

**San Joaquin Regional Rail JPA Board Meeting
Minutes of January 2017 Meeting
January 27, 2017**

The San Joaquin Regional Rail JPA met in Stockton, CA on January 27, 2017 from 12:30 PM to 2:00 PM. The following transpired:

1. Attendees – Vice-Chair Tatzin (Contra Costa Co.), Hume (Elk Grove/RT), Chisea, (Stanislaus Co.), Espinoza (Merced Co), Blalock (Alternate-Alameda Co./BART), Schuklin (Tulare Co.), Johnson (San Joaquin Co.), Verboon (Kings Co.), and Frazier (Madera Co.).
2. Consent Calendar – Next SJJPA Board Meeting is scheduled for March 24th and to be held in Modesto from 1:30 to 3:30 PM.
3. Public Comments – Mike Barnbaum provided comments suggesting the next meeting be held in Sacramento and to spend more time discussing the two CA State Transportation Bills – AB1 and SB1.
4. Election of New Chair and Vice Chair and Induction of New Board Member – The Board unanimously elected Vito Chisea from Stanislaus County to be the next Chair and Pat Hume from Elk Grove/RT and Don Tatzin to be Vice-Chairs. Ms. Amy Schuklin representing Tulare County was inducted as a new Board Member.
5. Approve Resolution to Rollover \$158,430 from FY2015/2016 to FY2016/17 – The Board approved the resolution to rollover these State-provided funds as agreed-to in the original SJJPA enabling legislation that when the previous funds are unused, they should be rolled over to the next FY. The funds will be used to augment the San Joaquin’s marketing budget for various marketing activities presently underway.
6. Update on Morning Express Service/Mid-Corridor Start-Ends – Mr. Dan Leavitt of the SJJPA provided the Board with an update on the re-branded (future) “Morning Express Service” efforts. This would be a new train originating in Fresno and arriving by 8 AM in Sacramento; presently, the first direct northbound train arrives at 11:20 AM in Sacramento. Trains would leave Sacramento between 1-1:30 and 5-5:30 PM headed south to Fresno.

This new/additional trainset is the #1 priority for the SJJPA and is planned to be implemented in early 2018. It would provide a means for riders (including riders from Elk Grove) to utilize the San Joaquin for work trips, in addition to leisure trips, and provide greater flexibility. The plan is to utilize re-positioned existing equipment and crews, and minimize additional operating costs. Capital improvements for parking lots and a layover location near Fresno are also required.

7. Update on Surveys for Sacramento Morning Express Service – Mr. David Lipari of the SJJPA provided the Board with an update on the survey efforts now underway and being conducted by the SJJPA to assess ridership needs. Two surveys are being conducted through on-line means including having major employers in the Sacramento Region notify their staff, existing riders on the San Joaquin and through various outreach/event efforts. The surveys began in late fall 2016 and to date over 200 Sacramento Employee surveys and over 1,500 San Joaquin Valley surveys have been received and summarized. Key items for this region are: 1) Support for an Elk Grove Station; and 2) Support for the “Morning Express Service” with respondents saying they would utilize it between “3-5 times per week” and the respondents are mainly “car-drive alone” commuters. Staff noted that the lack of a viable and timely San Joaquin Rail option presently is the contributing issue. Additional surveys will be conducted and compiled between now and the March 2017 Board meeting and the results reported.
8. Update on Planning for Expanded Service to Sacramento – Mr. Leavitt provided additional information on the (potential) expanded service to Sacramento. He noted the following:
 - a. Adding a “Morning Express Train” to arrive in Sacramento by 8 AM is the #1 priority in the SJJPA 10-Year CIP;
 - b. The issue is adding service to the “Fresno Sub” (the main N-S UPRR Line that runs through Elk Grove, past 65th Street and CSUS, through River Park to the Sacramento Valley Station “vs.” the “Sacramento Sub” (the less-utilized UPRR Line that runs west of Elk Grove to South Sacramento to Meadowview, to City College, to R Street at 19th and parallels 19th Street through Midtown;
 - c. UPRR is resistant to adding passenger service to the Fresno Sub, but is willing to allow additional passenger service on the Sacramento Sub;
 - d. Staff has been meeting with the Sacramento affected agencies (SACOG, Cities, RT, etc.) and will continue to do so in February and March to discuss options and opportunities;
 - e. Each of the candidate rail corridors have pluses and drawbacks and both provide a direct linkage to RT’s LRT system;
 - f. The SJJPA goal is to increase from 1 round-trip train today between the San Joaquin Valley and Sacramento to 2 by 2018; add 2-4 additional round-trips within 3-5 years; add additional 6 round-trips within 10 years and provide essentially hourly service within 10-20 years;
 - g. A question was asked about double-tracking within the existing UPRR ROW versus double-tracking adjacent to the ROW and staff noted that both options would be explored at a planning-level to determine the benefits and negatives; and
 - h. The SJJPA will complete its study and release the results in June 2017 with a recommendation.
9. Update on 2017 Business Plan – The SJJPA is required by the enabling legislation to periodically update its Business Plan by April 1st. The 2017 Update will be a selected update of the 2016 Business Plan and will be reviewed with the SJJPA Board at the March 24, 2017 Board meeting and then submitted to the CalSTA as required. The update will be focused on:
 - a. Updating the ridership and cost/farebox recovery numbers;
 - b. Detailing the focus on the 8th train to/from Sacramento;
 - c. Strategies to reduce the run-time between Bakersfield and Oakland to under six (6) hours which reduces the Staffing needs and save money; and

d. Textual changes as necessary.

A 2/3's majority vote of the Board is required to approve the Business Plan so that it can be sent to CalSTA as required.

10. San Joaquin Operations Update – Mr. Brian Schmidt of the SJJPA gave an update of the San Joaquin service. He noted that On-Time Performance and Ridership have dropped some during the recent weather incidents which affected the operations. He noted that the numbers were improving now and that year-to-date the actual numbers were within +/-1% of the forecasts prepared in the last Business Plan. He also discussed the Law Enforcement Fare Exemption (LEFE) Program where law enforcement officers who work within the San Joaquin service area can ride the train for free provided they serve in an undercover role if an incident occurs on the train. The LEFE Program has been operational on the Capitol Corridor for some time and began on the San Joaquin on January 1, 2017. Five (5) officers have taken advantage of the program since its beginning.
11. Executive Director's Report – Ms. Stacey Mortensen provided a very brief update on the SJJPA. In particular, she noted:
 - a. The various planning efforts previously discussed (and noted herein);
 - b. The 2017 Business Plan timing as noted previously;
 - c. The Draft State Budget has additional funding in it for Intercity Rail which is unique for the recent history and needs to be followed; and
 - d. The head of AMTRAK will be in Stockton on February 2 "for several hours" reviewing the San Joaquin. Ms. Mortensen requested the Board Members be available to attend a meeting, if possible, and she would follow up with the Board.
12. Board Comments – Board Members were complimentary of the planning efforts Staff described and were taking, and looked forward to hearing the results at future meetings.
13. The SJJPA Board meeting adjourned at approximately 2:00 PM. The next SJJPA Board meeting is scheduled for March 24, 2017 in Modesto from 1:30 to 3.30 PM.