

## **STAFF REPORT**

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**DATE:** April 10, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Kevin Schroder, Senior Planner  
**SUBJ:** SAN JOAQUIN JOINT POWERS AUTHORITY MEETING  
SUMMARY OF MARCH 24, 2023

### RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board members present:

Chair Pat Hume was present for the regular meeting of the San Joaquin Joint Powers Authority on March 24, 2023.

Meeting Notes

#### **Item 1. Call to Order, Pledge of Allegiance, Roll Call**

#### **Item 2. Public Comments**

- A RailPAC member had comments about supplying food service on the trains.
- A citizen talked about limited service, and food cart potentially due to lower income section of the population.

#### **Item 3. Consent Calendar**

- All comments were approved.

#### **Item 4. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2023 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 2023/2024.**

Staff Comments:

The Draft 2023 SJJPA Business Plan was released on March 3<sup>rd</sup>, 2023. Staff has provided the bullet point changes to the plan below:

- Updated ridership and financial numbers.
- Discussed impacts related to COVID-19 and plans to reintroduce the 7<sup>th</sup> daily round trip.
- Proposed deployment of new Thruway Bus Route 40 between Merced and San Jose.
- Support the development of the Cross Valley Corridor.
- Annual maintenance of State-owned Venture Cars.

- Details of the expanded Valley Rail Program.
- Details of the Federal Railroad Administration Corridor ID Program and SJJPA intention to partner with Caltrans.
- Several of the strategies for reducing San Joaquin’s travel times between Northern California and Bakersfield to under six hours were eliminated in the 2023 Draft Business Plan.
- The “Studies of New Proposals” was deleted from the 2023 Draft Business Plan.
- Proposed and encouraged café car service on the new Venture Car equipment.
- Martinez transfer station should be only considered for additional San Joaquin’s service and not affect the current and planned through running service to Oakland.
- Encourage acquiring more rolling stock equipment.
- Encourage “First/Last Mile” connectivity solutions be incorporated into future SJJPA grant applications.
- Raised rolling stock equipment ADA concerns and suggested improved flat surface entry from the Station platform onto the train.

Board Comments:

- N/A

Public comments:

- Question about meeting with Amtrack to talk about 7<sup>th</sup> round trip.

Board Vote:

- All approved.

**Item 5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with AECOM Technical Services, Inc. for Project Development Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$433,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority.**

Staff Comments: Map of area of existing and relocation station areas.



Madera station relocation has definable features of work:

- The first definable feature work is the relocation of the existing station.
- The second definable feature work is building a station platform that is approximately 600 feet long.
- The third definable feature work is to tie into the BNSF mainline.
- The fourth definable feature is a new access road to provide access to the station and to run adjacent to California High speed rail.

In September 2021, the board authorized an agreement with AECOM for technical services:

- This design estimate contract was based on 60% for station design and then 30% design for the track and platform work. This contract was only for 60% designed for the station and 30% for track and platform design.
- The contract allowed the project to proceed in a timely manner.
- Staff were able to do the 60% design for the station and the 30% design for the track work and keep the project on schedule and prevent cost escalation in construction for the outer years.

This is the First Amendment to the agreement for this contract.

- This is not an increase in scope or any overruns. Funding is available and design is being requested to be made to 100%.

### Fiscal Impact

Project	Madera Station Relocation
Phase for this Amendment	PS&E
Funding Sources for this Phase	State Rail Assistance (SRA) and Transit and Intercity Rail Capital Program (TIRCP)
Budget for this Phase	\$2,910,000
Encumbrances for this Phase	\$1,842,697
Budget Remaining for This Phase	\$1,067,303
Agreement Amount	\$433,800
Budget Remaining For this Phase if Approved	\$633,503

Board Comments:

- Question about opening dates and decommission dates.
- The delay time of opening and decommission could take a bit longer due to environmental mitigation.

Public comments:

- N/A

Board Vote:

- All approved.

**Item 6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with BNSF for Preliminary Engineering Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$514,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority.**

Staff Comments:

- As the owner operator of the facilities, BNSF must review and approve all engineering plans.
- Agencies often enter into agreements directly with BNSF to perform these reviews.
- Since BNSF is the owner operator of the tracks, the commission must enter into the agreement with them under the non-competitive process.
- Staff recommends the board approve the agreement with BNSF for preliminary engineering services.

Board Comments: Question about the \$800 in costs of the amendment.

Public comments:

- N/A

Board Vote:

- All approved.

**Item 7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$1,200,000 for the Madera Station Relocation Project.**

Staff Comments:

- This item focuses on funding for the Madera station relocation project.
- With the creation of Senate bill 1, the State Rail Assistance program has been directing a portion of new revenue specifically to provide operating and capital assistance for commuter and intercity rail agencies.
- These funds are spent in a cost-effective manner to provide operations and capital improvements for the benefit of the public.

The table below is the annual estimated funding distribution for all eligible agencies for cycle 2 SRA, which is from fiscal year 2021 through fiscal year 2025, with actual allocations coming in higher due to the increase in diesel revenue.

Intercity Rail Agency	Estimated Distribution				
	2020-21	2021-22	2022-23	2023-24	2024-25
Capitol Corridor Joint Powers Authority	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
LOSSAN Rail Corridor Agency (Pacific Surfliner)	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
San Joaquin Joint Powers Authority	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
Flexible for intercity rail agencies, public agencies authorized to plan an/or manage intercity rail operations for aspiring corridors, and Caltrans	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M

The JPA has an income fund balance and the SRA program of \$11,700,000. And this action would leave a remaining balance of \$10,500,000.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved.

**Item 8. City of Antioch Presentation to the Board Regarding the Antioch Pittsburg San Joaquins Passenger Stop**

Antioch mayor’s comments:

- Comments about shutting down the Antioch train station.
- Crime and homelessness should not be the reason to shut down the station. The City of Antioch has ensured the station is not concerned with these two issues anymore.
- The city is rehousing and providing special response teams for homeless and mental health services especially around the station.
- The downtown had a specific plan passed in 2018 with the station being a key part of the economic and housing location of the city.
- There is planning for a downtown square next to the amtrack station.
- The mayor is justifying why the amtrack station should stay operation and requested to push the vote to a later date so the correct representatives to attend and speak on the matter.

Board Comments:

- Mayor Lamar Thorpe is a passionate person for his community.
- Question about a building at the station (the structure came down due the homeless issues).
- The mayor’s response: The past decisions should not impact the future benefit of the station and community.

- The board recognizes the concerns of removing the station building and decisions should be made/addressed by public officials before a final vote.
- Thank you for taking efforts to support the unhoused through this effort.

Public comments:

- Discussed the efforts and funds spent on downtown Antioch in support of keeping the station operational.

Board Vote:

- Informational item.

**Item 9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Decommissioning of the Antioch-Pittsburg San Joaquin Passenger Stop.**

Staff Comments:

- Presentation on the concerns of homelessness and crime at Antioch-Pittsburg station.

Board Comments:

- What attempts have been made to contact Antioch staff?
- How far is Oakley station from Antioch? (6 miles).
- Discussion about ridership impacts of keeping or not keeping station.

Public comments:

- N/A

Board Vote:

- 5-1 voted in approval. Continued discussion with City of Antioch to support reviewing the station in due time.

**Item 10. Update on Caltrans Venture Car Agreements with Caltrans and Amtrak**

Staff Comments: Presentation made to remaining staff members (hour 4 of the meeting).

- There is a technical review of the agreements.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved

**Item 11. Valley Rail Program Schedule Update**

Staff Comments:

- Presentation made to remaining staff members (four-hour meeting).
- Discussion of the Stockton Diamond delays and timeline.

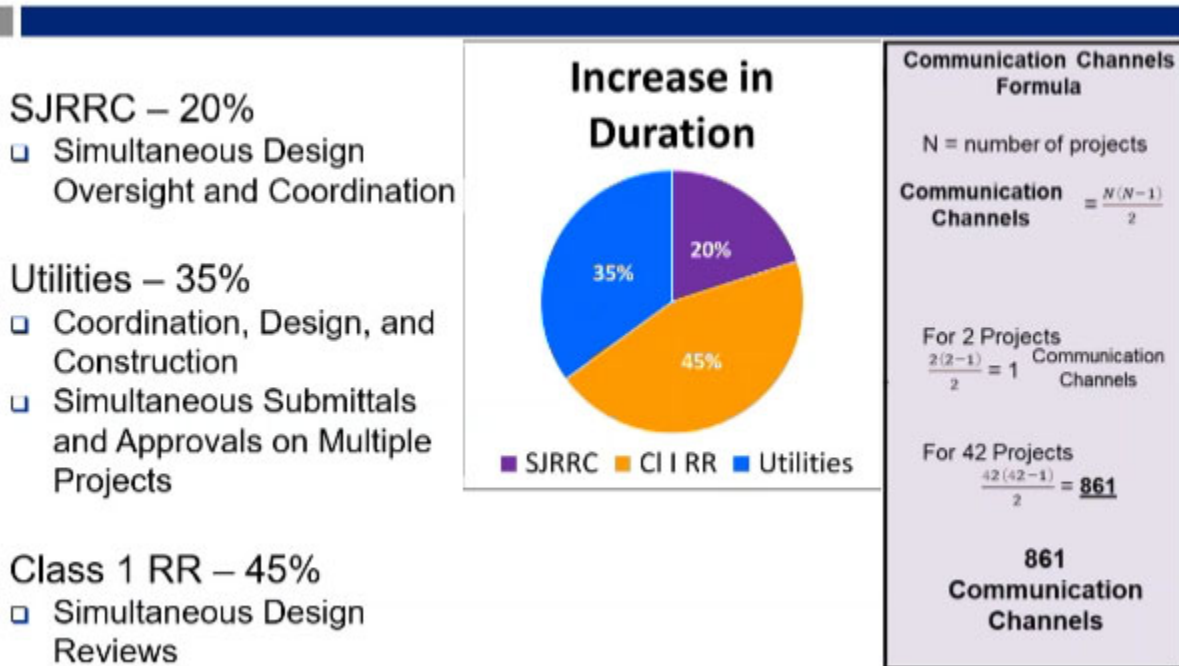
Future-proofing the Valley Rail Improvements:

- Simultaneous North and South Expansion.
- Center Loaded Platforms
- Double-Tracking of Corridors
- Stockton Diamond to allow significantly more passenger trains.

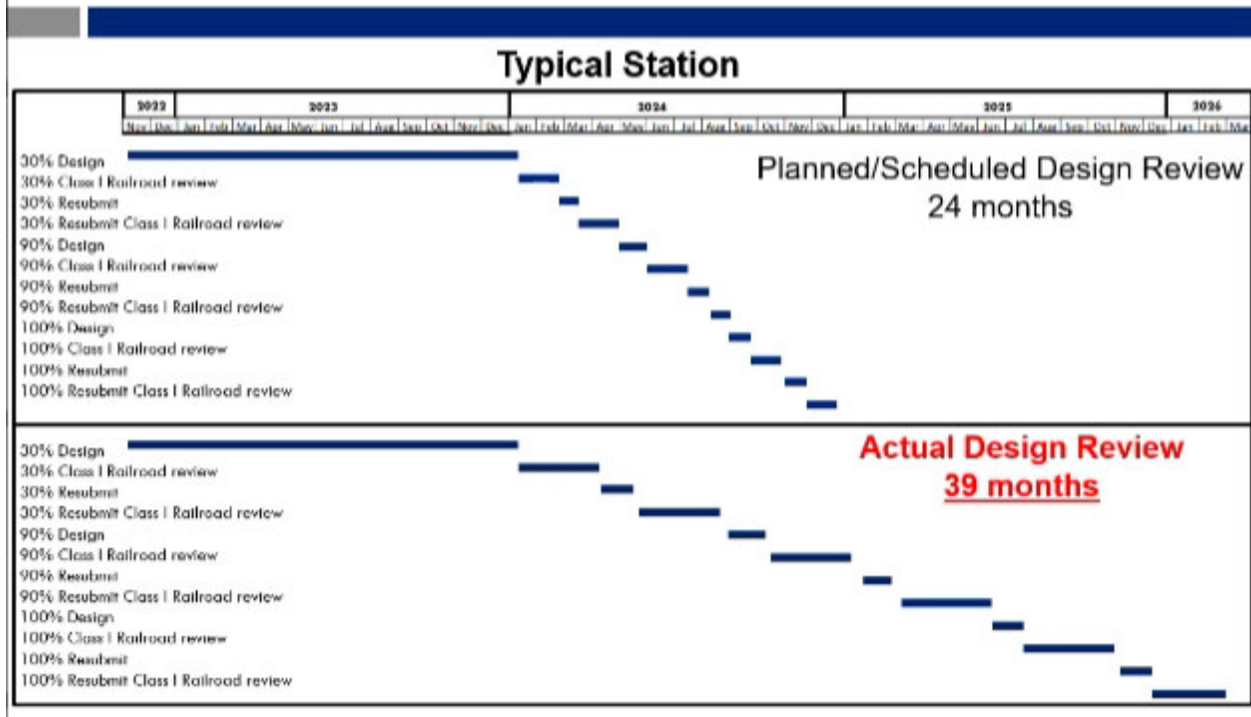
In FY 22/23 the Valley Rail Program had 29 active projects with multiple submittals to UP and BNSF Railroads and Utility Companies.

- This number is expected to increase to 42 in FY 23/34.

## Factors Increasing Schedule Duration



# Duration Increase Analysis



Board Comments:

Public comments:

- N/A

Board Vote:

- N/A

## Item 12. San Joaquins Service Update

Staff Comments:

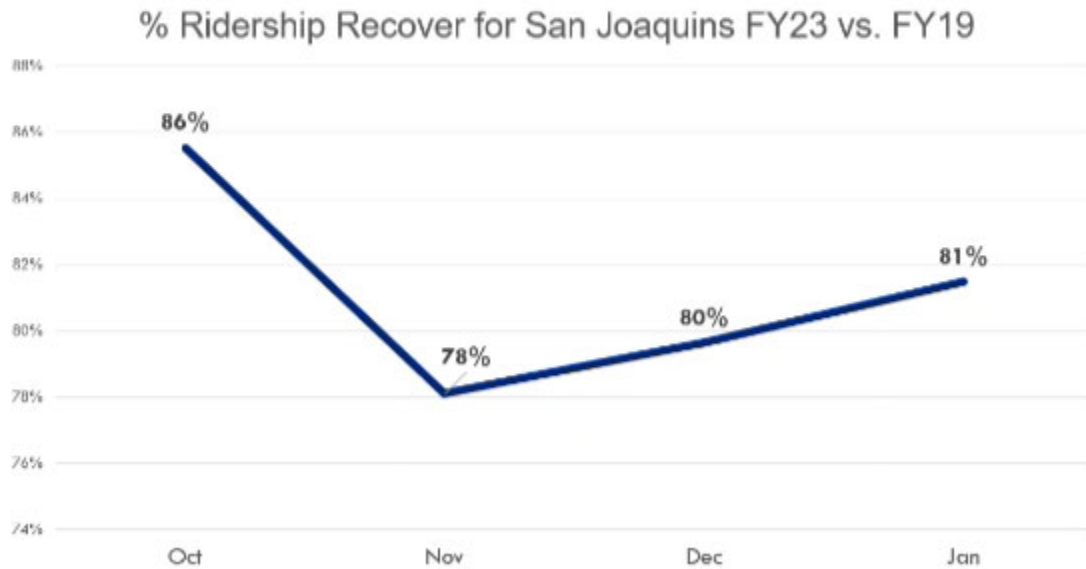
- Report on ridership and revenue, along with comparison to other service providers (slide #1-#3).
- A slide on the weather-related impacts to transit this winter (slide #4).
- Travel related services questionnaires (slide #5-#6).



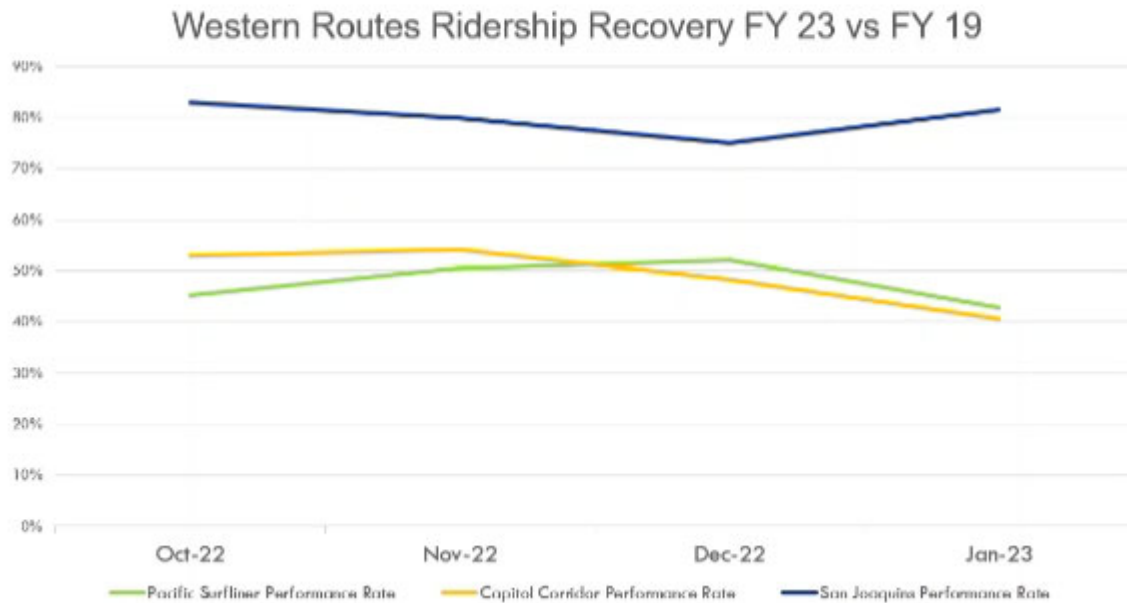
## FY23 YTD Performance

San Joaquins Ridership and Revenue						
(OCT – JAN FY23 vs. FY19)						
Month	Ridership			Ticket Revenue		
	FY22	FY19	% change	FY22	FY19	% change
<b>Oct</b>	72,534	84,802	86%	\$2,348,088	\$2,480,787	95%
<b>Nov</b>	78,937	101,070	78%	\$2,827,088	\$3,253,885	87%
<b>Dec</b>	74,200	93,180	80%	\$2,673,396	\$2,949,028	91%
<b>Jan</b>	62,063	76,154	81%	\$2,051,795	\$2,312,775	89%
<b>Total</b>	<b>287,734</b>	<b>355,206</b>	<b>81%</b>	<b>\$9,900,502</b>	<b>\$10,996,475</b>	<b>90%</b>

## FY23 YTD Performance



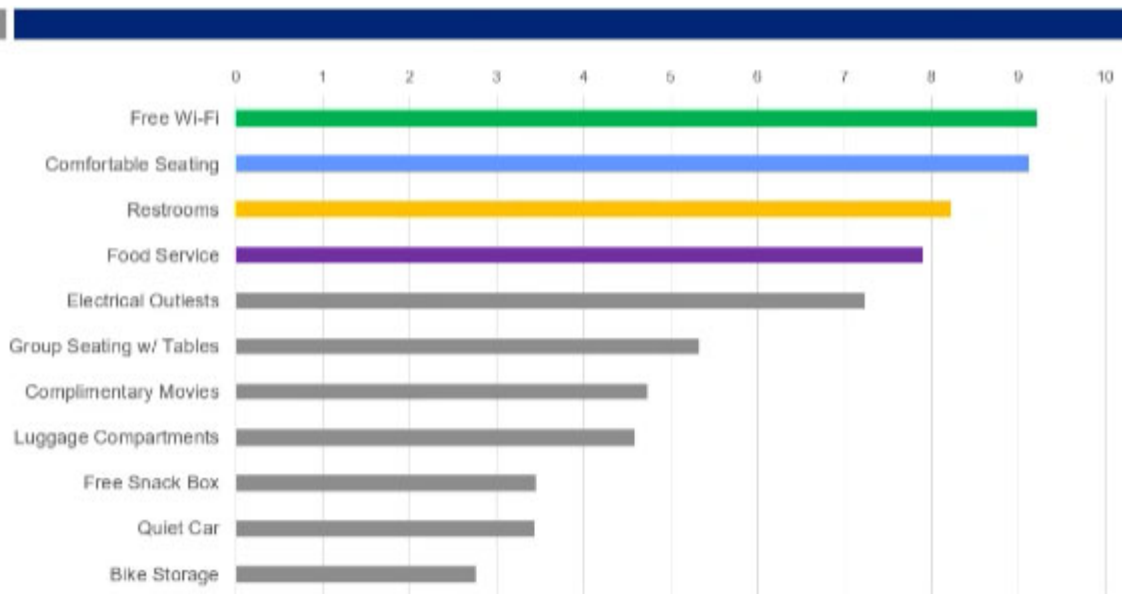
# FY23 YTD Performance



## Recent Weather-Related Impacts

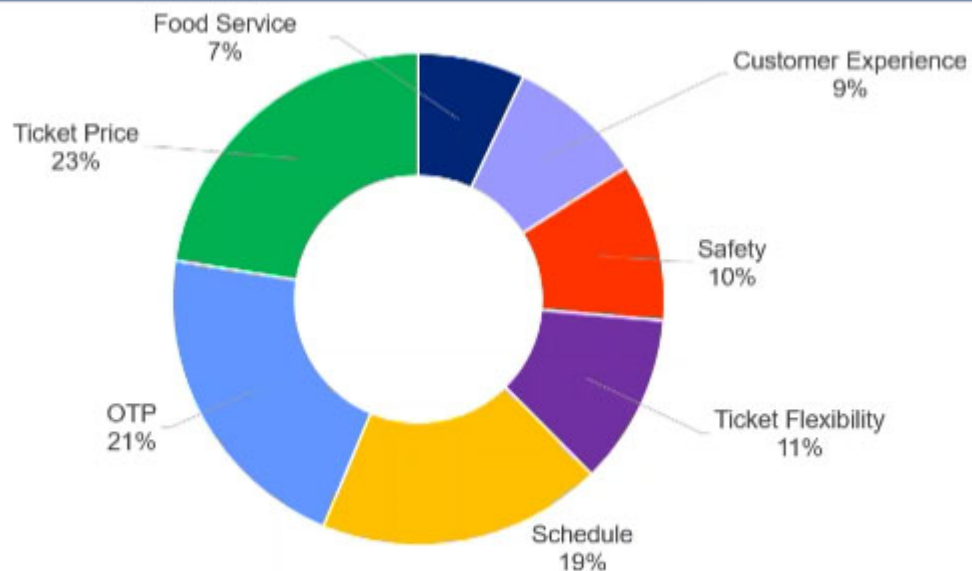
- ❑ **Grapevine Snow – Suspension of Thruway Bus Service**
  - ❑ 1/10, 1/11, 2/23 - 2/27, 2/28-3/2, 3/11-3/13
- ❑ **Sierra Snow – Suspension of YARTS Service**
  - ❑ Rockslide 12/27-12/28 closed YOS, YOV and YOC
  - ❑ Flooding on 1/11 suspend Rt 15 service
  - ❑ Snow on 1/16-2/1 suspend service to EPL, YOC, YOV and YOC
  - ❑ Snow on 2/27-3/18 suspend service to EPL, YOC, YOV and YOC
  - ❑ 3/18-4/7 suspend service to YOC
- ❑ **Flooding in Southern San Joaquin Valley – Suspension of Service between Fresno and Bakersfield**
  - ❑ 3/19 – 3/23

## What amenities are the most important?



- ❑ The top two amenities are Wi-Fi and Comfortable Seating
- ❑ Food Service ranks at #4 in importance.

## Rank top three most important travel experience factors?



- ❑ Ticket Price is by far the most important factor for travel experience on the San Joaquins.
- ❑ Schedule and OTP are the 2<sup>nd</sup> and 3<sup>rd</sup> most important.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved.

**Item 14. Board Member Comments**

- N/A

**Item 15. Executive Director's Report Adjournment**

The next regular meeting is scheduled for: May 19<sup>th</sup>, 2023.