service along the Sacramento Subdivision as part of the development of a Transit and Intercity Rail Capital Program (TIRCP) grant application. SJJPA worked in partnership with San Joaquin Regional Rail Commission (SJRRC) on the TIRCP application, as the SJRRC-managed Altamont Corridor Express (ACE) rail service would share the tracks and stations along the Sacramento Subdivision with San Joaquins trains between Sacramento and Stockton. On January 12, 2018, SJJPA and SJRRC submitted the joint TIRCP to CalSTA. On April 26, 2018 CalSTA announced that the SJJPA/SJRRC "Valley Rail" application was awarded \$500.5 million to expand San Joaquins and ACE services.

The following improvements related to the 8th and 9th Daily Round-Trips (see Table 5.2) were developed and included in the TIRCP application:

- Track Improvements (UPRR Sacramento Subdivision);
- New Stations (six along the Sacramento Subdivision, including Natomas, Old North Sacramento, Midtown, City College, Elk Grove, and Lodi);
- Track Extension (Stockton Cabral Station to the ACE Maintenance Facility);
- Layover Facilities (in Natomas for the Northern Terminus, in Merced, and a temporary facility in Fresno for the Southern Terminus of the expanded service);
- New Rolling Stock for the San Joaquins (two new 6-car trainsets); and
- Capital Access Fees.

With TIRCP funds now awarded, SJJPA-SJRRC is moving forward on constructing improvements for the Stockton-Sacramento segment along the Sacramento Subdivision. These improvements will also lay the groundwork for additional round-trips to Sacramento in the future for the San Joaquins and ACE services.

Other Station Projects

In addition to the station projects associated with the 8th and 9th Daily Round Trips, SJJPA is currently involved in several other station projects.

Wasco Station: The high-speed rail alignment goes directly through the Wasco Station site, necessitating a re-design and re-construction. SJJPA is working to ensure that high-quality access to the station is preserved during and after construction (which will be performed by the CHSRA).

Relocated Madera Station: SJJPA is working with CHSRA, Madera County, Madera CTC and the City of Madera to relocate the Amtrak station in Madera County. A new station location off Avenue 12 is being sought to support the potential for greater ridership and transit oriented development, improve connectivity and accessibility for transit and automobiles. The new station is being designed and environmentally cleared to enable future high-speed rail operations at this location. Funding for the Relocated Madera Station was included in the 2018 TIRCP award. The formal environmental review process and detailed design for the relocated station will be completed in 2020. [SJJPA approved the Madera Station Relocation Project environment review document at the January 22, 2021 Board Meeting.](#)

New Oakley Station: ~~SJJPA is working with Amtrak, BNSF, and the City of Oakley on the development of the new station. SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be entering into the design phase of the project in 2021. Construction is slated to begin for the Oakley Station Platform Project in 2022.~~

SJJPA included and was awarded the station platform and trackwork in its portion of the 2018 TIRCP application. The City of Oakley is providing matching funds for the parking and other station facilities.

Other Station Projects Include:

- Allensworth Station - Platform and accessibility improvements (currently in planning);
- New parking lots in Merced, Fresno, and other stations as needed; and
- Station Enhancement Projects – lighting, signage, landscaping, repairs, etc. (non-Morning Express Stations).

Corridor and Other Projects

Stockton Wye: This project will provide a connector track between the UPRR Fresno Subdivision and the BNSF Stockton Subdivision, which will result in enhanced capacity of train movement within the busy rail environment of Stockton. This project supports SJJPA goals of increase capacity in the San Joaquins Corridor and the frequency of San Joaquins trains.

Platform Accessibility for High-Floor Cars: SJJPA currently operates two trainsets that consist of Comet Cars, which have high-floors, requiring passengers to utilize steep stairs to embark/disembark trains. This limits accessibility and slows boarding, increasing the dwell time of trains at stations. Additionally, the State is procuring new single-level passenger rail cars, which also have high-floors. These rail cars are expected to be assigned to the San Joaquins. To improve accessibility and speed boarding for existing and future high-floor passenger cars, SJJPA is currently exploring the possibility of installing Mini-High Platforms (small sections of the platform that are raised to the same height as the high-floor rail cars and accessible via a ramp from the lower part of the platform) at all existing and planned San Joaquins stations.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. [In partnership with the SJJPA, SJRRC and Caltrans pursued and received \\$120 million in state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. In partnership with the SJRRC, SJJPA is pursuing state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. The environmental and detailed design are being funded through ITIP funds. The environmental impact report \(EIR\) is expected to be completed by the end of FY 2020/21.](#)

Increasing Operating Speeds: Increasing the operating speed of the San Joaquins in key locations could reduce travel times, and improve reliability (i.e. on-time performance) in the San Joaquins Corridor. It could also help eliminate a costly crew change in Merced due to running times between Bakersfield and the Bay Area being just over six hours. In coordination with BNSF, UPRR, and Caltrans, SJJPA will work to identify locations along the San Joaquins Corridor where key track improvements (such as curve realignments) could increase speeds, potentially to 90 mph in certain locations. Any increase in speeds, especially if as high as 90 mph, should be balanced against the need for increased costs in maintenance of the tracks.

Cal PIDs Replacement/Upgrade: The Passenger Information Display System for California’s Intercity Rail Services – or Cal PIDS – is the network of digital information signs present at all station platforms. The current generation of digital signs that make up Cal PIDS have limited capabilities and are reaching end of their useful lifespan. This project, in partnership with CCJPA, will upgrade the entire Cal PIDS system, including the replacement and upgrade of all platform digital signs and back office systems that support them.

Safety Improvement Projects (Lighting, Security Cameras, Fencing, At-Grade Crossing Improvements, Grade Separations, Wayside Horns, and Quiet Zones): SJJPA currently is conducting comprehensive station area assessments for safety. Related projects being pursued include improving lighting and security camera infrastructure at both stations and platforms, walkways, parking lots, and other station improvements. Another high priority for SJJPA is to discourage trespassing along the corridor by installing fencing in high-incident areas.

Accidents between intercity passenger rail services and vehicles predominately occur where the railroad track and a road cross at the same level. These are called “at-grade” crossings. There are hundreds of at-grade crossings along the San Joaquins Route. SJJPA will continue to work with BNSF, UPRR, CCJPA (where the route is shared), and Caltrans to develop a plan and prioritization for at-grade crossing improvements. This will include an inventory of all previous at-grade crossing incidents along the route, potential improvements, and the identification of key crossings which should be prioritized for future grade separation. Grade crossing improvements will increase safety and will also improve the performance of the San Joaquins and freight operations.

Two approaches to ensuring at-grade crossing safety while also reducing community impacts are the use of Wayside Horns and the development of Quiet Zones. Wayside Horns are mounted on poles at an at-grade crossing and emit a sound which is directed at approaching motorists, pedestrians, and bicycles on the roadway. Where these are deployed, they eliminate the need for trains to use their horns through at-grade crossings. It is estimated that the area of noise impact is about 10% of the area compared to a train mounted horn. Wayside horns have already been successfully deployed on the San Joaquins alignment in the City of Escalon (at four at-grade crossings). The deployment of Wayside horns at other locations along the San Joaquins Route will be evaluated as a way of reducing community impacts from both the San Joaquins and freight operations.

An alternative to wayside horns are quiet zones, where horns are silenced by establishing a “New Quiet Zone.” To accomplish this, the jurisdiction with authority of the grade crossing initiates a quiet zone establishment process following the procedures listed in 49 CFR Part 222. One method of establishing a Quiet Zone is to install Supplemental Safety Measures (SSMs) which are physical devices that improve crossing safety. Types of physical improvements that may be implemented to establish a quiet zone include signage, raised medians or median channelization, and/or quad gates. SJJPA will work with jurisdictions that are seeking to establish a quiet zone along the San Joaquins Corridor.

Grade separations at busy crossings are also effective in increasing safety. Given the high cost, these projects require a large effort. SJJPA will work with local jurisdictions to determine any locations that are candidates for a grade separations and to look for funding sources.

Table 5.2

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Temporary Layover Facility - Fresno	\$1.7	\$1.7	Cal OES	SJJPA	Completed
Modesto Station Parking Lot	\$0.4	\$0.4	LTF	City of Modesto	Construction
Turlock-Denair Station Parking Lot	\$0.29	\$0.29	Minor Cap/Cal OES	Stanislaus Co.	Completed
Stockton (Cabral) Station Parking Lot	\$1.3	\$1.3	CMAQ	SJJPA/SJRRRC	Construction
Station Enhancements - Antioch	\$0.3	\$0.3	Cal OES	SJJPA/City	Completed
Station Enhancements - Security Cameras	\$1.5	\$1.5	Minor Cap/Cal OES	SJJPA	Construction
Station Enhancements - Other*	\$2.3	\$2.3	Minor Cap/Cal OES	SJJPA	Construction

8th and 9th Daily Round-Trips					
Track Improvements - UPRR Sac. Sub	\$149.1	\$149.1	TIRCP	SJJPA/UPRR	Planning/Env.
Track Improvements - BNSF Stock. Sub	\$20.0	\$20.0	TIRCP	SJJPA/BNSF	Design
New Stations (Lodi, Elk Grove, 4 in Sac.)	\$111.5	\$111.5	TIRCP	SJJPA	Planning/Env.
Track Extension (RMF to Cabral Station)	\$23.7	\$23.7	Prop 1A/CMAQ/Other	SJRRC/UPRR	Planning/Env.
New Rolling Stock	\$87.6	\$68.0	TIRCP	SJJPA	Planning/Env.
Merced-LeGrand Double Tracking (Seg. 2)	\$23.2	\$23.2	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 3)	\$20.5	\$20.5	ITIP	Caltrans/BNSF	Construction
Stockton-Escalon Double Tracking (Seg. 4)	\$23.0	\$23.0	ITIP	Caltrans/BNSF	Construction
Layover Facility - Natomas	\$17.7	\$17.7	TIRCP	SJJPA	Planning/Env.
Merced Station Double Platform/Trackwork	\$10.3	\$10.3	ITIP	Caltrans/BNSF	Design/Const.
Modesto and Turlock-Denair Double Platforms	\$20.0	\$20.0	ITIP	Caltrans/BNSF	Planning
Capital Access Fees	TBD		TIRCP/SRA	SJJPA	Planning
Other Station Projects					
Wasco Station Reconstruction	TBD		CHSRA Funds	CHSRA	Design
Madera Station Relocation/Expansion	\$26.7	\$26.7	TIRCP	SJJPA	Planning/Env.
New Oakley Station	\$8.6	\$8.6	TIRCP	SJJPA	Design/Const.
Allensworth Accesssibility Accessibility Improvements	\$0.3	\$0.3	Cost Savings	SJJPA	Planning
Turlock-Denair Station Bus Loop	TBD		TBD	SJJPA/Stan Co.	Planning
New Parking Lots	TBD		Cost Savings/SRA	SJJPA	Planning
Station Enhancements - Other**	\$0.1	\$0.1	Minor Cap/Cal OES	SJJPA	Planning
Corridor and Other Projects					
Stockton Wye	\$8.7	\$8.7	SRA	UPRR	Design/Const.
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	ITIP	Caltrans/SJJPA	Design
Increasing Operating Speeds (e.g. 90 mph)	TBD		TBD	SJJPA/BNSF	Planning
Cal PIDS Replacement/Upgrade	\$0.9	\$0.9	Cost Savings/SRA	SJJPA/CCJPA	Planning
Stockton Diamond Grade Separation	\$237.0	\$234.7.0	TCEP/BUILD /ITIP/SB 132	SJRRC/SJJPA/UP/ BNSF	Planning
Stockton Rail Maintenance Facility Expansion	\$15.0	\$15.0	ITIP	SJRRC/SJJPA	Design
Safety Improvements*** Merced Intermodal Track Connector (MITC)	TBD \$150.0		TBD	SJJPA/CCJPA	Planning

Source: Caltrans Division of Rail and Mass Transportation and SJJPA, 2020.

Notes

*Consists of a variety of station improvements that include lighting, signage, landscaping, repairs, and other projects

** Consists of non-Short-Term Service station improvements that include lighting, signage, landscaping, repairs, and other projects

*** ~~Safety improvements could include upgrades to lighting, security cameras, fencing, and at-grade crossings, as well as grade separation projects~~

Longer-Term Capital Improvements

SJJPA is developing a comprehensive program of improvements to increase the frequency of trains beyond the 8th and 9th Daily Round-Trips, reduce travel time, increase ridership, and improve service reliability of the San Joaquins. Longer-term improvements are identified below. The development of these projects will require further review by SJJPA and is subject to approval from the State, Union Pacific, BNSF, local and regional agencies, and other interested parties.

Hourly Service (Sacramento and Merced)

SJJPA aims to continue to increase service between Sacramento and Merced until hourly frequencies are achieved. This purpose of this increase in frequency is twofold: 1) accommodate increasing demand for business travel and leisure day trips; and 2) provide a connection from Sacramento and Northern San Joaquin Valley to the high-speed rail system at the Merced Station. While improvements being planned as part of the 8th and 9th Daily Round-Trips will go a long way

toward preparing the corridor for the future, it is likely additional capacity and other projects will be needed to reach hourly service, especially in the Stockton area and southward toward Merced.

Elements of achieving hourly service will include: increasing the capacity of Robert J. Cabral Station in downtown Stockton, constructing the grade separation of the Stockton Diamond (i.e. the intersection of UPRR Fresno Subdivision and the BNSF Stockton Subdivision), double-tracking projects work as necessary, the MITC Project to enable the multi-modal connection with the Merced-Bakersfield HSR Interim Operating Segment, construction of a new maintenance facility, and the procurement of additional rolling stock. The full extent of improvements required to reach hourly service are still being determined. Additionally, optimization of both scheduling and equipment has the potential to reduce the need for physical infrastructure. When optimization studies currently underway at Caltrans and CCJPA are completed, SJJPA will re-evaluate the need for some of the mentioned infrastructure projects. In addition to optimization, capital access fees are being considered as another approach to constructing infrastructure directly.

Corridor Capacity Enhancements (Stockton – Oakland)

Additional track improvements between Stockton and Oakland would improve the reliability of existing service as well as possibly allow for an increase in the number of daily round-trips from the five that operate today. Caltrans has previously identified a variety of improvements between Oakley and Port Chicago that SJJPA is considering. Additionally, significant investment would be required between Port Chicago and Oakland for improvements to allow additional trains to reach all the way to Oakland (from Martinez) for either the San Joaquins or Capitol Corridor. Additional specific projects still need to be identified to understand the full extent of the improvements needed. SJJPA will work with Caltrans, CCJPA, BNSF, and UPRR to determine the needs that remain beyond the current projects identified.

Longer-Term Projects (Under Development)

In addition to extension of service along the Sacramento Subdivision, SJJPA is investigating additional extensions. SJJPA is currently examining scenarios that could lead to service north of Sacramento. The 2013 State Rail Plan identifies a “San Joaquin Extension to Redding” as a potential expansion of the San Joaquins, and SJJPA is examining this possibility. As first steps, extensions to Yuba City/Marysville and Oroville are under consideration [\(which could be implemented as a “mid-term” project\)](#). Another extension of the San Joaquins SJJPA is studying is from the current terminus at Oakland Station to the Oakland Coliseum/BART Station (currently served by Capitol Corridor trains). Extending the service just five additional miles to this station would provide another direct link between the San Joaquins and BART, as well as new connections to the Coliseum complex and the Oakland Airport via the BART to OAK Automated Guideway Transit service (formerly called the Oakland Airport Connector). SJJPA also will continue to explore the longer-term possibility of having some San Joaquins in the future utilize the Altamont Corridor to bring San Joaquins to additional Bay Area markets.

Another project under consideration is to consolidate Stockton’s two rail stations at Cabral Station, which would enable Stockton to be served by a single station, providing a safer environment for passengers, more secure parking, a direct connection to Sacramento —~~Fresno/Bakersfield~~[San Joaquin Valley San Joaquins](#) trains, ACE commuter trains, and promote transit-oriented development. An alternative being investigated for Stockton is relocating the “San Joaquins Street” station to a location in the vicinity/east of the Stockton Diamond Grade Separation Project. This alternative would enable this relocated station to provide direct service to both the Bay Area and to Sacramento.

6. PERFORMANCE STANDARDS AND ACTION PLAN

Pursuant to AB 1779, the Secretary of CalSTA submitted a set of uniform performance standards on June 30, 2014 for all state-supported intercity passenger rail corridors. These standards require the administrators and operators of these intercity services to control cost and improve efficiency. SJJPA adopted the CalSTA performance standards on September 27, 2014.

CalSTA identified three uniform performance standards measures to be used for the State supported intercity passenger rail services: usage, cost efficiency, and service quality.

Usage – measured by passenger miles and ridership.

Cost Efficiency – measured by farebox recovery and total operating cost per passenger mile.

Service Quality – measured by endpoint on-time performance, all-station on-time performance, and operator responsible delays per 10,000 train miles.

In support of the State’s performance standards, SJJPA has developed measures to continuously monitor the financial, operational, and ridership performance, as well as outreach effectiveness of the San Joaquins. Additionally, SJJPA already has and will continue to develop strategies to maintain successful performance of the San Joaquins.

In addition to the CalSTA performance standards, SJJPA has focused on the environmental impact of the San Joaquins and its role in helping to create a more sustainable California. Increases in San Joaquins ridership benefit the environment by reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development. It is estimated that in FY 2016, San Joaquins passengers (including those on Thruway Buses) traveled over 240 million passenger miles, resulting in a significant net reduction in CO2 emissions. Additionally, SJJPA is pursuing use of renewable diesel fuel in all locomotives and buses, which will further reduce emissions, along with the planned 8th and 9th Daily Round-Trips and other proposed service increases.

FY 2021/22 and 2022/23 Action Plan

For FY 2021/22 and FY 2022/23, SJJPA will continuously develop action plans with service criteria and objectives to increase ridership, control costs, improve quality, increase the benefits of the San Joaquins Corridor, and better integrate all corridor public transit systems with the San Joaquins (including dedicated Thruway Bus services). Each action will be part of SJJPA’s overall management of the San Joaquins as a transportation product in a highly competitive travel market. The following is a list of areas to be covered:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Plan to reinvest these savings to improve service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels once the pandemic is over, ridership potential has returned, and funding is available.
- In coordination with CalSTA, Caltrans, Amtrak, BNSF and UPRR develop and deploy a revised schedule for Spring 2020 that builds upon the Spring 2019 slotted schedule and reduces the Bakersfield to Northern California travel time to under six hours.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, Interim Service operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR Interim Service Operating Segment.
- Apply for state (TCEP and Congested Corridors) and federal (INFRA, and BUILD) funding to implement the Stockton Diamond Grade Separation Project, and complete the environmental and design work for this key project.

- Work with the state to identify funding and then lead the environmental and detailed design work for the MITC Project.
- ~~Complete “South of Merced” Network Integration studies.~~
- ~~Coordinate with SJRRC’s Ceres to Merced environmental review process regarding the planning and environmental clearance for a layover and maintenance facility in Merced for ACE and San Joaquins services.~~
- Support the California Integrated Ticketing Program (CallTP) efforts and the early deployment of a pilot program that would include California’s intercity and commuter rail services.
- Implement Valley Rail improvements needed for the planned 8th and 9th Daily Round-Trips in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR Interim Service.
- Contribute to the ongoing fleet analysis being conducted by Caltrans, which is examining ways to maximize deployment and scheduling efficiencies along the San Joaquins and Capitol Corridors, allowing for increased capacity for rail service and more efficient utilization of equipment.
- Participate in the Statewide Working Group Fleet Management focus group that will address issues such as the retirement of the Comet Cars from regular service and the deployment of the new Siemens rolling stock (including any additional infrastructure needed associated with the new equipment).
- ~~Contribute to the Service Optimization Study, which is currently under development by CCJPA. The Study is an effort to identify solutions to optimize ridership and revenue and coordinate service transfers for the Northern California passenger rail system (including the Capitols, San Joaquins, ACE and Caltrain).~~
- Develop SJJPA policy for service standards for extensions, new station stops, train running times, station design criteria, etc.
- Continue SJJPA’s Marketing and Outreach efforts.
- Develop the FY 2022~~1~~ SJJPA Business Plan Update for FY 202~~2~~~~1~~/~~2~~~~3~~ and FY 202~~3~~~~2~~/~~2~~~~4~~.
- Continue to participate in California’s Network Integration Strategic Service Planning (NISSP) process.
- Continue daily performance reporting.
- Continue to coordinate with UPRR, BNSF, and Amtrak on schedule and train performance.
- Conduct market research to solicit feedback from passengers and potential riders to understand existing ridership markets and to identify emerging markets.
- Monitor and report on the status of Business Plan commitments.
- Continue to refine SJJPA’s Capital Improvement Program.
- Work to improve coordination of fares and service schedules with connecting transit systems.
- Continue to evaluate measures to improve train and Thruway Bus performance, including modifications to existing service routes and taking on the procurement and management of Thruway Bus contracts.
- ~~Work with Amtrak to create a set of monthly data reports for the Thruway Bus network, including easy to understand origin/destination data, bus stop utilization, and route capacity.~~
- ~~Work with Amtrak to generate origin/destinations data by regions rather than just station pairs for both train and Thruway Bus trips.~~
- Expand efforts to monitor Thruway Bus performance.
- Continue to work to improve areas surrounding Thruway Bus stops.

- Implement a pilot program for an additional Thruway Bus route to serve the travel market between the Southern San Joaquin Valley (Merced) and Silicon Valley (San Jose) with stops at Los Banos and Gilroy.
- Continue to explore new partnerships with public or private bus operators and implement the provisions of SB 742 with the goal of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- ~~Continue analysis on operational impacts and ridership potential of the Kern County stakeholder proposal for express train service between Bakersfield and Sacramento for consideration, as part of the Spring 2020 San Joaquins schedule.~~
- Identify future infrastructure (track, signal, and bridge) and facility projects to support increased service levels and extensions and improve performance of service.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and pursue a Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.
- Implement a transit transfer program for San Joaquins passengers if funding permits.
- Pursue improved connectivity through partnerships with bike sharing, carsharing, ridesharing, ferry, and transportation network services, as well as increasing availability of car rental services where appropriate.
- Identify locations for electric car charging stations at San Joaquins stations.
- Increase bike parking and storage (i.e. lockers) capacity at stations, as well as ensuring enough bicycle racks are available onboard trains to meet demand.
- Explore implementing a business class section and/or “Quiet Car” on trains.
- Work with Amtrak to increase performance tracking through detailed monthly reports on ticketing (including e-Ticketing), delays, and food service.
- Work with UPRR, BNSF, Amtrak, and State to grow ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements.
- Continue planning and environmental work related to additional service to Sacramento in coordination with BNSF, UPRR, CHSRA, CalSTA, and the Central Valley Rail Working Group.
- Continue working with Amtrak, CCJPA, LOSSAN, and Caltrans on identifying additional standards for equipment reliability and availability, maintenance of minimum trainset capacity, service performance, and crew size.
- Work with Amtrak, CCJPA, Caltrans, UPRR, and BNSF on identifying variables that effect on-time performance.
- Coordinate with Caltrans and Amtrak to identify and implement equipment modifications to increase reliability, improve passenger amenities, and improve service.
- Coordinate with Caltrans and the Statewide Intercity Passenger Rail Working Group to identify rolling stock needed for increased service levels.
- Coordinate with the California Freight Advisory Committee and provide input on the implementation of the California Freight Mobility Plan and the California Sustainable Freight Action Plan.
- Develop and work to establish a program to provide subsidies for residents of disadvantaged communities within the San Joaquins Corridor who cannot afford the regular fares.

- ~~Work with Amtrak, BNSF, and UPRR to reduce run times between Bakersfield and Northern California to under six hours with the goal of avoiding the need for crew changes as part of the Spring 2020 schedule.~~
- Continue to work with CHSRA, Amtrak, the City and County of Madera, and CalSTA to relocate the Amtrak Madera station at Avenue 12 that would provide a seamless connection between the San Joaquins and future high-speed rail service, as well as improved access over the existing Madera Amtrak Station.
- Establish Redding – Sacramento as an “Emerging Corridor” for an extension of the San Joaquins to be eligible for potential state capital funding for emerging corridors, [and get this corridor included in the 2022 State Rail Plan at least as far north as Butte County.](#)
- Work with Butte CAG to study the extension of [San Joaquins services](#)~~the Valley Rail Program~~ north to Butte County.
- Explore applying for and utilizing Strategic Growth Council (SGC) grants to improve San Joaquins stations located in disadvantaged communities [including a station area development grant for the Relocated Madera Station.](#)
- Enact strategies to improve café car cost efficiency.

7. ESTABLISHMENT OF FARES

SJJPA will work with Caltrans and Amtrak to develop fares ensuring the service is attractive and competitive with other modes of transportation along the corridor. Available ticket types on the San Joaquins are: one-way, round-trip, 10-ride tickets, and monthly passes. The multi-ride tickets, and tickets purchased by seniors, students, veterans, military personnel, the disabled, and children under the age of 15 are sold at a discounted rate. Additionally, Amtrak provides reduced fares for groups of more than 15 people. A "Friends and Family" discount program has been established for the San Joaquins, enabling small groups of 2 to 6 passengers to travel for less every day of the week with the exception of a few black-out dates during peak travel periods. Passengers that buy one full-fare ticket save 50% on up to five companion fares with the Friends and Family discount. As of May 1, 2017, 10-ride tickets are valid for 60 days from the first use.

The current fare policy for the San Joaquins is reserved ticketing with no revenue management. The reserved ticketing policy requires a passenger(s) to purchase a ticket(s) for a specific train/thruway bus for a specific date of travel. Reserved ticketing helps operations better control the inventory of available seats to prevent standing conditions, especially during high traffic periods. The San Joaquins have a single, "one-bucket" fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance based methodology with a descending per mile rate as the length of the trip increases. A 5% overbooking policy is in place to ensure no undue sold-out situations occur on short segments of the corridor. Reserved ticketing alerts ticket purchasers of "at-capacity" trains to help encourage them to purchase tickets for a less impacted train or another date.

SJJPA will look into other opportunities to increase fare revenue, including but not limited to:

- Explore smart-card fare collection technology or other current best-fit technology provided it can be incorporated into the Amtrak ticketing structure;
- Continue and expand the transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services;
- Increase public awareness of the Service to increase ridership and revenue;
- Encourage new riders by promoting discounts for group travel and families; and
- Explore establishing a program to subsidize tickets for residents within disadvantaged communities along the San Joaquins Corridor who cannot afford to pay regular San Joaquins fares.

The California Integrated Travel Program, in coordination with the California State Transportation Agency (CalSTA), will be entering a Minimum Viable Project (MVP) phase which is intended during the Fiscal Year to introduce new ticketing options to the public. SJJPA is presently developing the nature of the MVP and will engage with the public as to the nature of the ticketing change.

Under the Cal-ITP process, SJJPA, along with CCJPA staff, are positioned to re-cast the fare and ticketing system in an effort to simplify connections to other transportation services, reduce the costs of fare collection, and greatly simplify travel for customer. The process for this change will emerge over the period of this Business Plan and will require the development of internal capacity for SJJPA to manage revenue and customer service, much of which is handled by Amtrak at present. SJJPA will work closely with Cal-STA and Caltrans DRMT leadership to ensure that the proper staffing resources are in place to shift and then grow into a new fare and ticketing system that delivers on the objectives described.

Amtrak-Tariff Changes

~~On November 8, 2017, SJJPA was notified that Amtrak was changing its "Tariff Policy" to adjust the nationwide senior, disabled, child, and student discounts, as well as changes to its cancellation policy. Below is a summary of changes:~~

- ~~• Senior Discount Reduced from 15% to 10%, while applicable age increased from 62+ to 65+;~~
- ~~• Disabled Discount reduced from 15% to 10%;~~

- Reduce Child Discount being applied to 2 children for 1 adult to 1 child per adult; and
- Discontinue nationwide Student Discount.

Subsequent to the above changes in the tariff policy, SJJPA was later notified by Amtrak of changes to other discounts and its reservation cancellation/change policy. These policy changes increase cancellation and change fees for both Saver and Value Fares. Additionally, Amtrak has cancelled its AAA discount and will cancel the Veterans Advantage discount shortly. These changes were made without consultation with SJJPA or other Amtrak state partners.

In response to these changes, Amtrak provided SJJPA with a summary of projected ridership and revenue impacts on the San Joaquins for the Student, AAA, and Senior Discount changes. Ridership is projected to decrease by 10,295 while revenue is projected to increase \$116,573.

The changes above do not align with SJJPA's marketing or fares strategy. To retain some of these discounts, SJJPA, CCJPA, and LOSSAN JPA partnered together to create the "California Everyday Discount" program. As a part of this program, the California JPAs retained the senior, disabled, veteran and student discounts. By partnering together, the JPAs ensure that riders within California interact with a united marketing message from all three corridors. The discount usage methodology has changed from a drop down list to a promo code which may become a barrier to usage, but the JPAs are working together to educate passengers.

8. SERVICE AMENITIES AND FOOD SERVICE

The San Joaquins boasts many great amenities that are integral to the attraction of riders and are key marketable features of the service. These features add value to the customer experience. SJJPA is working with Caltrans, Amtrak, and the other JPAs to improve amenities and add additional services. The San Joaquins also provides a food and beverage service for passengers.

Service Amenities

All coaches in the Northern California Fleet have Wi-Fi service. This service is free to the customer and permits e-mail and webpage viewing. ~~Amtrak's Wi-Fi service prohibits streaming services which would utilize large amounts of bandwidth. In FY 2016/17, SJJPA in partnership with Amtrak, launched AmtrakConnect onboard the San Joaquins. AmtrakConnect is a mini-site tailored to San Joaquins passengers that is automatically launched when users join the onboard Wi-Fi network. This platform is used to inform passengers of the train status, offer helpful information regarding their destination station, present information about discounts, and as a promotional tool for strategic marketing partnerships within the corridor. AmtrakConnect is continuing to be updated and expanded to improve the customer experience and offer more helpful information.~~

~~In FY 2017/18, Amtrak informed SJJPA that it had planned changes to its Wi-Fi program, which resulted in cancellation of Wi-Fi service support and maintenance. In response, SJJPA worked with Caltrans, CCJPA, and LOSSAN JPA to ensure passengers do not experience a disruption in service and CCJPA and its contractors have taken responsibility for future management of the Wi-Fi service in coordination with SJJPA and Caltrans. A Wi-Fi system upgrade will be was performed by CCJPA and its contractors in FY 20/21 providing improved Wi-Fi service to San Joaquins passengers. The upgrade includes an online portal which features entertainment options like e-books and opportunities for SJJPA partners to promote their destinations and businesses.~~

Bi-level coaches have bicycle storage units that hold three bicycles on the lower level of the car. In addition, 14 first generation California Cab Cars (8300-series) have undergone a retrofit to hold 13 bicycles as opposed to 7 bicycles. The five Surfliner Cab Cars (6000-series) have storage space for up to 13 bicycles in the lower baggage area. Comet Car coaches have no bicycle storage. For the Comet Car trainsets, there are 4 bicycle storage units in the "Cabbage" car which also is used for baggage. It is important to note that on the Comet Car trainsets, bicycles are only accommodated at staffed stations. The Siemens Venture cars hold 3 bicycles per train car in a convertible luggage storage rack.

~~Both the bi-level, and Comet, and Venture coaches feature comfortable seating. Seating arrangements offer passengers a traveling experience without a middle seat with ample leg room. Power plug access is available at each seat and can power and charge passengers' various electronic devices. Drop-down trays for holding food, laptops, or other items are also provided. Each coach car features areas where four seats are arranged with a work table. The overall seating arrangements offers a relaxed customer experience. Additionally, the San Joaquins feature overhead luggage racks and a no baggage fee policy for two checked bags and two carry-on bags within specified dimension and weight requirements.~~

Food and Beverage Services

Each San Joaquins train has a café car which offers food and beverage service throughout most of the end-to-end trip. SJJPA and CCJPA share the Oakland Amtrak Commissary where product is warehoused and ordered to be loaded onto the trainsets. Due to the co-location of the commissary, SJJPA and CJJPA share in the responsibility of providing oversight and direction for the café car program which is generally consistent across trainsets for both corridors.

Due to the COVID-19 pandemic onboard food service was suspended to limit employees and passengers exchanging items and movement about the train. Additionally, Amtrak Long Distance Emergency Snack Packs and bottled water are

being provided at no cost to passengers. As the pandemic period has continues, SJJPA has sourced local products to upgrade the Amtrak Long Distance Emergency Snack Packs. The new locally sourced snack box will provide a more robust snack for passengers and provide an opportunity to promote California grown products. The new snack box will continue to be provided free of charge. SJJPA is also considering giving away the snack boxes on the longer distance Thruway Bus routes.

~~A wide variety of entrees, snacks, and beverages are available. SJJPA is evaluating the existing food and beverage service to provide~~ After the return to normal service operations, SJJPA anticipates resuming cafe service onboard the bi-level trainsets and continuing snack pack program on the Siemens Venture car sets. SJJPA is-will continue to evaluate~~ing the existing food and beverage service to provide~~ high quality options in the most efficient and cost-effective manner.

Topics being evaluated include: menu; inventory and storage; increasing the capacity and usefulness of the space in the cars; patron flow; signage and information; securing and accounting for stock and materials; restocking logistics; and hours of operation. SJJPA has reduced the number of items on the menu to ease loading, reduce cost, provide a simpler customer experience, open storage space for limited-time specialty items, and make it easier to promote items on the menu. In addition to these efforts, SJJPA is considering café car changes to underperforming trainsets including the removal of the café car ~~or utilization of lower cost cart service as well as vending cars~~. While evaluating changes to the current partnership with Amtrak to increase the cost recovery of the café, SJJPA is evaluating the use of a third-party vendor to provide this service. Third-party vendors are utilized on other Amtrak operated corridors with significant success in cost recovery efforts with the added benefits of simplified operations and reporting of performance. The Siemens Venture cars are not being outfitted with a traditional café galley car but furnished with vending cars. SJJPA is working with Caltrans to identify viable vending services that retain much of the current product mix while offering it at a reduced cost. The vending service is being explored as an extension of the modern, fresh aesthetic of the Ventures cars.

SJJPA is actively increasing the sale of and promotional opportunities for products grown or produced in the San Joaquins Corridor. The San Joaquins offers a very unique opportunity to highlight and promote food and beverage products from the San Joaquins Corridor and can help market the service and the corridor. SJJPA is continuing to work with Amtrak and CCJPA to explore providing more locally-sourced food and beverage products in the most cost-effective way on an ongoing basis. Current local offerings include: craft beer, coffee, hot dogs, and San Joaquin Valley nuts.

9. MARKETING AND OUTREACH

The San Joaquins serve markets from Bakersfield to Sacramento via the San Joaquin Valley and branch off from Stockton through the East Bay Area to Oakland. The San Joaquins are unique in the State and Nation, with a vast network of Thruway Bus services that provide convenient connections between northern and southern California. Between the trains and connecting buses, the San Joaquins provide easy access to many of California's popular destinations, including: cultural attractions; museums; universities; amusement parks; entertainment and music venues; national, state, regional, and local parks; state and county fairs and festivals; seasonal cuisine and artisan foods; the State Capitol; and major population centers.

SJJPA staff has developed and continues to implement the SJJPA Marketing and Outreach Plan, which focuses on a combination of advertising, social media, and grassroots strategies. It is the combination of strategies and channels that provide greater coverage and focus to the Marketing and Outreach Plan, providing SJJPA the best opportunity to reach community stakeholders and passengers.

The marketing and outreach efforts have resulted in corridor-wide support from stakeholders for Intercity Passenger Rail. Many corridor stakeholders and stakeholder groups have submitted grant application support letters and have attended SJJPA Board of Directors meetings to support ~~planning efforts for Morning Express Service~~ the current service and future service expansion. In addition, many stakeholder groups have taken group trips on the San Joaquins to experience the service and promote its use on social media. Stakeholder individuals that utilize the service are continuing to participate in SJJPA's 'Look Who's Riding' social media campaign, which shares photos and testimonials from corridor stakeholders.

COVID-19 Communications

SJJPA service planning actions and initiatives for the San Joaquins in advance of FY19/20 included the service returning to 7 full-corridor roundtrips under the "Slotted Scheduled" in May of 2019. This service adjustment was planned to maximize ridership opportunity by reestablishing connections in Southern California, improving On-Time Performance (OTP), and adjustments to thruway routes to provide more convenient connections. SJJPA initialized a focused marketing campaign to educate, promote, and attract current, past, and potential riders on the existence of the new schedule and its benefits. With the previous "Morning Express Schedule" resulting in loss of riders, the marketing campaign was planned for an extended period of time, as the length and diversity of the San Joaquins train and Thruway Bus service with the infrequency of repeat passenger trips requires ample time, spend, and creativity for the messaging to penetrate the market.

Through the first five months of FY19/20, the San Joaquins performed inconsistently in ridership and revenue. As the marketing messages and new schedule with a slight optimization in October 2019 began to reach passengers, the San Joaquins began a positive three-month ridership and revenue trend. This trend was interrupted by the onset of impacts from the novel coronavirus (COVID-19). In March 2020, the San Joaquins posted a -48.67% reduction in ridership with a split month of COVID-19 impacts.

SJJPA staff coordinated with Caltrans, CalSTA, Amtrak, and the other JPAs to respond to the drastic effects of the pandemic by reducing service, implementing safety protocols, and monitoring the situation for further adjustments.

SJJPA worked with Amtrak to ensure that proper health and safety protocols were in place and proper communication was performed to current and future travelers. A summary of the "Health and Safety Response" is as follows:

Stations:

- **Disinfection** – Disinfection wipe downs are being performed multiple times a day on all high touch surfaces including but not limited to: counters, doors, seats, ticket windows, electronic ticket kiosks, and vending machines.
- **Signage** – Social Distancing and other related health notices are posted throughout the station area for stations that are open.

- Employee and Passenger Protection – All Amtrak Employees are wearing masks even when behind the ticket window. Visitors to stations are required to wear masks.
 - Hand Sanitizer – Hand sanitizer is available in the station for passengers.
 - No Cash – Cash is not currently accepted to limit exchange of items from passengers to employees and vice versa.
-

Onboard:

- Disinfection – Trains are misted with medical grade disinfectant on all seats and surfaces. All hard surfaces are wiped down.
 - Signage – Social Distancing and other related health notices are posted through the train.
 - Employee and Passenger Protection – Conductors and other onboard staff are wearing masks. Passengers are required to wear masks.
 - Suspension of Café Service – Café Service is suspended to limit passenger movement and food handling.
 - Contactless Ticket Lifting – Amtrak’s ticketing system does require conductors to touch passenger tickets.
 - Hand Sanitizer – Hand sanitizer is available onboard for passengers.
-

During the COVID-19 pandemic, it is an essential function of SJJPA to strategize, create, and implement several different marketing and communication plans to properly educate stakeholders and passengers on the operations of the San Joaquins and the health and safety response. The marketing and communications plans help to inform stakeholders of the steps taken within the corridor to ensure compliance with health orders, inform essential travelers of the health and safety policies and grows trust in the market for future travelers of the service.

SJJPA’s marketing and communication strategy includes, but is not limited to the following tactics: email communication, social media, advertising, station signage, and targeted stakeholder communication documents. All of these strategies work together to effectively disseminate essential response messaging. The precise strategies and examples of creative are included in the proceeding chapters of this report.

Increase in Marketing Funds

SJJPA is requesting an increase in the yearly allocation from \$1,000,000 to \$1,500,000 to better facilitate marketing and advertising to the entirety of the San Joaquins Corridor. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers live in the Bay Area and 9.4% of live in the Los Angeles Region. This amounts to over 20% of San Joaquins passengers living in high cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three California Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as McKinleyville and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The increase in budget will allow SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors.

Grassroots Outreach Strategies

SJJPA contracts with qualified Outreach Teams to engage in several activities to reach corridor communities and stakeholders including: engaging stakeholders, working with the media, facilitating group trips, tabling at large local events, and presenting to community groups. Previous efforts in this area have resulted in pathways for communicating

[COVID-19 service changes and safety practices. SJJPA has adjusted its approach to grassroots to reflect the COVID-19 environment and plan to return to the strategies below when it is safe to do so.](#)

Engaging Stakeholders

Local, committed stakeholders are vital to promote the service, improve local presence, and activate communities to ride the train. Stakeholder education meetings and presentations are key components to the grassroots marketing efforts.

Stakeholder group outreach is a key component of both the Outreach Team contracts as well as a staff priority. There are several key groups, chambers, partnerships, agencies, universities, and organizations within the corridor that are an essential component of awareness and messaging multiplication. SJJPA is also expanding outreach to include other stakeholder groups throughout corridor, including bicycle coalitions, university Alumni Associations, League of California Cities, and California State Association of Counties.

Each Outreach Team is leveraging its contacts and SJJPA contacts, while also placing and emphasis on new stakeholder acquisition, to schedule formal meetings that serve to education stakeholders about the San Joaquins Service. A key component to Stakeholder Development is to create a reliable database of contacts to inform about service updates, call upon for help, and utilize to increase the SJJPA message throughout the corridor.

SJJPA staff also coordinates and hosts regular meetings of the San Joaquin Valley Rail Committee (SJVRC). The SJVRC is a technical advisory committee composed of a diverse group of rail advocates from various backgrounds and affiliations. Committee members represent all the counties through which the San Joaquins operate, as well as Thruway Bus regions including Los Angeles, San Francisco, and Northern California. SJVRC members provide critical feedback to SJJPA staff on how to improve the San Joaquins from the perspective of ordinary citizens.

Working with the Media

The media is an important aspect of any marketing plan. The localized Outreach Teams assist with media relations, utilizing their established relationships with local and regional media. The Outreach Teams help to schedule interviews, facilitate press conferences, and ensure that SJJPA press releases and media advisories are successfully delivered.

Facilitating Group Trips

In partnership with the community groups, agencies, organizations, school groups, businesses, and other stakeholders, Outreach Teams are facilitating group trips on the San Joaquins. They assist with building itineraries, navigating ticket purchases, offering safety information, and other supporting activity necessary to accomplish the group trip.

Getting groups on the train helps cultivate community ambassadors by offering firsthand experience of the service. Outreach Teams' efforts in this area ensure that engaged parties do not just hear a presentation but ride the service, helping them get over the hurdle of the 'first ride' and using this as an opportunity to engage their constituents through testimonials via social media and other means.

Tabling at Local Events

A key grassroots initiative for SJJPA is to meet current and potential riders in their communities. To this end, SJJPA Outreach Teams are tabling at local community events in the corridor to hand out service information, educate potential riders on the service, promote discounts, provide train safety information, and listen to the community's feedback on the service. Event tabling is an important strategy for reaching Hispanic and disadvantaged communities, allowing Outreach Teams to meet these communities in their contexts with materials adapted to their language. Additionally, Outreach Teams employ or contract bi-lingual service ambassadors for SJJPA.

Presenting to Community Groups

Service education and awareness is an important grassroots marketing principle. To educate corridor communities and stakeholders, Outreach Teams frequently give presentations to community groups, organizations, school groups, businesses, and others to grow awareness of the service and cultivate community ambassadors.

Advertising

In addition to the grassroots efforts, SJJPA is engaging in targeted advertising campaigns through both digital and traditional advertising channels. The advertising program utilizes a multi-touch methodology by which multiple mediums are employed to reach a broad base of current and potential riders with opportunity for the targets to see the advertising multiple times. Digital advertising types being utilized include: display networks, digital radio, social media, and pre-roll video advertising. Traditional advertising types being utilized include: television, radio, print, billboards, and theatre screen advertising. Advertising is being deployed primarily in English and Spanish with other languages being adapted on a targeted basis.

SJJPA will be placing a higher priority on advertising due to the success of past campaigns in driving traffic to the website and passenger preferences for purchasing tickets through online methods such as AmtrakSanJoaquins.com, Amtrak.com, and the Amtrak Mobile App. [Advertising has been a key strategy for communicating San Joaquins COVID-19 protocols to both the train and thruway bus corridor.](#)

In addition to traditional advertising, SJJPA is placing Amtrak San Joaquins logos and the phrase “Your Train Connection” on the sides of Thruway Buses throughout the state to increase public awareness and exposure to the service. This strategy will increase the reach and scope of SJJPA advertising efforts, as well as, serve as a cost-effective means of attracting additional ridership.

Social Media

Building on SJJPA’s successful social media strategy for the Amtrak San Joaquins, SJJPA is expanding the use of social media. Social Media strategies include both content posting and paid advertising. SJJPA is utilizing the following platforms: Facebook, Instagram, Twitter, and YouTube. Social Media is an effective tool to engage customers, increase communication, and ensure brand visibility. Capitalizing on SJJPA’s extensive grassroots efforts, content is being aggregated corridor-wide to market station area communities and events. Discounts and promotions are organically posted as part of customer conversations, as well as in social advertising with a primary focus on Facebook.

Social Media is also being used to create a one-click channel to AmtrakSanJoaquins.com or subsequent discount pages. Social media platforms offer extensive targeting capability, ensuring relevant content and promotions are reaching the desired demographics.

[The COVID-19 environment has presented a change in the social media strategy to temporarily move away from attractional travel messages to fostering passenger relationships and community. SJJPA has provided posts that reflect the environment, educate communities on safety protocols, provide train related projects for families, and stimulate future travel with corridor travel ideas.](#)

Increase Marketing and Outreach to Universities and Community Colleges Served by Thruway Buses

The San Joaquins’ Thruway Bus network provides connections to numerous universities and community colleges throughout California. SJJPA has initiated efforts to engage students through event tabling and will work to expand outreach efforts to additional campuses. By conducting outreach to students attending schools near Thruway Bus stops, SJJPA will work to inform students on the many benefits of the San Joaquins and attract additional ridership.

[COVID-19 has significantly reduced student travel. SJJPA has created appropriate plans to welcome students back to the service, engage campuses, and strategies to reach parents. These plans anticipate students returning to campus in the Fall of 2021. With two new years of students to arrive at campuses, efforts to reach the appropriate persons will begin further in advance than usual.](#)

Increase Marketing and Outreach to Military Personnel and Veterans

The San Joaquins currently provides discounts for both active military personnel and veterans. However, Amtrak will be cancelling the veterans discount shortly. SJJPA is currently exploring ways to preserve this important discount. SJJPA will focus a portion of its efforts engaging these groups with discount education as well as targeted trip planning ideas.

Market Analysis

SJJPA is utilizing market analysis reports performed by Amtrak and Caltrans to inform its marketing efforts and tailor messages. Caltrans has indicated its suspension of further market analysis programs. To continue to gather this market data, SJJPA is requesting additional funds in the amount of \$200,000 to perform market analysis on a bi-annual basis. Marketing analysis research will be performed both onboard to gather current ridership data and via other means (phone surveys, online surveys, in person intercepts, etc.) to collect non-rider data. Data will be compiled into a report and utilized to inform ongoing marketing efforts and messaging. A bi-annual methodology is being employed to allow time for advertising and other marketing strategies that are based on market analysis to have sufficient time to penetrate the market.

10. ANNUAL FUNDING REQUIREMENT

The annual state budget includes a line item for the operating costs of the three state-supported intercity rail services. For each service, the state budget provides funding for intercity train operations, a marketing budget, minor capital projects, and the administrative staff budgets. The California Legislature approved the FY 2020/19/210 State budget that continues this support.

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. This chapter documents ridership and revenue projections; FY 2018/19 financial numbers (actuals); operating, marketing, and administrative funding requests of SJJPA for FY 2020/21 and FY 2021/22; and special funding requests for the marketing of new rail services and to conduct market analysis. Also documented are operating cost analysis and cost savings due to management decisions, and proposed uses for these funds per the ITA. ~~Due to COVID-19, the budget provided in this chapter assumes a return to full service for the San Joaquins, but changes may be made to the service plan over the course of FY 2021/22 that require SJJPA to maintain currently reduced service levels for the San Joaquins.~~

~~The budget presented below was drafted prior to the current recognized public health crisis of COVID-19 and represents expenditures based on the pre-COVID-19 legislative budget for the State of California and the planned operational activity of the San Joaquins service. The San Joaquin Joint Powers Authority (SJJPA) has currently requested an extension for submittal for the Operations budget to the California State Transportation Agency (CalSTA) as the current ridership and revenue figures during the COVID-19 environment are realized and estimates for the 2021 fiscal year are refined. SJJPA will update the operations request to reflect changes and will communicate such updates with the Board at a date no later than September 30, 2020.~~

Ridership and Revenue Projections

Ridership projections by Amtrak for Federal FY 2019 (October 2018 – September 2019) for the San Joaquins anticipated a 5.5% increase from FY 2018 actual ridership (increasing from 1,078,707 in FY 18 to 1,139,630 in FY 19). Actual Federal FY 19 ridership was 6% less than was forecasted by Amtrak (1,071,190 actual vs. 1,139,630 forecast). Actual ridership for FY 19 decreased 0.7% compared with FY 18 (1,071,190 vs. 1,078,707 respectively).

For FY 2019, Amtrak forecasted an increase in ticket revenue of 3.6%, from \$32,923,626 in FY 18 (actuals) to \$34,124,000 in FY 19 (forecasted). FY 2019 actual San Joaquins ticket revenue was 6.8% less than was forecasted by Amtrak (\$31,884,583 actual vs. \$34,124,000 forecast) and was 3.2% less than actual ticket revenue for FY 18 (\$32,923,626 actual).

Amtrak's Federal FY 2020 (October 2019 – September 2020) forecast for San Joaquins ridership is 1,115,500. This represents an increase of 4% from actual FY 19 ridership. Ticket revenue for Federal FY 2020 is estimated at \$33,413,644 (an increase of 4.7% from actual FY 19 ticket revenues).

SJJPA expects to receive Amtrak's forecasts for FY 2021 (October 2020– September 2021) for both ridership and ticket revenue in September of 2020. Amtrak does not yet have San Joaquins ridership and revenue forecasts for FY 2022.

FY 20189/2019 Operating Fiscal Report (Actuals)

The net operating costs (expenses less revenue) for Amtrak to operate the San Joaquins for FY 2018/2019 was \$50,619,451,22,776, which was \$5,825,761,28,996 above the FY 2018/19 allocation of \$44,793,780. A supplemental shortfall request was approved in June 2019 in the amount of \$5,245,000 for operations expenses in excess of the original allocation. There were no other operating costs incurred outside of the Amtrak contract.

FY 20189/1920 Administrative Fiscal Report (Actuals)

The net administrative costs for SJJPA to manage and administer the San Joaquins for FY 20198/202019 was \$2,179,231,35,360.

Operating Funding Request (FY 2020~~1~~/21~~2~~ and FY 2021~~2~~/22)

The financial performance of the San Joaquins is dependent on several institutional arrangements. The most important arrangement is the contract with Amtrak to operate the service and maintain any assigned equipment and facilities.

San Joaquins operating expenses that fall under the Amtrak contract include:

- Onboard labor;
- Equipment maintenance;
- Railroad performance incentives;
- Train fuel and power;
- Property insurance for state-owned rolling stock operated (maintained by Amtrak);
- Liability insurance and indemnification;
- Lease of Amtrak equipment;
- Commissary and station costs;
- Terminal yard costs;
- Police presence;
- Support of Amtrak's national and local operation (e.g. phone information and reservations system); and
- Connecting bus service and other operating expenses.

The CTC allocated SJJPA \$~~56,676,590~~60,205,207 in operating funding for FY ~~2019~~2020/~~21~~0. Of this, \$~~51,374,350~~58,805,207 will be utilized for the Amtrak contract. SJJPA used the remaining \$~~3,616,000~~1,400,000 for several operational items outside of the Amtrak contract, which are described below. The funding request for FY ~~2020~~2021/~~21~~22 is \$58,805,207 for the Amtrak contract and \$1,400,000 for the non-Amtrak operational items (see Table 10.3). For FY ~~2021~~2022/~~22~~23 the San Joaquins projected funding request is \$60,569,363 for the Amtrak contract and \$1,450,000 for non-Amtrak operational items, for an increase of 3% over the FY ~~2020~~2021/~~21~~22 funding request.

Difference between the Amtrak State Payment Forecast and the Operations Budget

No difference is anticipated.

Operating Costs not included in Amtrak State Payment Forecast

SJJPA is in the process of taking on more direct responsibility for the operations of the San Joaquins outside of the Amtrak operating contract for operational items such as Host Railroad Incentive Payments, station leases and insurance, thruway bus management support, and market research and ridership support. See Table 10.3 for a total estimated budget for non-Amtrak items.

SJJPA is also considering partnering with private and/or public bus operators to improve connecting bus service for San Joaquins passengers that would be outside of the Amtrak operating contract. Costs for these services are not determined yet, but a net savings is anticipated in costs as these partnerships would replace existing Thruway Bus services, and fill excess seating capacity, potentially as early as FY ~~2020~~2021/~~21~~22.

Administrative Funding Request (FY 2020~~1~~/21~~2~~ and FY 2021~~2~~/22~~3~~)

Funds are required for the SJJPA to provide administrative support for the San Joaquins. SJJPA administrative costs for FY ~~2020~~2021/~~21~~22 are proposed at \$~~3,247,589~~3,358,007. For FY ~~2021~~2022/~~22~~23, SJJPA administrative costs are estimated at \$~~3,328,779~~3,468,425. See Table 10.1 for a summary of these administrative costs alongside operations and

marketing costs. These costs are based on a 3.4% increase for cost escalation. See Table 10.2 for a breakout of budgeted administrative costs.

Marketing Funding Request (FY 2020~~1/21~~2 and 2021~~2/23~~3)

For FY 2020~~1/21~~2 and FY 2021~~2/23~~3, SJJPA assumes “Marketing Expenses” of \$1,500,000 for the ongoing annual marketing program, for which SJJPA has developed a Marketing and Outreach Plan. This represents a \$500,000 increase from previous years. Recent data provided by Amtrak shows that approximately 13.6% of San Joaquins passengers are from the Bay Area and 9.4% of are from the Los Angeles Region. This amounts to over 20% of San Joaquins passengers are from high cost regions for marketing and advertising. Additionally, the San Joaquins spans the largest geographic area of the three Intercity Passenger Rail Services. With vital thruway bus services originating in communities as far north as McKinleyville and Redding to as far south as San Diego, the San Joaquins serves a large geographic area with diverse set of Designated Marketing Areas (DMA). The increase in budget will allow SJJPA to more equitably and realistically market to the San Joaquins Corridor, including in the larger markets like the Bay Area and Los Angeles and the smaller more disadvantaged markets in the Thruway Corridors. The marketing expenses represent only those direct expenses attributed to SJJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

Minor Capital Funding Request (FY 2020~~1/21~~2 and FY 2021~~2/23~~3)

SJJPA is requesting the continuation of the \$500,000 per year provided for “Minor Capital” projects (projects valued at \$291,000 or less). This funding is critical to keeping the San Joaquins Corridor in a state of good repair, as well as making small service improvements.

Market Analysis Funding Request (FY 2020~~1/21~~2)

SJJPA is currently utilizing market analysis reports performed by Amtrak and Caltrans to inform SJJPA marketing efforts and to tailor messaging. However, Caltrans has indicated its suspension of further market analysis programs. Additionally, the market analysis Amtrak provides SJJPA is insufficient to meet the needs for planning and marketing the San Joaquins, as SJJPA is unable to control the data points that are captured. To continue to gather necessary market data, SJJPA is requesting additional funds in the amount of \$200,000 to perform market analysis research on a bi-annual basis. Marketing analysis research will be performed both onboard to gather current ridership data and via other means (phone surveys, online surveys, in person intercepts etc.) to collect non-rider data.

Operating Cost Analysis and Management Actions Resulting in Operating Cost Reductions/Revenue Enhancements

Per the ITA, SJJPA is currently planning to program any potential cost savings realized as a result of ongoing management actions to service improvements. Cost savings at this time have been [from investment income and other accumulated funds are being held for future operations payments based on direction from Caltrans, exhausted on operations expenses from the previous year with the exception of investment income for the 2018-19 administration and marketing funds received on an advance basis.](#) A list of potential items that could utilize these cost savings is outlined below.

Potential Cost Savings Utilization

- California Passenger Information Display System (Cal PIDS) Upgrade – SJJPA portion of the project;
- New Station and Parking Improvements- Land acquisition and construction costs;
- Accessibility improvements to various San Joaquins stations; and
- Contribute to the SJJPA’s reserve account.

Table 10.1

SJPA State Funding Request for the San Joaquins (FY 201820/1921 - FY 202021/2122)			
Expense Category	FY 201920/2021 (Approved/Current)	FY 202021/2122 (Requested)	FY 202122/2223 (Projected)
Operating			
-Amtrak Contract	<u>\$56,676,590</u> <u>58,805,207</u>	\$58,805,207	\$60,569,363
-Other Operations ¹	<u>-\$1,400,000</u>	<u>\$1,400,000</u> <u>2,000,000</u>	<u>\$2,014,450,000</u>
Administrative	<u>\$3,247,589</u> <u>3,140,802</u>	<u>\$3,247,589</u> <u>3,358,007</u>	<u>\$3,328,779</u> <u>3,468,425</u>
Marketing	<u>\$375,593</u> <u>1,000,000</u>	\$1,500,000	\$1,500,000
Minor Capital	\$500,000	\$500,000	\$500,000
<u>Merced Intermodal Track Connection (MITC)</u> <u>Env./Design</u>		<u>\$5,000,000</u>	<u>\$5,000,000</u>
<u>High Speed Rail/Early Train Operator</u> <u>Coordination Support</u>		<u>\$2,000,000</u>	<u>\$2,000,000</u>
<u>Connected Corridor Schedule Advertising</u>	<u>\$500,000</u>	-	-
Total Request	<u>\$61,817,392</u><u>64,328,389</u>	<u>\$65,452,796</u><u>73,163,214</u>	<u>\$67,348,142</u><u>75,087,789</u>

Table 10.2

Administrative Budget for the San Joaquins - Detail (FY 2020/21 - FY 2022/23)			
Expense Category	FY 2020/21 (Approved/Current)	FY 2021/22 (Requested)	FY 2022/23 (Projected)
Salaries/Benefits/Contract Help	\$2,361,112	\$2,441,390	\$2,524,397
Office Expenses/Postage/Memberships, etc.	\$29,517	\$30,521	\$31,558
Computer Systems	\$5,000	\$5,000	\$5,000
Communications	\$28,977	\$29,962	\$30,981
Motor Pool	\$29,779	\$30,791	\$31,838
Transportation/Travel	\$40,000	\$40,000	\$40,000
Training	\$7,605	\$7,864	\$8,131
Audits/Regulatory Reporter	\$17,000	\$21,000	\$21,500
Professional Services - Legislative	\$34,486	\$34,486	\$34,486
Professional Services - Legal	\$75,000	\$75,000	\$75,000
Professional Services - General	\$111,015	\$114,790	\$118,692
Software Integration & License Fees	\$20,000	\$20,000	\$20,000
Professional Services - Operations	\$20,000	\$20,680	\$21,383
Professional Services - Grants	\$67,000	\$67,000	\$67,000
Professional Services - Planning	\$150,000	\$150,000	\$150,000
Communications - Operations	\$11,016	\$11,391	\$11,778
Publication/Legal Notices	\$10,000	\$10,000	\$10,000
Maintenance of Headquarters	\$109,623	\$113,350	\$117,204
Insurance - Admin	\$16,000	\$16,000	\$16,000
Insurance - Railroad	\$77,850	\$77,850	\$77,850
Insurance Management Fees	\$2,500	\$2,500	\$2,500
Security Services/Safety Programs	\$24,109	\$38,433	\$53,126
Total	\$3,247,589	\$3,358,007	\$3,468,425

Administrative Budget for the San Joaquins—Detail (FY 2019/20—FY 2021/22)			
Expense Category	FY 2019/20 (Approved/Current)	FY 2020/21 (Requested)	FY 2021/22 (Projected)
Salaries/Benefits/Contract Help	\$2,094,382	\$2,361,112	\$2,433,439

Office Expenses/Postage/Memberships, etc.	\$28,333	\$29,517	\$30,255
Computer Systems	\$5,000	\$5,000	\$5,000
Communications	\$28,905	\$28,977	\$29,701
Motor Pool	\$24,314	\$29,779	\$30,523
Transportation/Travel	\$30,000	\$40,000	\$40,000
Training	\$7,605	\$7,605	\$7,795
Audits/Regulatory Reporter	\$16,500	\$17,000	\$17,000
Professional Services—Legislative	\$28,500	\$34,486	\$34,486
Professional Services—Legal	\$75,000	\$75,000	\$75,000
Professional Services—General	\$109,267	\$111,015	\$110,863
Software Integration & License Fees	—	\$20,000	\$20,000
Professional Services—Operations	\$20,000	\$20,000	\$20,500
Professional Services—Grants	\$67,000	\$67,000	\$67,000
Professional Services—Planning	\$150,000	\$150,000	\$150,000
Communications—Operations	\$10,250	\$11,016	\$11,291
Publication/Legal Notices	\$10,000	\$10,000	\$10,000
Maintenance of Headquarters	\$82,361	\$109,623	\$112,364
Insurance—Admin	\$16,000	\$16,000	\$16,000
Insurance—Railroad	\$32,000	\$77,850	\$77,850
Insurance Management Fees	\$5,000	\$2,500	\$5,000
Security Services/Safety Programs	—	\$24,109	\$24,712
Sub-Total	\$2,840,417	\$3,247,589	\$3,328,779
Professional Services—Planning	-	-	-
Insurance—Railroad	-	-	-
Software Integration & License Fees	\$20,000*	-	-
Salaries & Benefits for New Positions	\$280,385*	-	-
Total	\$3,140,802	\$3,247,589	\$3,328,779

*Note: These budget line items are being requested to be included in the annual budget, rather than as "one-time" expenses. Therefore, they are included in main the administrative budget request for FY 2020/21.

Table 10.3

FY 2021/2022 Other Operations	
Expense Category	FY 2021/22
Station Leases and Insurance	\$100,000
Slotted Schedule Performance Monitoring Support	\$200,000
Venture Car Maintenance and Truck Overhaul	\$1,500,000
Market and Ridership Research Support	\$200,000
Total Other Operations	\$2,000,000
FY 2020/2021 Other Operations	
Expense Category	FY 2020/21
Station Leases and Insurance	\$100,000
Thruway Bus Management Support	\$100,000
Host Railroad Maintenance Agreement	\$1,000,000

Market and Ridership Research Support	\$200,000
Total Other Operations	\$1,400,000

11. SEPARATION OF FUNDING

As identified in the Joint Exercise of Powers Agreement (JEPA) for the SJJPA, the Controller of the Managing Agency of the SJJPA shall perform the functions of Auditor and Controller of the SJJPA, and the Treasurer of the Managing Agency of the SJJPA shall perform the functions of Treasurer of the SJJPA. SJJPA has selected SJRRC as the Managing Agency for the SJJPA during the term of the ITA. SJRRC utilizes the Auditor-Controller and the Treasurer of the County of San Joaquin. SJRRC has established the appropriate accounting and financial procedures to ensure that the funds appropriated and otherwise secured during FY 202~~10~~/~~21~~ and FY 202~~1~~/~~23~~ for SJJPA to support the San Joaquins are solely expended to operate, administer, and market the San Joaquins.

The ITA includes language confirming that the State shall perform audits and reviews of financial statements of the SJJPA with respect to the San Joaquins. In addition, per the Managing Agency Services Agreement between the SJJPA and the SJRRC, SJJPA will require that the Auditor-Controller shall provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

The County of San Joaquin Auditor Controller and Treasurer are the official Auditor Controller and Treasurer of SJJPA. The County of San Joaquin maintains a separate fund for all financial activities of SJJPA and provide monthly reports to SJJPA. Day-to-day accounting transactions are performed by the SJRRC Fiscal Department under the direction of the Controller and Director of Fiscal Services. The SJRRC/SJJPA Controller will provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

12. SAFETY AND SECURITY

Establishing and maintaining the highest possible levels of safety and security in a passenger rail operation begins with clear, comprehensive safety messaging and effective, involved leadership. This messaging and the role that leadership plays must both be crafted from an awareness of what is happening in every level of the operation and the extent to which safety and security play a significant role in the duties and responsibilities of all employees every day.

SJJPA's Safety and Security Program will focus on the following areas:

- Vehicular and pedestrian safety at highway/rail grade crossings, including private crossings in rural areas of the San Joaquin Valley;
- Pedestrian safety along the railroad right-of-way;
- Security inside and around stations and at Thruway Bus stops;
- Security onboard trains and on Thruway Buses;
- Safety and security training of personnel involved in all aspects of operating the San Joaquins; and
- Emergency preparedness training and exercises with first responders in coordination with Amtrak, host railroads, state and federal regulatory agencies.

Components of the Program include:

- Assuring a common understanding of safety and security objectives, targets and goals throughout the San Joaquins Service workforce;
- Communicating and strengthening safety and security strategies and policies;
- Creating and sustaining a strong safety and security culture shared by everyone involved in operating the San Joaquins;
- Ensuring the program applies to all activities involving the design, construction, testing, operations, and maintenance of the rail service and system;
- Assigning each manager, department, employee, and contractor with responsibility and accountability for safety and security program implementation and compliance;
- Requiring a robust communications protocol, including cooperation among all managers, departments, employees and contractors relative to matters of safety and security;
- Coordination with Amtrak and the two host freight railroads over whose rail lines the service is operated, the Burlington Northern Santa Fe (BNSF) Railway and the Union Pacific Railroad (UPRR);
- Pursuing an aggressive safety and security program of capital improvements; and
- Identifying relationships and responsibilities with local, state, and federal agencies that are responsible for and have governance over the San Joaquins Service, including the Federal Railroad Administration (FRA), National Transportation Safety Board (NTSB), California Public Utilities Commission (CPUC), Transportation Security Administration (TSA), and the California Office of Emergency Service (CalOES).

SJJPA collaborates with Amtrak, host railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, SJJPA participates in:

- Corridor Improvement Team (CIT) meetings;
- Northern California Rail Safety Team activities;
- Partnership Performance Action Teams (PPAT);
- Regional Transit Strategies Working Group (RTSWG);
- Northern California Emergency Preparedness Task Force meetings; and
- Joint Terrorism Task Force meetings.

SJJPA will continue to work with Amtrak, BNSF and UPRR to identify safety and security issues, develop remediation strategies, and to secure grant funding to expand and enhance safety and security programs onboard all trains and Thruway buses, and along the railroad right-of-way.

Safety and Security Program for 2021/2022 and 2022/2023

The primary objectives of SJJPA's Safety and Security Program for FY 2021/2022 and FY 2022/2023 is to continue a broad-based program of educational activities and to aggressively pursue capital improvements that help eliminate unsafe conditions.

Safety and Security Educational Activities

SJJPA's educational efforts focus on increasing public awareness of rail safety and security along the San Joaquins Corridor and to ensure all personnel involved in operating the San Joaquins have the proper training to be effective in implementing SJJPA's Safety and Security Program. To increase awareness of the public, a wide range of populations and stakeholders will be targeted, including the existing base of employees, non-English speakers, agriculture and seasonal workers, school groups, community audiences, professional drivers, law enforcement officers, and emergency responders. To this end, SJJPA will continue to leverage a network of rail safety education resources through California Operation Lifesaver (CAOL) to inform communities about safe behavioral practices around the San Joaquins Rail Corridor.

Educating railroad personnel is as critical as raising public awareness. SJJPA will continue to take advantage of Department of Homeland Security (DHS) training resources and safety and security grant programs to build upon related activities already underway and to develop and implement new programs. Specific training efforts include but are not limited to the following:

- Emergency Preparedness Training for rail corridor first responders;
- Rail security awareness training for train crews, maintenance staff, bus operators, and station staff;
- Disaster simulations to ensure employee and first responder readiness; and
- Emergency Preparedness Training for passenger operations that connect to the San Joaquins.

To support these educational and training activities, SJJPA will continue to conduct a systematic evaluation of current safety and security practices of all personnel involved with operating the San Joaquins. As part of this process, SJJPA will identify responsible parties for safety and security work to ensure they receive necessary training and education.

Safety and Security Capital Improvements

An important aspect of safety and security are implementing physical improvements that will improve the safety and security of the Corridor and of train operations. In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. California's Office of Emergency Services has provided much of the funding for SJJPA's Safety and Security capital improvements. Important capital projects that SJJPA is currently implementing or currently pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Increased lighting at stations, parking lots, as well as installing blue light phone towers (originally developed for use on college campuses); and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

A critical capital improvement being implemented is Positive Train Control (PTC), which is an advanced railroad communication system, consisting of signaling and other equipment along tracks as well as on-board trains. PTC increases the operational safety of passenger trains (and freight trains) by preventing the following:

- Train-to-train collisions;
- Over-speed derailments;
- Incursions into established work zone limits; and
- Movement of a train through a main line switch in the improper position.

SJJPA cooperated with Amtrak, UPRR, and BNSF to implement PTC along the entire San Joaquins Corridor and onboard all San Joaquins trains. Amtrak has completed the installation of onboard PTC equipment. BNSF and UPRR completed work on the track portion of PTC. Testing took place for the system during FY 2018/19 and PTC came online in October 2018, meeting the Federally-mandated deadline.

Other activities SJJPA will employ to improve safety and security include:

- Attending listening sessions with station personnel to help identify safety/security concerns and suggestions for improvements/solutions;
- Embracing the Transportation Security Administration's (TSA) offer to conduct threat / vulnerability assessments and station security profiles;
- Encouraging more police presence and patrol at stations by making areas available to officers that are stocked with snacks/beverages, and have Wi-Fi, printers, CCTV usage, and other amenities;
- Work with host railroads to ensure the corridor is kept clear of homeless encampments, and other unauthorized activities.

13. STATION AREA DEVELOPMENT AND CONNECTIVITY

There are great benefits to enhancing development patterns and increasing development densities near San Joaquins stations and improving connectivity with other modes of transportation at San Joaquins stations. In addition to potential benefits from minimizing land consumption needs for new growth, increased dense development near San Joaquins stations concentrates activity conveniently located to these stations. This promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. It also accommodates new growth on a smaller footprint. A dense development pattern can better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve the local communities. Local governments will determine which mechanisms best suit each community and could be implemented to improve/enhance connectivity at stations, and the enhance benefits from potential San Joaquin station area development.

Applying transit-oriented development (TOD) measures around rail stations is a strategy that works for large, dense urban areas, as well as smaller central cities and suburban areas. Local governments play a significant role in implementing station area development by adopting plans, policies, zoning provisions, and incentives for higher densities, and by approving a mix of urban land uses. TOD measures generally applied to areas within about one-half mile of stations.

Connectivity with modes other than the automobile is particularly important for first-mile-last-mile trips and to promote equitable transportation which serves disadvantaged/priority communities throughout California. In addition to helping increase ridership, improved transit, and micro-transit connections support a more sustainable California by reducing energy consumption, automobile VMT, and greenhouse gas emissions.

Implementation Strategies for TOD at San Joaquins Stations

The responsibility and powers needed to focus growth and station area development guidelines in the areas around San Joaquins stations reside primarily with local government. Key ways in which SJJPA can help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles include:

1. Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote TOD in the vicinity of San Joaquins stations.
2. Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations.
3. Work with communities and organizations to support TOD and with developers to implement TOD.
4. Require new San Joaquins stations be developed as a multi-modal transportation hubs.
5. Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high-potential for TOD.
6. Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development, and TOD.
7. Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

Transit Oriented Development Around San Joaquins Stations

The San Joaquins has ve 18 rail stations. Most of the San Joaquins stations are multi-modal transportation hubs and many are located in traditional city centers. Table 13.1 presents the existing amenities and services at San Joaquin stations, as well as a preliminary assessment of their potential for new TOD. TOD opportunities are considered low at San Joaquins stations that are located in outlying areas away from the city centers/downtowns. The highest potential for new TOD at San Joaquins stations is likely to be in the major cities. To encourage TOD, SJJPA is working to improve the usability of

stations and Thruway Bus stops. Comprehensive assessments have begun with the objective of updating and improving signage at and near stations and stops to enhance the experience of riders.

There are several large TODs that have developed or are being developed in the vicinity of San Joaquins stations or planned new stations. There are also opportunities to encourage TOD at several other stations. In addition to encouraging TOD, SJJPA is working with local and regional governments to improve transit connectivity at the stations described below, along with other stations.

Sacramento TOD

SJJPA's plans for four new stations in Sacramento provide a great opportunity to not only leverage TOD that is already underway (especially around the planned Midtown Station), but to encourage TOD from the presence of new San Joaquins rail stations. In addition to Midtown, Natomas and Old ~~Town~~ North Sacramento hold promise for TOD in the immediate vicinity of the planned station sites. [Near the Midtown Station, the San Joaquin Regional Rail Commission \(SJRRRC\) is partnering with the Capitol Area Development Authority and EAH Housing on two affordable housing development projects in competing for funding from the Affordable Housing and Sustainable Communities \(AHSC\) Program. These projects and other future affordable housing developments provide excellent opportunities to partner on TOD.](#)

A 244-area mixed-use TOD called The Railyards is currently being developed on land immediately north of the Sacramento Valley Station, which San Joaquins trains currently share with Capitol Corridor trains. Plans call for a mix of housing types, a large retail component of over one million square feet, a significant level of office space at 2.3 million square feet, along with other uses such as a hotel and recreational cultural land uses. SJJPA supports The Railyards development as a way to activate the environment surrounding the station, and believe it will engender additional rail ridership.

Stockton ACE Station (Cabral Station) TOD

A master plan was approved by the City of Stockton in 2016 for a TOD called the Open Window Project, which is being developed by a local development company named Open Window Project, LLC. The plan calls for over 1,000 housing units and 400,000 square feet of commercial space within a 15-block area immediately west of the Robert J. Cabral Station (Cabral Station), which serves as the Downtown Stockton Station for the San Joaquins. This station serves all San Joaquins trains to/from Sacramento. Open Window Project, LLC has expressed interest in highlighting the rail connections available at the station in their marketing efforts. SJJPA is very supportive of this development as it will not only improve connectivity and walkability to the station, but will greatly improve the surrounding neighborhood, which will likely lead to ridership increases on the San Joaquins. In support of furthering development around the station, ~~the~~ [San Joaquin Regional Rail Commission](#) ~~SJRRRC~~ recently received a grant in the amount of \$2 million for a streetscape improvement project along East Channel Street, which directly connects the Cabral Station to the new development and greater downtown, as well as San Joaquin Regional Transit District's Downtown Transit Center.

[In 2019, SJRRRC partnered with Visionary Home Builders and the City of Stockton on their Grand View Village affordable housing development, located 0.50 miles west of Cabral Station. The development was awarded \\$17.9 million of funding from the AHSC program, including \\$4 million to purchase an additional ACE rail car and \\$202,000 for improvements to East Channel Street. This development and other developments near Cabral Station provide excellent opportunities to partner on TOD.](#)

Richmond TOD

The Richmond Station is located in between a previously developed TOD that includes several hundred units of housing, along with a few shops that greet people entering/exiting the BART/Amtrak Station complex. There is also another TOD under construction at the other entrance/exit to the station. Additionally, there is a large bus depot at the station, providing excellent connectivity. Richmond TOD is good case study in TOD for the San Joaquins as it is one of the most developed in the system.

Antioch TOD

The Antioch Station is located in Antioch's downtown along the waterfront. SJJPA sees great potential for a re-designed station that enhances its waterfront location by opening up views of the Bay, while also integrating with other planned downtown improvements. SJJPA is currently working with Amtrak and the City of Antioch to plan for improvements at the station that would seamlessly blend with city plans for a public plaza and other enhancements along the waterfront in the downtown district. SJJPA is also supporting private TOD projects being planned in the vicinity that would enable more people to live downtown and utilize the San Joaquins by walking to the station.

Madera TOD

SJJPA has been working with the Madera County Transportation Commission and the City of Madera and County of Madera to find an improved location for a relocated Madera Station. The existing station has limited use, no transit connections, poor access to SR-99, and its location is expected to see only marginal growth in employment and transportation demand.

A relocated Madera station is being pursued by SJJPA for a location just north of the new Avenue 12 grade separation. Avenue 12 is a primary transit corridor for Madera County. [The proposed station north of Avenue 12 would be consistent with the growth of Madera east of the BNSF line; provides the opportunity for TOD in the station vicinity; and will be closer to Madera Community College. The Madera Station Relocation Project environmental review process was approved by the SJJPA on January 22, 2021. SJJPA expects to begin final design in 2021 and have Phase 1 of the project operational \(the relocated San Joaquins station\) by 2024.](#)

Fresno TOD

While most TOD planning is focused on the immediate vicinity of the future HSR station in Fresno, which lies about one mile to the west of the Amtrak Station, SJJPA sees a great opportunity to encourage further development of the downtown in between the two stations. Also, development is already happening. Several multi-family housing developments have recently been completed or are underway within walking distance of the station.

Oakley TOD

SJJPA has been coordinating with the City of Oakley to implement a San Joaquins station for several years. The City has recently completed a feasibility study to determine the best location for the proposed station. The Oakley Station is a key component of the future Morning Express Service to the Bay Area. The SJJPA/SJRRRC 2018 TIRCP award included the construction of the station platform and track, while the City of Oakley is developing local access elements and parking facilities. High-levels of growth is taking place in eastern Contra Costa County. It is anticipated that a new San Joaquins station will encourage TOD in the vicinity. [SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be entering into the design phase of the project in 2021. Construction is slated to begin for the Oakley Station Platform Project in 2022.](#)

Bakersfield TOD

The Bakersfield Amtrak station is very accessible to the heart of downtown. The station is within walking distance of two hotels, the convention center and arena, many government office buildings, the county library, the city's ice and aquatic centers, a movie theater, Mill Creek Linear and Central Parks, and numerous affordable and market-rate housing options. This site offers continued opportunities for the station to catalyze transit-oriented development.

Table 13.1

Station	Station Ownership	Existing Amenities/Transit Connectivity	Within City Center	New TOD Potential
Sacramento	City of Sacramento	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 165 overnight parking spaces, Amtrak Thruway Bus, Local-/Regional Bus Services and Light Rail	Yes	High
Lodi	City of Lodi	Enclosed waiting room, ticket machine, phone, 380 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-ACE	City of Stockton SJRRRC	Enclosed waiting room, ticket machine, phone, 185 parking spaces, Amtrak Thruway Bus, ACE Commuter Rail & Local/Regional Bus Service	Yes	High
Oakland-Jack London Square	Port of Oakland	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 500 short-term and 500 long-term parking spaces, Amtrak Amtrak Thruway Bus, Local/Regional Bus Services, Ferry	Yes	High
Emeryville	City of Emeryville	Enclosed waiting room, ticket office and machine, restrooms, ATM, 125 shared parking spaces, Amtrak Thruway Bus, Local/Regional Buses	Yes	High
Richmond	Union Pacific	Platform with shelter, ticket machine, phone, 400 shared parking spaces, Local/Regional Bus Services, BART	Yes	High
Martinez	City of Martinez	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 370 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Antioch	City of Antioch	Platform with shelter, ticket machine; City parking available, Bus Service	Yes	Medium
Stockton-Amtrak	BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 24 parking spaces	No	Low
Modesto	City of Modesto	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 187 parking spaces, Local/Regional Bus Service	No	Low
Turlock/Denair	BNSF/Amtrak	Platform with shelter, ticket machine, 45 parking spaces, Dial-a-Ride	No	Low
Merced	State of California	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 46 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Madera	Madera County	Platform only, ticket machine, restrooms, 19 parking spaces, Dial-a-Ride	No	Low
Fresno	City of Fresno	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 169 parking spaces, Bus Service	Yes	High
Hanford	City of Hanford/BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 47 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Corcoran	City of Corcoran	Enclosed waiting room, ticket machine, restrooms, phone, 90 parking spaces, Local/Regional Bus Services	Yes	Medium
Wasco	City of Wasco	Platform with shelter, ticket machine, 35 parking spaces, Bus Services	Yes	Medium
Bakersfield	City of Bakersfield	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 347 parking spaces, Amtrak Thruway Bus Services, Bus Services	Yes	High

Connectivity to San Joaquins Stations

The responsibility for providing connectivity to San Joaquins stations resides primarily with local and regional transit agencies. SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also requesting that transit agencies promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to Implement transit-transfer programs for San Joaquins passengers. SJJPA will pursue Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquin Corridor.

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