

San Joaquin Regional Rail Joint Powers Authority Board Meeting
Minutes of Meeting
May 15, 2015

The San Joaquin Regional Rail Joint Powers Authority (JPA or SJJPA) met in Stockton, CA on May 15, 2015 from 12:30 PM to 2 PM. The following transpired:

1. **Attendees** – Chair Pedrozo (Merced Co.), Vice-Chair Perea (Fresno Co.), Tatzin (Contra Costa Co.), Hume (Elk Grove/RT), Chiesa (Stanislaus Co.), Blalock (Alameda Co./BART), Ishida (Tulare Co.), Johnson (San Joaquin Co.), Verboon (Kings Co.), Rogers (Madera Co.).
2. **Presentation by Elk Grove Multimodal Station for TIGER Grant application and Request for Letter of Support from SJJPA** – Mike Costa of the City of Elk Grove (EG) provided an overview of their proposed TIGER 7 grant application. EG received a Caltrans grant for planning efforts and to prepare the technical material for the TIGER grant. It was noted that the partnership with RT has been strong. Due to a Union Pacific Railroad (UPRR) request for a grade separation at the previously-identified north side City station site, alternatives were evaluated and the proposed/recommended station site has been moved to Grant Line Road. Mr. Costa also noted that during Cap-to-Cap, City staff met with United States Department of Transportation (DOT) and they encouraged EG to resubmit the application – due to their high scoring in the previous round -- even though EG had planned to submit for TIGER 8 funding next year. The EG Station is a \$26M project of which \$5.2M would be the local match and \$20.8M is the TIGER 7 ask for “limited planning”, construction and buses for connectivity service to Cosumnes River College (CRC). Mike Barnbaum and Paul Philley, Sacramento Metropolitan Air Quality Management District (SMAQMD) spoke in favor of the project and grant request. The SJJPA approved writing a letter of support for EG’s TIGER 7 request.
3. **Next Board Meeting** – Meeting date was set for 1:30 PM on July 24th in Sacramento.
4. **Role and Membership of the San Joaquin Valley Rail Committee (SJVRC)** – The SJVRC is a public (non-elected) committee of individuals appointed by the SJJPA Board and provides input to the state on rail-related issues. Following the transfer of the San Joaquin’s to the JPA, the SJVRC will need to have the Bylaws slightly modified to reflect the new relationship, and will continue. Membership cannot include specific members of the SJJPA.
5. **Adopt the 2015 Business Plan** – The 2015 Business Plan was adopted by the Board as an update to the previously-adopted 2014 Business Plan in January 2015. Minor changes were made to the Business Plan to reflect the Interagency Transfer Agreement (ITA) that is pending, as well as new information:
 - a. Chapter 5 – The removal of the Comet Cars has not yet occurred and this edit was made;

- b. Chapter 7 – The Stockton-Escalon improvement project has a cost reduction from \$33.5M to \$21.5M and this noted;
- c. Chapter 9 – Added a statement regarding the need to study the increasing fare price with increasing ridership; and
- d. Chapter 13 – Updated the passengers (1.243M) and revenues (\$40.3M); decreased Marketing expenditures from \$1.9M to \$1.0M; increased Administrative costs from \$1.3M to \$1.6M; added a new Organization Chart which also identifies new positions – a Planning Analyst and Coordinator for overseeing connecting bus services in local communities and changed the title of the Caltrans Division of Rail and Mass Transportation.

6. Interagency Transfer Agreement (ITA) – The ITA is expected to be approved by June 30, 2015 and is subject to the action of the Secretary of CalSTA. The process is finishing up the 2-year process and involves both the San Joaquin's and the LOSSAN in southern CA. The CCJPA ITA has been used as the model. The ITA will extend for 3 years initially and will become a 5-year ITA over time. Some on-going issues are still being worked on including insurance buy-downs and liability. It is expected that the ITA will be approved by June 30, 2015 and there was applause on the outcome.

7. San Joaquin Rolling Stock & Operations – Ridership is down 4.2% from projections; on-time performance increased to 75% in April. Information was presented on “incidents” in the October to April timeframe as follows:

- a. 28 “near misses” resulting in 6 minutes of delay on average;
- b. 42 “private vehicles on tracks” resulting in 23 minutes of delay on average;
- c. 12 “fatalities involving San Joaquin Rail” resulting in 112 minutes of delay on average; and
- d. 6 “fatalities involving other rail providers” resulting in 83 minutes of delay on average.

8. Intercity Passenger Rail Leadership Coalition – No specific items discussed.

9. Administrative Matters – No specific items discussed.

10. Board Member Comments – No comments.

The Board meeting adjourned at approximately 1:40 PM.