



SAN JOAQUIN JOINT POWERS AUTHORITY

DRAFT 2023 BUSINESS PLAN UPDATE

PUBLIC REVIEW DRAFT - TRACK CHANGE VERSION

PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FY 2023/2024 & FY 2024/2025

EXECUTIVE SUMMARY

The purpose of this 2023~~2~~ San Joaquin Joint Powers Authority (SJJPA) Business Plan Update (“Business Plan”) is to identify SJJPA’s intentions for State Fiscal Year (FY) 2023~~2~~/24~~3~~ and FY 2024~~3~~/25~~4~~ in its 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, 2023~~2~~ and will be submitted in final form by June 30th, 2023~~2~~.

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 (SJRRC) as its Managing Agency for an additional five-year term ([September 27, 2019 – September 27, 2024](#)). SJRRC’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 ~~Draft~~ 2022 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, reduce Thruway Bus service, 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. With anticipation of long-term suspension of food service on certain daily trains due to removal of Horizon Diners from the equipment pool and lack of food service cars for the initial operations of the Siemens Venture Cars, SJJPA launched a more substantial, locally sourced Snack Box on July 14, 2021. 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. In FY20/21 and FY21/22, the San Joaquins slowly recovered ridership with a few setbacks during periods of increased COVID-19 cases and subsequent health orders restricting travel. The San Joaquins reached a peak in ridership recovery in [November-October 2021](#) by recovering 6586% of ridership when compared to [November-October 2019](#). [The San Joaquins experienced a downward trend in ridership during December 2021 and January 2022, due to the COVID-19 Omicron Variant. February 2022 marked the return to ridership recovery on the service. The San Joaquins continues to progress in ridership return month-over-month with forecasted numbers to reach 84% recovery](#)

[for FY23. The San Joaquins ridership performance is particularly positive considering it is operating with one less round-trip and a reduced thruway bus network.](#)

In State Fiscal Year 2021/2022, SJJPA staff, in coordination with Caltrans, CalSTA and the other JPAs, created a service restoration plan to return San Joaquins service back to pre-pandemic levels from the 4 daily round-trips and the reduced thruway bus network. The effort resulted in the 5th round-trip between Bakersfield and Oakland returning to service on June 22, 2021, and the restoration of direct train service to Sacramento with the 6th round-trip on October 18, 2021. The 7th pre-pandemic round-trip is planned to be restored in ~~summer~~[the fall of first half of FY22/ 2023. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service.](#) In addition to the restoration of train service, SJJPA oversaw the reintroduction of suspended Thruway Bus service to complement the restored round-trips and respond to increases in demand in select corridors. On September 24th, 2021, SJJPA approved changes to the Thruway Bus network to maintain the viability of the overall Thruway Bus Network by reducing operational costs on underperforming routes while maintaining services in strong ridership corridors and markets.

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 were reduced, SJJPA began working 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-train 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 (SRTA) 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 has been completed and the results ~~have~~[are being](#) processed and documented. ~~If results are positive, A~~all locomotives are expected to utilize renewable diesel as early as the ~~spring~~[fall](#) of 2023~~2~~. 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 ~~will~~ be further improved to become the Madera HSR re-located with a California High-Speed Rail Station by 2030 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 and final design is underway. ~~CHSRA has requested that~~ SJJPA ~~is taking~~ the lead in 2023~~2~~ in getting CEQA/NEPA for the full-build HSR Madera Station. SJJPA ~~received~~is requesting funding in FY 2022/23 to carry out this additional environmental work.

Reduce Running Times between Northern California and Bakersfield: SJJPA ~~will continue to~~has explored ways to reduce travel times for trains running between Northern California and Bakersfield ~~to under six hours. This would 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 ~~dwelling 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 is requesting 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 in conjunction with the reintroduction of the 7th daily round-trip anticipated in ~~summer~~the first half of FY22/ 2023. 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 additional planning funding in FY 2023~~2~~/24 and FY 2024~~3~~/25 to continue 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-received~~is requesting funding in FY 2022/23 and is requesting funding in FY 2023/24 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 ~~Early Interim~~ Operating Segment (EOS). The CEQA process for the MITC Project began on January 5, 2023.

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 match funding. The environmental and detailed design are being funded through ITIP funds appropriated in

2020. The environmental impact report (EIR) was certified by SJRRC on June 4, 2021. The environmental assessment (EA) for NEPA Clearance was ~~will be~~ completed in ~~August~~ ~~Summer~~ 2022.

Cross-Valley Corridor: As a result of the “South of Merced Integration Study” effort, SJJPA has entered into an MOU with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. SJJPA also committed to working with KCAPTA and Visalia Transit to seek state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia. In 2023, SJJPA is partnering with the City of Hanford, King-Tulare MOU partner agencies, and CHSRA on a Caltrans Sustainable Communities Planning grant for Kings-Tulare HSR station area and Cross Valley Rail (Porterville – Huron) planning. The City of Hanford will be the lead agency for this grant.

Caltrans-owned Venture Railcars: The State, pursuant to a grant provided by the Federal Railroad Administration (“FRA”), is purchasing from Sumitomo Corporation of America (“SCOA”) and subcontractor builder Siemens Mobility, Inc. (“Siemens”), forty-nine (49) Venture single-level Railcars for use in the Northern California San Joaquin Fleet (“Venture Railcars”). Caltrans will transfer custody and control of the Caltrans-owned Venture Railcars to SJJPA to perform Venture Railcar Maintenance, in addition to administering oversight of Amtrak Operations of the Venture Railcars that are deployed exclusively on the San Joaquin Corridor. The first Venture Car train set is anticipated to begin revenue service in Summer 2023, with additional trainsets entering service every six (6) weeks contingent on delivery of the Cab Cars.

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 202~~32~~/~~243~~ and FY 202~~43~~/~~254~~ “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.
- ~~Work with the state to identify funding and then~~ Lead the environmental and detailed design work for the MITC Project and the Madera full-build HSR Station.
- Implement Valley Rail improvements needed to accommodate the planned 8th and 9th Daily Round-Trips and Oakley Station and Relocated Madera Station 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.
- Deploy and market new Venture Car trainsets.
- Explore new partnerships with public or private bus operators and implement SB 742 provisions with the goals of allowing non-train passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Actively partner with Butte CAG in their state funded “North Valley Passenger Rail Strategic Plan” of the potential extension of the San Joaquins (and ACE) services north to Butte County.
- Actively partner with Kings/Tulare MOU partner agencies in the Cross-Valley [Corridor Phase 1 Bus Study and with a Sustainable Communities planning grant for studying transit-oriented development and connectivity to the Kings-Tulare HSR Station which includes planning for the Cross-Valley Corridor Rail Service](#).
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and [in partnership with local/regional agencies](#) pursue a Caltrans Sustainable Planning grant(s) in 2023 and 2024 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 ~~running eight round-trips ultimately hourly service~~ between Sacramento and ~~Merced Fresno~~ within the next 10–15 years, while ~~also increasing optimizing~~ service to the Bay Area ~~and providing critical connectivity to the HSR EOS and Southern San Joaquin Valley~~.

SJJPA is currently implementing its Short-Term Capital Improvement Program ([0-5 years](#)), 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 are expected to be procured by the state 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, SJRRC and Caltrans pursued and secured \$120 million in additional state and federal funding to complete the Stockton Diamond Grade Separation Project. [On January 31, 2023, CalSTA announced that the Valley Rail Program had been awarded an additional \\$142 million to fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging significant federal and local investments.](#)

SJJPA also has a Longer-Term Capital Improvement Program ([5-10 years](#)), which envisions improvements to achieve ~~eight round-trips hourly service~~ between Sacramento and Merced, the Merced Intermodal Track Connector (MITC) Project, as well as to ~~the consider~~ extensions of service north of Sacramento ~~to Butte County (Chico), and additional intercity service to the Bay Area, and to the Oakland Coliseum/Airport~~. ~~Expanded Hourly~~ service will require additional capacity enhancement projects such as ~~double-tracking~~ 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 ~~planned~~ investigated include, rail service north of Sacramento along the UPRR rail line from Sacramento to ~~Chico~~ Redding with ~~potential~~ stations ~~at Plumas Lake, initially in Marysville/Yuba City, Marysville, Gridley (to connect to Oroville) and Chico Butte County~~ in the mid-term horizon, 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 ~~intercity service~~ the San Joaquins to additional Bay Area markets is also being ~~planned that would terminate at a new Union City/BART station, explored in the Altamont Corridor Vision Phase 1 project, which is a joint effort of SJRRRC and the Tri-Valley—San Joaquin Valley Regional Rail Authority, the managing agency of the future Valley Link service. Beyond the ten-year horizon, SJJPA is considering the extension of service past the Amtrak Oakland Station to serve the Amtrak Coliseum/Airport Station, and working with Caltrans, CCJPA and the City of Sacramento to study a direct connection for Valley Rail service to Sacramento Valley Station (SVS).~~

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

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions Construction Year)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Cabral Station Expansion (Additional Parking/Safety and Security Amenities)	\$6.89 \$0.2	\$6.36 \$0.2	CMAQ/SGR/SRA Cal OES	SJJPA/SJRRRC	Design Construction
Station Enhancements - Security Cameras	\$0.8	\$0.8	Cal OES/PTA	SJJPA	Construction
Minor Capital – Station/Service Enhancements	\$5.0	\$5.0	Minor Cap PTA	SJJPA	Construction
8th and 9th Daily Round-Trips					
Track Improvements—UPRR Sac. Sub	\$149.1	\$149.1	TIRCP/ITIP	SJJPA/UPRR	Design
Track Improvements - BNSF Stock Sub	\$27.50 \$20.0	\$20.00 \$20.0	TIRCP	SJJPA/BNSF	Design
Valley Rail North (Stations/Track, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas) New Stations (Lodi, Elk Grove, 4 in Sac.)	\$456.46 \$111.5	\$408.15 \$111.5	TIRCP/ITIP TIRCP	SJRRRC/SJJPA/UPRR SJJPA	Design Env and Design
Track Extension (RMF to Cabral Station) ⁺	\$50.00 \$45.3	\$43.37 \$32.3	Prop 1A/CMAQ/FTA 5307/ FTA 5309/ 2016 Earmark/ Measure K	SJRRRC/UPRR	Construction
Layover Facility—Natomas	\$17.7	\$17.7	TIRCP	SJJPA	Planning/Env.
Modesto and Turlock-Denair Double Platforms	\$112.11 \$20.0	\$53.08 \$20.0	ITIP	Caltrans/BNSF	Planning Design
San Joaquin St. Layover Project	\$7.0	\$7.0	ITIP	SJJPA	Design
Other Station Projects					
Madera Station Relocation/Expansion	\$36.13 \$26.7	\$36.13 \$26.7	TIRCP/SRA	SJJPA	Planning/Env. Design
New Oakley Station Platform	\$8.28 \$8.6	\$8.28 \$8.6	TIRCP/SRA	SJJPA	Design/Const.
Allensworth Accessibility Improvements	\$0.3	\$0.3	Cost Savings	SJJPA	Planning
Corridor and Other Projects					
Stockton Wye	\$19.06 \$8.7	\$19.06 \$8.7	SRA	UPRR	Construction Design
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	S ITIP	Caltrans/SJJPA	Construction
Cal PIDS Replacement/Upgrade	\$0.7	\$0.7	Cal OES	SJJPA/CCJPA	Design
Stockton Diamond Grade Separation	\$290.55 \$239.0	\$290.55 \$239.0	TCEP/BUILD/ITIP/SB 132	SJRRRC/SJJPA/UP/BNSF	Env. Design
Stockton Rail Maintenance Facility Expansion	\$30.22 \$29.6	\$30.22 \$29.6	ITIP/SJJPA SRA/ Caltrans SRA/ Prop 16/CalOES	SJRRRC/SJJPA	Construction

Merced Integrated Track Connector (MITC)	\$320.65 \$254.2	\$4.50	PTA/SRATBD	SJIPA	Planning
Merced Layover	\$85.0 \$100.49		TBD	SJIPA/SJRRRC	Planning

¹Track Extension (RMF to Cabral Station) Project Cost has escalated from 2021 Business Plan due cost escalation in materials and construction cost.

Source: Caltrans Division of Rail and Mass Transportation and SJIPA, 2022.

Fare Policy

SJIPA 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, SJIPA 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 Buses encouraging passengers to purchase tickets for a less impacted train or another date.

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 SJIPA 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.

On June 22, 2021, SJIPA reintroduced cafe service onboard the bi-level trainsets after suspending the service due to COVID-19. Due to lack of Horizon Diners in the equipment pool, a New Snack Box and water are provided free of charge to passengers on train numbers operating Comet Equipment. The new locally sourced Snack Box provides 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. SJIPA is also considering ~~giving away~~ providing the ~~snack~~ Snack Boxes on the longer distance Thruway Bus routes. SJIPA will continue to evaluate the food and beverage service to provide high quality options in the most efficient and cost-effective manner.

As a part of the Siemens Venture Car project, SJIPA is reevaluating food service delivery and procuring a vending solution to be installed in 14 cars. To maintain customer satisfaction by providing a similar product mix to the concurrent attended service (which will continue to operate on the current fleet), SJIPA envisions the vending solution to provide the following product mix: coffee, water, soda, snacks, fresh sandwiches, and salads. The intention is for the vending solution to provide a seamless customer experience in relation to the modern aesthetic and environment of the new Siemens cars. The vending solution should feel like a natural extension of the overall travel experience onboard the train.

Marketing Strategies

During the COVID-19 pandemic, it ~~is was~~ an essential function of SJIPA 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.

SJIPA’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. As the COVID-19 pandemic has continued, SJJPA has begun to employ attractional ridership messages in its communication plans, while still maintaining an appropriate level of health and safety messaging to build confidence in the market.

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. 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 Arcata 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 \$1,500,000 budget allows 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 will be focusing a portion of its marketing efforts in FY21/22 on the promotion of the launch of the Siemens Venture Cars and continued deployment of the balance of the order. The launch of new rail cars will be a significant marketable opportunity to attract new and returning riders.

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.

[Table ES.2/10.1](#)

Table ES.2/10.1

SJJPA State Funding Request for the San Joaquins (FY 2022/23 - FY 2024/25)			
Expense Category	FY 2022/23 (Approved Current)	FY 2023/24 (Requested)	FY 2024/25 (Projected)
Operating			
-Amtrak Contract	\$58,485,672	\$69,516,150	\$71,137,022
-Operations Contingency	\$3,509,140	-	-
-Other Operations	\$4,693,474	\$2,715,000	\$3,015,000
Venture Car Transfer and Maintenance	-	\$5,300,000	\$8,000,000
Administrative	\$3,559,487	\$3,773,056	\$3,999,440
Marketing	\$1,500,000	\$1,500,000	\$1,500,000
Marketing Analysis	\$300,000	-	\$300,000
Minor Capital	\$500,000	\$1,000,000	\$1,000,000
High Speed Rail/Early Train Operator Coordination Support*	\$2,000,000		\$2,000,000
Merced Intermodal Track Connection (MITC) Env. /Design	\$3,500,000	\$5,500,000	-
Madera Station High Speed Rail CEQA/NEPA	\$2,000,000	-	\$2,000,000
Total Request	\$80,047,773	\$89,304,206	\$92,951,462

*SJJPA Anticipates the State to fund ETO Coordination through Caltrans.

Safety and Security

The primary objectives of SJJPA's Safety and Security Program include continuing a broad-based program of educational activities, increasing public awareness of rail safety and security along the San Joaquins corridor, and aggressively pursuing capital improvements that help improve the safety of the infrastructure.

SJJPA will leverage a network of rail safety education resources through California Operation Lifesaver, materials and resources provided by the Transportation Security Administration (TSA), and safety and security grant programs. SJJPA will also continue collaborative efforts with the State, SJJPA member agencies, Amtrak, UPRR, BNSF, California Operation Lifesaver, Transportation Security Administration (TSA), [California Governor's Office of Emergency Services \(Cal OES\)](#), 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 provided 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 and developers 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. [In partnership with local/regional agencies](#), SJJPA will pursue Caltrans Sustainable Planning grant(s) in 2023~~2~~ and 2024 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 ~~2022-2023~~ 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) ~~2022-2023/23-24~~ and FY ~~2023-2024/24~~ ~~25~~ in its 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) Draft 2022 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 ~~2022-2023~~ 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 [the](#) 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~~that 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~~comments to the Business Plan. Finally, SJJPA posted the Public Review Draft Business Plan to its website (sjjpa.com) on March ~~23, 2022-2023,~~ for public review of the document and was circulated to SJJPA's stakeholder list.

[2022-2023 SJJPA Business Plan Update Approval Process](#)

This Business Plan is similar to the ~~2021-2022~~ 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 ~~2022-2023~~ Business Plan at its January ~~28²⁷, 2022-2023,~~ 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 ~~25²⁴, 2022-2023,~~ Board Meeting for approval. Following approval, the Draft Business Plan will be submitted to CalSTA by April 1, ~~20222023~~. A final version of the Business Plan, which includes revised operating cost estimates from Amtrak, will be presented at the May ~~27¹⁹, 2022-2023,~~ SJJPA Board Meeting. The Business Plan will be submitted to CalSTA by June 30, ~~20222023~~.

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 ~~4-16~~ 16 minutes. Between Sacramento and Bakersfield, the San Joaquins has a minimum 5 hours and ~~4-23~~ 23 minutes running time. Maximum speed for the San Joaquins is 79 mph.

In 1979-80, the San Joaquins only ~~had operated~~ 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~~ in certain few years, competition from new private intercity bus carriers, and periods of declining on-time performance (OTP). SJJPA is addressing these concerns ~~through~~ through service changes and other planning efforts described in this Business Plan. In FY 2018/19, the San Joaquins Service ~~were~~ was 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 20~~21-22~~ 18/19.

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	Farebox Ratio
						Calculated Service Costs		
		(F1)		(F2)		(F3)	(F4)	(F5)
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		29.5%
1980-81	159,498	55.3	\$2,224,137	\$6,940,934	\$4,716,797	\$1,360,391		32.0%
1981-82	189,479	65.3	\$3,115,710	\$7,774,029	\$4,658,319	\$2,228,585		40.1%
1982-83	186,121	62.9	\$3,342,137	\$7,991,697	\$4,649,560	\$2,490,275		41.8%
1983-84	248,275	85.3	\$4,730,431	\$8,094,789	\$3,364,358	\$2,518,066		58.4%
1984-85	269,837	94.6	\$5,210,951	\$8,641,293	\$3,430,342	\$2,802,955		60.3%
1985-86	280,798	101.1	\$5,425,329	\$8,610,554	\$3,185,225	\$2,658,895		63.0%
1986-87	304,668	106.1	\$6,084,677	\$9,179,133	\$3,094,456	\$2,929,148		66.3%
1987-88	340,573	121.1	\$7,457,686	\$9,633,659	\$2,175,973	\$2,605,572		77.4%
1988-89	370,190	133.7	\$9,527,268	\$10,968,216	\$1,440,948	\$1,887,450		86.9%
1989-90 (S3)	418,768	116.9	\$11,84,743	\$15,286,520	\$3,440,777	\$3,544,332		77.5%
1990-91	463,906	104.1	\$12,691,986	\$18,456,785	\$5,764,799	\$5,803,565		68.8%
1991-92	483,593	104.3	\$12,369,805	\$18,633,777	\$6,263,972	\$6,472,598		66.4%
1992-93 (S4)	516,113	109.6	\$12,628,496	\$22,227,149	\$9,598,653	\$10,789,651		56.8%
1993-94	558,569	94.6	\$13,894,624	\$26,678,861	\$12,784,237	\$12,335,021	\$3,937,150	52.1%
1994-95	524,680	88.8	\$12,244,668	\$25,077,153	\$12,832,485	\$12,668,018	\$3,705,069	48.8%
1995-96	526,088	86.6	\$12,477,497	\$25,386,099	\$12,908,602	\$14,483,048	\$1,360,327	49.2%
1996-97	652,544	106.1	\$13,817,681	\$34,528,165	\$20,710,484	\$16,265,387	\$5,672,236	40.0%
1997-98	702,178	118.0	\$15,230,966	\$36,517,290	\$21,286,324	\$17,190,515	\$4,493,597	41.7%
1998-99 (S5)	680,687	102.8	\$16,496,457	\$37,269,835	\$20,773,378	\$19,938,254	\$1,712,168	44.3%
1999-00	671,295	92.7	\$18,061,512	\$41,791,782	\$23,730,270	\$24,232,326	\$652,236	43.2%
2000-01	710,833	97.9	\$19,667,681	\$43,404,325	\$23,736,644	\$24,350,127	\$540,809	45.3%
2001-02 (S6)	733,152	96.9	\$20,114,693	\$46,503,548	\$26,388,855	\$26,281,035	\$396,392	43.3%
2002-03	769,708	89.9	\$20,318,564	\$50,552,529	\$30,233,965	\$29,729,650	\$504,315	40.2%
2003-04	752,227	87.2	\$22,100,796	\$50,061,460	\$27,960,664	\$27,960,664	\$89,345	44.1%
2004-05	743,245	85.1	\$22,590,880	\$49,883,689	\$27,292,809	\$27,292,809	-	45.3%
2005-06	801,242	91.1	\$25,869,979	\$55,226,742	\$29,356,763	\$29,356,763	-	46.8%
2006-07	789,641	88.8	\$26,862,994	\$61,188,078	\$34,325,084	\$34,325,084	-	43.9%
2007-08	894,346	88.2	\$28,945,651	\$65,474,253	\$36,528,602	\$36,528,602	-	44.2%
2008-09	958,946	90.0	\$30,671,510	\$68,232,766	\$37,561,256	\$37,561,256	-	45.0%
2009-10	967,437	103.7	\$32,117,615	\$62,689,957	\$30,572,342	\$30,572,342	-	51.2%
2010-11	1,032,579	112.9	\$36,571,173	\$69,578,077	\$33,006,904	\$33,006,904	-	52.6%
2011-12	1,133,654	124.0	\$40,161,170	\$74,360,735	\$34,199,565	\$34,199,565	-	55.0%
2012-13	1,195,898	127.5	\$41,415,960	\$73,685,365	\$32,269,405	\$32,269,405	-	56.2%
2013-14	1,202,624	125.8	\$41,421,102	\$79,263,729	\$37,842,627	\$37,842,627	-	52.3%
2014-15	1,181,639	123.8	\$41,020,415	\$80,023,410	\$39,002,995	\$39,002,995	-	51.3%
2015-16 (S7)	1,135,424	118.6	\$39,040,339	\$77,388,218	\$38,347,879	\$38,347,879	-	50.4%
2016-17	1,125,626	100.1	\$38,880,344	\$78,939,791	\$40,059,447	\$40,059,447	-	49.3%
2017-18	1,090,200	97.4	\$36,073,870	\$83,878,638	\$47,804,768	\$47,804,768	-	43.0%
2018-19	1,076,454	93.9	\$35,217,711	\$85,840,487	\$50,622,776	\$50,622,776	-	41.0%
2019-20	794,634	77.4	\$27,174,389	\$81,462,210	\$53,945,006	\$53,945,006	-	33.4%
2020-21	392,538	56.7	\$12,801,388	\$59,002,225	\$43,141,698	\$43,141,698	-	21.7%
2021-22	656,469	74.4	\$23,774,562	\$73,870,832	\$50,096,271	\$50,096,271	-	32.2%

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) [Farebox Ratio – The ratio of Operating Revenue to Operating Expense.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). 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~~139,006 (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~~80,655 passengers. The Thruway bus station with the greatest number of riders is by far Los Angeles Union Station with over ~~140~~195,000 San Joaquins passengers in FY ~~2016~~2019.

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. 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~~195,000 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.](#)

SJJPA 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. In 2020, as a result of the pandemic, SJJPA took action to make some significant reductions to the San Joaquins Thruway Bus network in order to create a much more cost-effective service. In September 2021, SJJPA took additional action to maintain many of these measures for the foreseeable future. These changes included: truncating Route 19 at San Bernardino (it had previously served two split lines beyond San Bernardino that terminated in Indio and in Hemet); truncating Route 1c (deleting stops at Westchester, El Segundo and Torrance) and adding a terminus stop at Santa Monica; eliminating Route 1b (and adding more Route 1 service to Los Angeles Union Station); eliminating Route 12 (between Bakersfield and the Antelope Valley); eliminating Route 34 (between Stockton and San Francisco); eliminating the McKinleyville and Rio Dell Scotia stops along Route 7 and adding a new terminus stop at Humboldt State University; and working with Amtrak to have Routes 10, 9, and 18 provided by private operators with revenue-sharing interline agreements with Amtrak (which eliminate most of the annual costs to the San Joaquins for these routes). FY 2019

ridership for these routes (including routes that have been suspended indefinitely) is shown on Table 2.7. The FY 2021 Thruway bus routes and their origins/destinations are as follows:¹

Route 1 – Los Angeles Basin/San Diego
(from Bakersfield Station):²

1–Bakersfield-Los Angeles-San Diego*;

Route 1c – West Los Angeles: Bakersfield – Van Nuys – Santa Monica

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*-Humboldt State University (Arcata)*;

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

Note: Route 10 buses are operated by an interline agreement through Amtrak.

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): Visalia – Hanford – San Luis Obispo – Santa Maria

Note: Route 18 buses are operated by an interline agreement through Amtrak.

Route 19 – Inland Empire (from Bakersfield Station): Bakersfield – Pasadena – San Bernardino

Route 20 – Reno/South Lake Tahoe (from Sacramento Station):³

Route 20a–Sierra Foothills/High Sierra, Sacramento-Auburn/Reno/Sparks;

Route 20c–Lake Tahoe, Sacramento-South Lake Tahoe/Stateline*;

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 [late fall 2022/2023](#));

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.

¹ Cities designated with asterisks (*) are not serviced by all schedules on the route.

² Route 1 serves the Pacific Surfliner and San Joaquins routes.

³ Route 20 provides connectivity to San Joaquins trains but is managed by CCJPA.

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 seven trainsets for the six daily round-trip service. This is a reduction from the Pre-COVID-19 pandemic of eight consists for seven daily round-trips. 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. With ridership recovery progressing on the San Joaquins, SJJPA anticipates reintroducing the 7th daily round-trip in the fall of 2023 which would require additional equipment to operate. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service.

Existing Equipment

The San Joaquins and Capitol Corridor currently share a combined fleet of 13 F59 PHI Locomotives, ~~0 P42 Locomotives (previously leased units have been removed from service),~~ 10 Charger Locomotives, and 78 bi-level passenger coaches and cab cars. The San Joaquins also utilizes 14 State-owned Comet Car coaches, as well as, 12 Venture Cars and 4 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~~ 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 the new Siemens Venture Cars begin revenue service.

Charger Locomotives

Caltrans recently procured ~~22-24~~ 22-24 new Siemens Tier IV Charger diesel-electric locomotives, ~~ten-8~~ of which were delivered for use in the Northern California Fleet. The ~~ten-8~~ locomotives are shared between the San Joaquins and Capitol Corridor trains, ~~with six in service as of October 2017, two in service since June 2018, and the final two put into service in 2021.~~ 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 ~~14-16~~ 14-16 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 [the 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 in agreement with Sumitomo Corporation of Americas (SCOA) will 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. Delivery of these new cars began in March 2020 with the balance of the cars scheduled to be delivered by the end of [2023/2024](#). The structure and design of these new rail cars is based on the passenger cars being used on the Brightline Service, which runs between West Palm Beach and Miami in Florida. [The first Venture Car train set is anticipated to begin revenue service in Summer 2023, with additional trainsets entering service every six \(6\) weeks contingent on delivery of the Cab Cars.](#)

The Siemens Venture Cars are single-level, modern passenger rail cars. The Venture Cars are semi-permanently coupled, meaning the cars that make up a trainset are ~~intentioned~~[intended](#) to be kept together as a consist due to the significant time it takes to uncouple them. The advantage of semi-permanently coupled cars is a more seamless gangway between cars to allow for easier movement from car-to-car including the ability to move between cars in a wheelchair. The interior of the cars features comfortable seats, workstation tables, automatic passenger announcements, passenger information screens, panoramic windows, overhead storage, luggage racks, bicycle storage racks, and ~~ADA-accessible~~[ADA-accessible](#) restrooms.

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~~[Covid](#)-19 Pandemic, the State had deployed Comet Car trainsets on the San Joaquin. 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 Joaquin 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~~[its](#) consultants to explore more efficient ways to provide accessibility than the hand-cranked mobile wheelchair lifts. SJJPA and Caltrans are working together to construct [temporary](#) mini-high platforms at the existing stations to allow for level boarding on the Venture 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 ~~the~~ 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 was completed in 2021. Results are being documented in a report to be produced by the CCJPA, ~~and~~ CCJPA is working on EPA certification. ~~If results are favorable (as expected), r~~Renewable diesel should be in all the locomotives of the Northern California Fleet in the ~~spring of 2023~~ ~~fall of 2022~~.

SJJPA is also committed to utilizing renewable diesel in locomotives and bus fleet 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, ~~and the San Joaquin Regional Rail Commission (SJRRRC) began using renewable diesel on all ACE trains starting November 2022~~. 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, ~~SJJPA~~, and CCJPA have created a program ~~of for identifying periodic~~ overhaul ~~projects s~~ to the existing fleet that will result in improved performance ~~and reliability~~. ~~For example, an overhaul~~ ~~overhaul project on the~~ ~~The main engines of the existing State-owned~~ ~~State-owned original~~ fleet of F59 Locomotives ~~will be advertised in the Summer 2023. The project is to upgrade the engines from Tier II emission standards to Tier IV standards and complete an~~ ~~complete overhaul of the units, 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~~ ~~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 additional~~ ~~bike-bicycle~~ racks.

Caltrans entered into an agreement with ~~the San Joaquin Regional Rail Commission (SJRRRC)~~ for acceptance activities of the Siemens Venture Cars at the SJRRRC Rail Maintenance Facility (Stockton RMF). As the Venture Cars are accepted by Caltrans ~~and move into revenue service, the~~ SJJPA will provide the daily maintenance of the new vehicles in Oakland, Bakersfield, and Sacramento, while all federally required inspections and maintenance will be completed at the SJRRC Rail Maintenance Facility in Stockton. SJJPA will continue their management and oversight of Amtrak for the Caltrans Venture Cars.

Additionally, Caltrans entered into an agreement with SJJPA on a Truck Overhaul Program for the 88 State owned Bi-level Passenger Rail vehicles with work being done at the Stockton RMF. This program will overhaul the trucks, diaphragms, and coupler systems of the State-Owned vehicles.

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.

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 the 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 (SJRRRC) 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~~ 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. As of October 22, 2021, the San Joaquins are operating 6 daily round-trips. The 7th daily round-trip is anticipated to be reintroduced in the first half of FY22/23 fall of 2023. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service. The COVID-19 services changes put SJJPA’s previous plans for increased service speeds and reductions in operating time on hold while the service ~~build-builds backs~~ back ridership and revenue. 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 work 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 203028. SJJPA is working with CHSRA, CalSTA, Caltrans, and SJRRRC 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.

The FY ~~2022~~2023/~~23-24~~ and FY ~~2023~~2024/~~24-25~~ operating plan for San Joaquins includes the return of full-corridor service for seven daily round-trips.

Service Pattern in FY ~~2022~~2023/~~23-24~~ and FY ~~2023~~2024/~~24-25~~

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 ~~2023~~2024/~~2024~~2025

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

Beyond FY ~~2023~~2024/~~24-25~~, 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 in~~ the Bay Area. With these frequencies, the San Joaquins will be ~~well-positioned~~~~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 ~~planning for~~~~considering~~ expanding service north of the Sacramento Region.

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 ~~carried out~~ ~~has begun~~ a schedule performance monitoring project that ~~reviewed~~ ~~operational performance data and developed~~ ~~action plans which~~ ~~were~~ ~~are~~ targeted to increase OTP for the San Joaquins. ~~With these efforts to increase OTP, FY 2020 saw a significant increase in OTP, which rose to 83% and continue to increase in FY 2021 to nearly 85%. 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. Similar to 2018 and 2019, due to~~ ~~third-party~~ ~~impacts such as trespasser interference and maintenance activities, BNSF managed maintenance efforts OTP decreased in FY 2022 to 76.3%. –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, Amtrak, and Caltrans to discuss the types of delays, reasons for delays, and identifying potential solutions so future delays can be ~~a~~ 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%
FY 2021	84.8%
<u>FY 2022</u>	<u>76.3%</u>

Source: Amtrak, 2020/2022

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. Given the significant cost and schedule implications of continuing to have a crew change in Merced, SJJPA is committed to continuing to study the opportunities to reduce travel times on the San Joaquins ~~developing a plan that will eliminate this crew change.~~

~~Several~~ A few strategies to reduce operating times to under six hours between Northern California and Bakersfield will continue to be investigated ~~be reported on~~ during FY 2023/24, 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.
- In Coordination with SJJPA and CCJPA, Caltrans is leading a study to enable trains to be turned at Martinez that can provide operating flexibility and optimize capacity in the corridor between Martinez and Oakland. In 2023, SJJPA will continue to work with Caltrans and CCJPA to complete a Project Study Report and develop a funding plan and timeline for implementation of the project.
- 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 complete the Far North Rail study 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.

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 Joaquin 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. As required by SB 742, SJJPA submitted a "Report to the Legislature" on December 27, 2022, regarding the progress of the implementation of the provisions of this bill and its impacts on private intercity bus carriers which is available on the SJJPA website. ~~Due to the COVID-19 pandemic, implementation of SB 742 was delayed so that all thruway bus seating capacity was reserved for rail passengers while social distancing restrictions set available seating capacity at 50% for both rail and bus service. In late 2021, after social distancing restrictions had been lifted by the State, SJJPA continued moving forward with its efforts to implement SB 742.~~

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

Shasta Regional Transportation Agency (SRTA) is 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 received a TIRCP award in 2018. 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 will 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 will 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 recently completed a study 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. However, the COVID pandemic has impacted the timing of such a partnership between BCAG and the SJJPA. Currently, BCAG and SJJPA are coordinating on the Far North Rail Study, but a part of that effort will also be considering the timing and opportunity for future partnerships for bus service as well in the Route 3 corridor.

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 Arcata 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 2023/23~~, SJJPA, Greyhound, local/regional agencies and other interested stakeholders along the corridor will complete work on a Caltrans led study for service integration and improvement along the North Coast (Route 7 Corridor) ~~to be completed within one year with the goal of identifying a plan~~ to increase the usefulness of intercity bus services and other connecting bus services in the North Coast Corridor. This study ~~is~~ will ~~exploring~~ explore partnerships with SMART to improve connectivity with Route 7.

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 and Route 1c (Bakersfield – West Los Angeles), Route 19 (Bakersfield – Inland Empire) and Route 40 (new route between Merced and San Jose) at the March 27, 2020 SJJPA Board Meeting. As specified in SB 742, before offering bus-only tickets on Thruway bus routes, SJJPA consults with and considers 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 also makes 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 are documented, presented, and available for public comment at applicable SJJPA Board Meetings. Due to the COVID-19 pandemic, implementation of SB 742 was put on hold as to reserve seating capacity for train passengers while overall seating capacity was reduced on both trains and thruway buses at 50% of normal capacity. SJJPA continued with implementation of SB 742 in late 2021, after restrictions on seating capacity had been lifted and ridership was increasing. At the September 24, 2021, SJJPA Board Meeting, SJJPA took action to provide bus-only

ticketing to the new Route 1c terminus stop at Santa Monica, and received a report from staff on the status of SB 742 implementation. Staff reported that bus-only ticketing would be available on most routes by December 2021 (1c, 7, 9, 10, 15, 16, 19, and 40). At the November 19, 2021, SJJPA Board Meeting bus-only ticketing was approved for Route 7 (Martinez – Santa Rosa – Arcata) for bus-pairs not served by Greyhound. Approval for routes 1 and 3 is expected to be sought at future SJJPA Board Meetings, but this may occur after FY ~~2022~~2023/23-24 (since SJJPA is focusing on the Caltrans North Coast Integrated Study and partnerships with SRTA and Butte CAG for Route 3).

Thruway Bus Changes to Create a More Cost-Effective Network

As highlighted in Chapter 2, based on detailed analysis provided by staff, SJJPA took action to make some significant changes to the San Joaquins Thruway bus network in order to create a much more cost-effective network at the May 29, 2020, Board Meeting during most severe effects of the pandemic. Pre-pandemic data from Amtrak showed that several of the San Joaquins Thruway Bus routes were not meeting the state's standards for cost-effectiveness even prior to the pandemic. On September 24, 2021, SJJPA took additional action to maintain many of these measures for the foreseeable future in order to promote a more viable Thruway Bus Network. These changes will save the state millions of dollars annually:

1. Truncating Route 19 at San Bernardino
2. Truncating Route 1c and adding a new terminus stop at Santa Monica
3. Not running Route 1b (between Los Angeles Union Station and San Pedro), Route 12 (between Bakersfield and the Antelope Valley); and Route 34 (between Stockton and San Francisco).
4. Eliminating the McKinleyville and Rio Dell Scotia stops along Route 7 and adding a new terminus stop at Humboldt State University in Arcata.
5. Having Routes 10 (Bakersfield to Santa Barbara), Route 9 (Bakersfield – Las Vegas), and Route 18 (Visalia – Hanford – San Luis Obispo – Santa Maria) be provided by private operators with interline agreements with Amtrak. These interline agreements eliminate most of the annual costs to the San Joaquins for these routes since they are based on revenue-sharing to subsidize the service rather than annual fees paid by the state. Operational costs are shifted to the bus vendor in exchange for a portion of the bus revenues generated from these routes.

6. ~~———— (add text from Chapter 2)~~

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 2022 SJJPA will present the findings of the more detailed analysis that was done in coordination with the State and host railroads. Analysis included 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. SJJPA is coordinating with SJRRC, Caltrans District 10, San Joaquin COG, and the Tri-Valley San Joaquin Valley Regional Rail Authority (Valley Link) on the potential for new shared use passenger infrastructure in the Altamont Corridor.

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~~ ~~invested~~ 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 ~~EOS~~ ~~Interim Service~~ Early Operating Segment (EOS) 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 ~~EOS~~ ~~Interim Service~~ EOS 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 Connection ~~er~~ er

(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 ~~western~~~~northern~~ boundary at "R" Street. SJJPA ~~is~~~~will~~ ~~take~~~~ing~~ the lead in the environmental clearance/detailed design for the MITC Project (CHSRA ~~is~~~~will~~ environmentally clear~~ing~~ 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 20~~30~~~~28~~. 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 ~~as part of the MITC Project~~ (see Figure 4.1). ~~The environmental review process for MITC formally began on January 5, 2023, with the release of the Notice of Preparation (NOP). The NOP and more information for this important project are available on the SJJPA website.~~

The San Joaquins and ACE rail services will be key feeder services for the Merced-Bakersfield HSR ~~EO~~~~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 ~~EO~~~~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 20~~22~~~~23~~~~24~~, and FY 20~~23~~~~24~~~~25~~, 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. ~~In FY 2022-23, SJJPA is also received~~~~questing~~ the funding needed to environmentally clear (CEQA & NEPA) the full-build Madera HSR Station and ~~will~~~~ould~~ be the CEQA lead for this effort that ~~will~~~~ould~~ begin in ~~late-2023~~.

Figure 4.1 – Merced Intermodal Track Connection and Station (MITC) Project

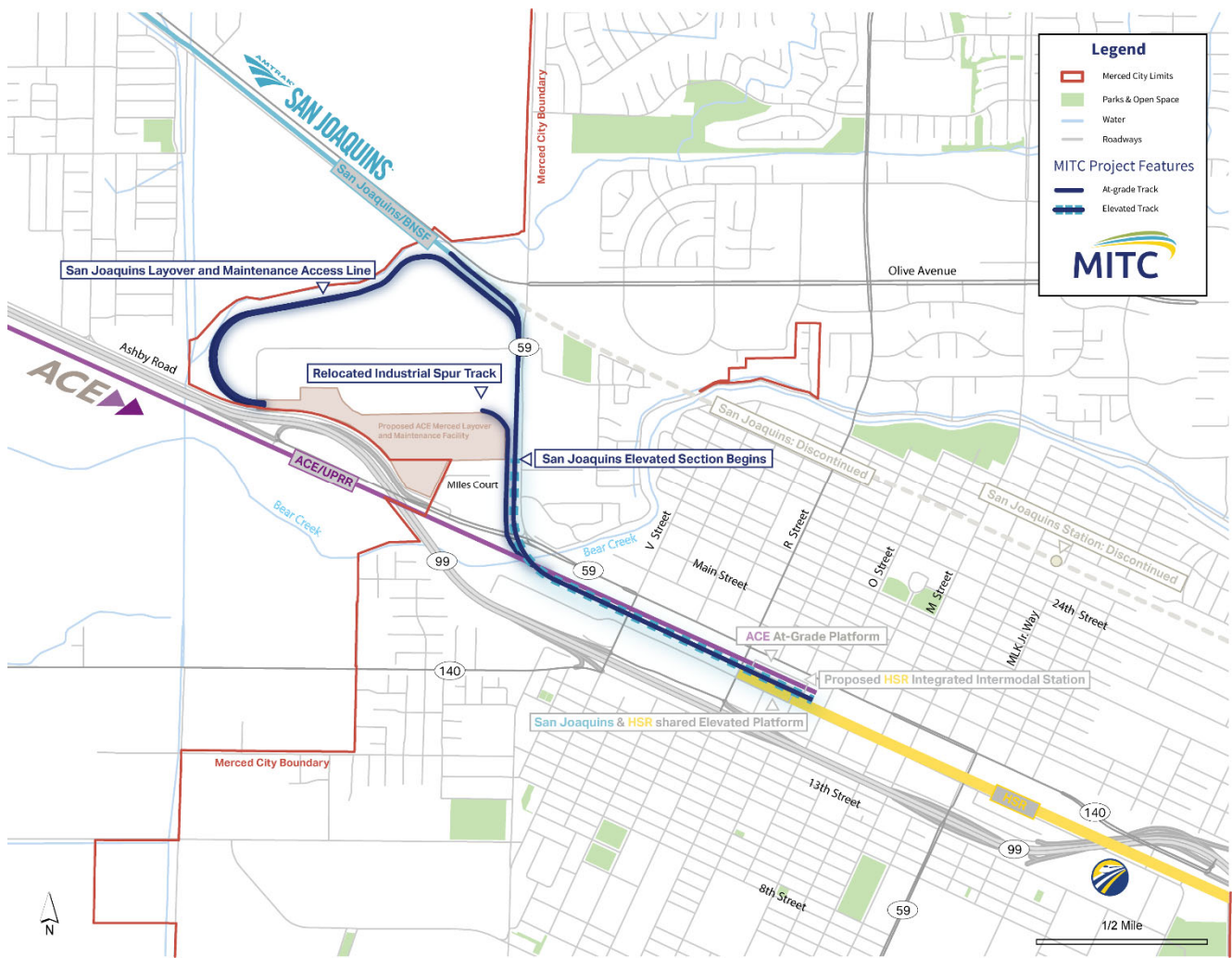


Figure 4.2



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~~ ~~identifies~~ 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~~ ~~into~~ 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 ~~Draft~~ 2022 CHSRA Business Plan. A major feature of this program is ~~the~~ 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 ~~being~~ designed to allow for ~~eight intercity round-trips hourly service~~ from Sacramento to Merced, ~~enable increased intercity service to the Bay Area on the existing San Joaquins route and via the Altamont Corridor while maintaining service levels in the other segments of the San Joaquins Corridor, extend some service north of Sacramento to Chico,~~ and ~~provide~~ for direct connectivity with the Merced-Bakersfield HSR ~~Early/Interim~~ Operating Segment ~~along the BNSF route~~ 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 ~~enable eventually achieve eight daily intercity round-trips hourly service~~ between Sacramento and Merced ~~and additional intercity trips to the Bay Area,~~ 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 (~~City College, Midtown, Old North Sacramento, and Natomas~~). 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 ~~are~~ ~~will~~ also ~~being planned for~~ ~~considered~~ as part of any extension of service north of Sacramento (~~Plumas Lake, Marysville-Yuba City, Gridley, and Chico~~). 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, additional trainsets will be needed (see the Longer-Term Capital Improvement Program).

Service Extensions: In conjunction with the 8th and 9th Daily Round-Trips, SJJPA 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 (to serve Yuba, Sutter, and Butte counties) and to provide additional intercity round trips via the Altamont Corridor which would terminate at a new Union City/BART Station are being planned. A future extension of service to the Oakland Coliseum/Airport will also be being considered as a longer-term possibility.

During implementation of this ambitious capital improvement program, SJJPA 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 SJJPA'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/Martinez 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.

Note: Does not include cost for Madera HSR Station

SJPPA is currently focused on implementing a substantial Short-Term Capital Improvement Program over the next five years. The Program contains four areas of ~~improvements~~[improvement](#): 8th and 9th Daily Round-Trips, Other Station Projects, and Corridor and Other Projects (see Table 5.12).

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. SJPPA is now focusing on improvements needed to increase [the](#) 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-has~~ been more complicated. Running additional passenger trains on the UPRR's Fresno Subdivision ~~would~~[#] be very difficult. Given this situation, SJPPA 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 SJPPA/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 indicated there is potential to provide passenger service on this corridor. In 2017, SJPPA's Board adopted the Sacramento Subdivision as the preferred corridor to pursue ~~for~~ future service expansion to Sacramento.

SJPPA was 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 the 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application. SJPPA 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, SJPPA and SJRRC submitted the joint TIRCP to CalSTA. On April 26, 2018, CalSTA announced that the SJPPA/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 5.12) 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
- [TIRCP application also included](#) Capital Access Fees.

Since the TIRCP funds were awarded, SJPPA-SJRRC has been moving forward ~~towards~~[toward](#) constructing improvements and stations 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.

#

[On January 31, 2023, CalSTA awarded SJPPA and SJRRC an additional \\$142 million for the Valley Rail Program. These additional funds will ensure the completion of 3 project areas, encompassing 9 individual components, including: \(1\) Natomas, Elk Grove, North Lathrop, Manteca, Modesto, Ceres, and Madera Valley Rail stations, \(2\) the Stockton Diamond](#)

Grade Separation, and (3) ACE platform extensions at Lathrop/Manteca, Tracy, Vasco Rd, Livermore, and Pleasanton stations. The projects awarded funding in this sixth TIRCP cycle received grants in previous TIRCP cycles. The additional state resources will help fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging significant federal and local investments.

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 by CHSRA during and after ~~their~~its construction is completed.

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 implemented 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 CEQA environmental review process for the relocated station was certified at the January 22, 2021 SJJPA Board Meeting. While the CEQA process included clearance for the improvements needed for HSR Interim Service, CHSRA has requested that SJJPA take the lead in getting environmental clearance for the full-build Madera HSR station which will begin in 2023. CHSRA is expected to be the NEPA lead for this process using its NEPA delegation from the FRA.

New Oakley Station: SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be completing the design phase of the project in 202~~32~~. Construction is slated to begin for the Oakley Station Platform Project in 202~~32~~.

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, parking, etc.

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-increasing capacity in the San Joaquins Corridor and the frequency of San Joaquins trains.

Platform Accessibility for High-Floor Cars: With the historical operations of the single-level Comet Cars and the launch of the Siemens Venture Cars both which have high-floors, SJJPA is working on solutions to improve ~~passengers-passengers'~~ experience boarding/deboarding the cars that require passengers to utilize steep stairs. The high-floor cars limit accessibility and slows-slow boarding, increasing the dwell time of trains at stations. To improve accessibility and speed boarding for existing and future high-floor passenger cars, SJJPA is currently working to install modular 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. The stations on the BNSF corridor will be the first to be installed with the UP stations following behind as SJJPA continues to work through the installation designs with the railroad.

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. ~~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) was certified by SJRRC on June 4, 2021. The EA for NEPA Clearance was ~~will be released on July 29, completed in Summer 2022, and was completed in August 2022.~~

Merced Intermodal Track Connection (MITC) Project and Merced Layover: As described in Chapter 4, the MITC Project includes a new track connection from the BNSF corridor to the proposed integrated HSR station in downtown Merced between R and O Streets. The connection with the HSR EOS at Merced will also require the expansion of the approved ACE Merced Layover and Maintenance Facility to include new and upgraded tracks for San Joaquins trains and joint use of the initial facility for both ACE and San Joaquins trains.

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 the 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 in coordination with Amtrak and the Host Railroads. 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.

Tables ES.1/5.12: Summary of State Funding Request for the San Joaquins

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions Construction Year)					
Improvement Program/Project (0-5 years)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Cabral Station Expansion (Additional Parking/Safety and Security Amenities)	\$6.89 \$0.2	\$6.36 \$0.2	CMAQ/SGR/SRA+ Cal OES	SJPPA/SJRRC/SJPPA/SJRRC	Design/Design/Construction
Station Enhancements - Security Cameras	\$0.8	\$0.8	Cal OES/PTA	SJPPA	Construction
Minor Capital – Station/Service Enhancements	\$5.0	\$5.0	Minor-CapPTA	SJPPA	Construction
8th and 9th Daily Round-Trips					
Track Improvements – UPRR Sac. Sub	\$149.1	\$149.1	TIRCP/ITIP	SJPPA/UPRR	Design
Track Improvements - BNSF Stock. Sub	\$27.50 \$20.0	\$20.00 \$20.0	TIRCP	SJPPA/BNSF	Design
Valley Rail North (Stations/Track, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas, New Stations (Lodi, Elk Grove, 4 in Sac.))	\$456.46 \$111.5	\$408.15 \$111.5	TIRCP/ITIP/TIRCP	SJRRC/SJPPA/UPRR/SJPPA	Design/Env and Design
Track Extension (RMF to Cabral Station) [†]	\$50.00 \$45.3	\$43.37 \$32.3	Prop 1A/CMAQ/FTA 5307/ FTA 5309/ 2016 Earmark/ Measure K	SJRRC/UPRR	Construction
Layover Facility – Natomas	\$17.7	\$17.7	TIRCP	SJPPA	Planning/Env.
Modesto and Turlock-Denair Double Platforms	\$112.11 \$20.0	\$53.08 \$20.0	ITIP	Caltrans/BNSF	Planning/Design
San Joaquin St. Layover Project	\$7.0	\$7.0	ITIP	SJPPA	Design
Other Station Projects					
Madera Station Relocation/Expansion	\$36.13 \$26.7	\$36.13 \$26.7	TIRCP/SRA	SJPPA	Planning/Env./Design
New Oakley Station Platform	\$8.28 \$8.6	\$8.28 \$8.6	TIRCP/SRA	SJPPA	Design/Const.
Allensworth Accessibility Improvements	\$0.3	\$0.3	Cost Savings	SJPPA	Planning
Corridor and Other Projects					
Stockton Wye	\$19.06 \$8.7	\$19.06 \$8.7	SRA	UPRR	Construction/Design
Platform Accessibility for High-Floor Cars	\$5.0	\$5.0	ITIP	Caltrans/SJPPA	Construction
Cal PIDS Replacement/Upgrade	\$0.7	\$0.7	Cal OES	SJPPA/CCJPA	Design
Stockton Diamond Grade Separation	\$239.090.55	\$239.090.55	TCEP/BUILD/ITIP/SB 132/Measure K/TCEP/BUILD/ITIP/SB 132	SJRRC/SJPPA/UP/BNSF	Env./Design
UPRR South Stockton Yard Crossovers	\$10.00	\$2.00	SRA	SJRRC/SJPPA/UPRR	Design
Stockton Rail Maintenance Facility Expansion	\$30.22 \$29.6	\$30.22 \$29.6	ITIP/SJPPA SRA/ Caltrans SRA/ Prop 16/CalOES	SJRRC/SJPPA	Construction
Merced Intermodal Track Connector (MITC)	\$320.65 \$254.2	\$4.50	PTA/SRA/TBD	SJPPA	Planning
Merced Layover	\$85.0 \$100.49		TBD	SJPPA/SJRRC	Planning
Total	\$971.2	\$682.2			

[†]Track Extension (RMF to Cabral Station) "Project Cost" has escalated from 2021 Business Plan due cost escalation in materials and construction cost.

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. [Table 5.2 provides the available estimated costs for longer-term capital costs and Figure 5.1 shows the service goals of the Estimated 10-Year Capital Improvement Program.](#) ~~In partnership with SJRRC, SJJPA is focused on delivering these improvements and service increases in advance of the initiation of service on the HSR EOS (now expected between 2030-2033).~~

Expanded Hourly Service ~~between~~ (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 help prepare the corridor for the future, additional infrastructure ~~projects~~ will be needed to reach [eight intercity round-trips hourly service](#), especially ~~between in the~~ Stockton ~~area~~ and ~~southward toward~~ Merced.

Elements of achieving [eight round-trips 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 [eight daily round-trips hourly service](#) are still being determined [which will require additional improvements and/or capital access fees along the Sacramento Subdivision. One of the additional intercity round-trips is expected to utilize one of the slots from the ACE extension to Merced along the UPRR between Stockton and Merced. 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 ~~between~~ (Stockton ~~and~~ 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 and will be [continuing to working](#) with CCJPA and UPRR on [the](#) Caltrans led study for determining what improvements would be needed in order to be able to make Martinez a future transfer station (so some additional round-trips might terminate at Martinez in the future)

Extension to Butte County (Natomas – Plumas Lake-Marysville/Yuba City-Gridley-Chico) Longer-Term Projects (Under Development)

In addition to extension of service along the Sacramento Subdivision, SJJPA is investigating additional extensions. SJJPA is currently [partnering with Butte CAG, Caltrans, and SACOG on planning work 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, ~~the~~ extensions to Yuba City/Marysville and Chico ~~or Oroville is are~~ now under study, led by Butte CAG (which is ~~anticipated~~~~hoped~~ to be implemented as a “mid-term” project). SJJPA worked with Butte CAG to encourage Caltrans to include the extension of passenger rail service from Natomas to Chico as a mid-term project in the 2023~~2~~ State Rail Plan.

Intercity Service Expansion to Bay Area via Altamont Corridor

In coordination with SJRRC, and as an expansion of the Valley Rail Program, SJJPA is planning for having some intercity service utilize the Altamont Corridor (see Figure 5.1) to bring additional connectivity for the HSR EOS to Northern San Joaquin Valley and Bay Area markets (Southern Alameda County the Silicon Valley). Two intercity round-trips are being planned between Merced and a new Tri-City Hub Station at Union City/BART that would utilize the Altamont Corridor between the Northern San Joaquin Valley and the Bay Area. Having intercity service along the Altamont Corridor has been a long-time service expansion goal of the SJJPA. SJRRC has been partnering with MTC and Caltrans on planning for the connection to Union City/BART, which will be included in the 2023 State Rail Plan as a mid-term project. In addition, SJJPA is coordinating with SJRRC, Caltrans District 10, San Joaquin COG, and the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link) on the potential for a new shared-use passenger infrastructure in the Altamont Corridor. SJJPA and SJRRC will also seek opportunities for private sector funding in the development of a substantially improved Altamont Corridor alignment.

Longer-Term Projects Beyond 10-Year Program (Under Development)

Another extension of the San Joaquins Beyond the ten-year planning horizon, SJJPA ~~will is~~ considering an extension 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. SJJPA will also work with Caltrans, CCJPA, the City of Sacramento, SACOG, and Butte CAG on planning for the infrastructure needed to allow for future service to directly link between Valley Rail service along the Sacramento Subdivision with Sacramento Valley Station (SVS).~~

Another project under consideration beyond the ten-year planning horizon 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.

Table 5.2

Longer-Term (5-10-Year) Capital Improvements (\$ Millions)	
Project	Cost
<u>Corridor Capacity Enhancements - Double Track Projects to Reach 12 Round-Trips on BNSF between Merced and Stockton</u>	<u>\$546.4</u>
<u>Corridor Capacity Enhancements (Stockton-Bay Area)*</u>	<u>TBD</u>
<u>Corridor Capacity Enhancements (Stockton-Natomas)</u>	<u>TBD</u>
<u>ACE Expansion Ceres to Merced**</u>	<u>\$554</u>
<u>Natomas to Chico Service Extension***</u>	<u>\$500</u>
<u>ACE extension to Union City/BART</u>	<u>\$200</u>
TOTAL:	Over \$1.8 Billion

Notes: _____

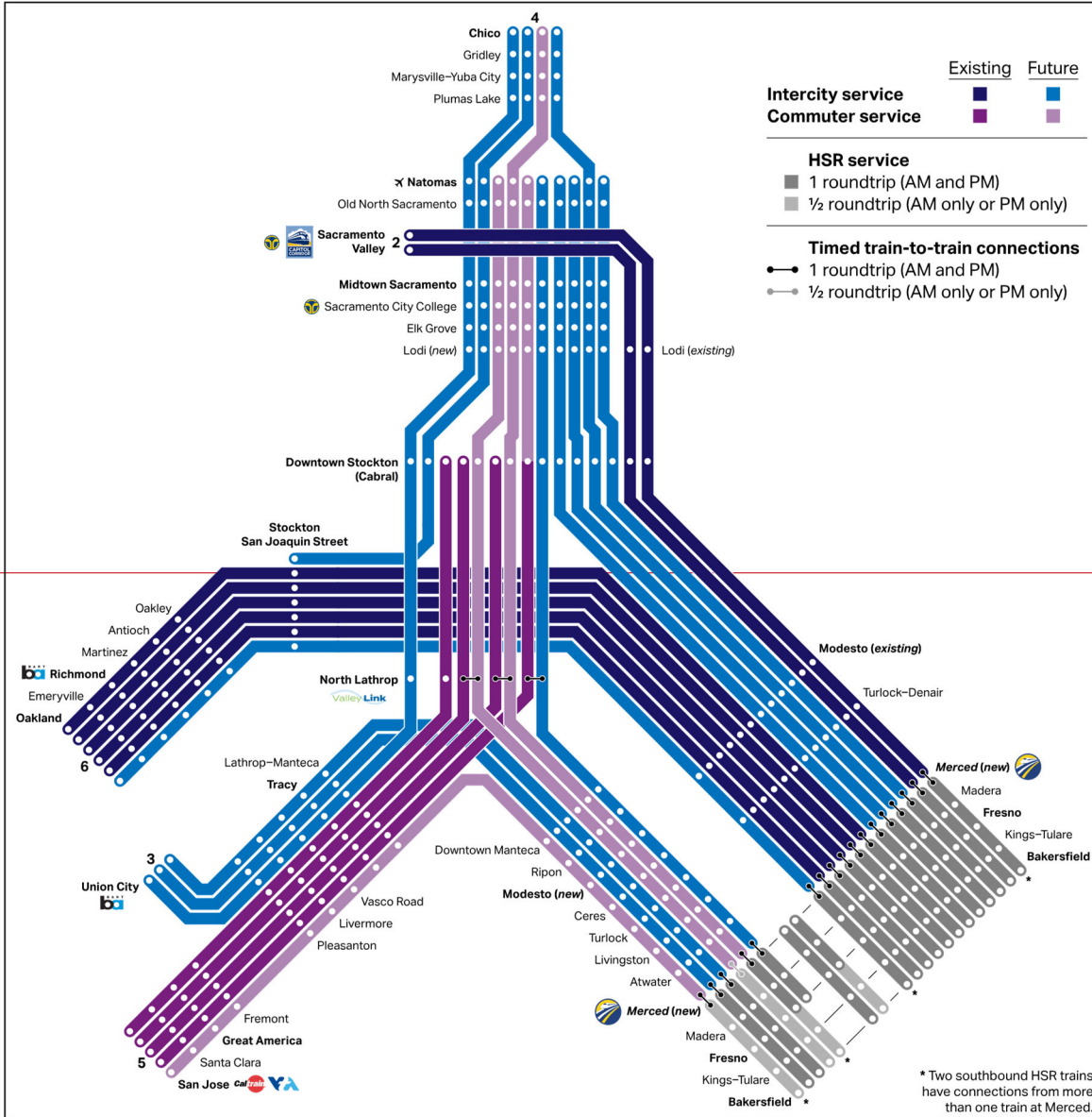
*Improvements to allow additional train slots from Stockton to Oakland/Martinez as necessary to ensure enough capacity exists for both San Joaquins and Capitol Corridor Services.

**Improvements needed to provide both intercity and commuter service round-trips. SJRRC has secured \$57 million for Ceres-Turlock extension, and has applied for a \$40 million TCEP and at \$102 million TIRCP applications for the Cere-Turlock extension.

***Capital costs may be reduced for phased service implementation or if capital access fees can be used.

Note: Does not include cost for Madera HSR Station

Figure 5.1: Estimated 10-Year Capital Improvement Program Service Goals



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. Due to the COVID-19 pandemic, public transit across the United States has experienced a precipitous decline in ridership and revenue. In response to the COVID-19 ridership and revenue environment, SJJPA, along with CalSTA, Caltrans, CCJPA and LOSSAN JPA, to monitor performance of the intercity passenger rail system, develop strategies for cost control including service ramp-up from suspensions, and move the system toward ridership and revenue recovery.

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 2019, 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 ~~transitioningpursuing to 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 2023/24 and 2024/25 Action Plan](#)

For FY 2023/24 and FY 2024/25, 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.
- 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.
- ~~Implement the transition to renewable diesel in all San Joaquins trains and Thruway Bus services, subject to the outcome of the CCJPA pilot program.~~

- [In coordination with Caltrans submit an application to the Federal Railroad Administration \(FRA\) for the Corridor ID Program for the intercity service envisioned in the SJJPA's 10-year capital improvement program.](#)
- Support the California Integrated Travel 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.
- Support state efforts to transition to a zero-emission fleet for rail services.
- 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).
- [Continue the development of 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 ~~2023-2024~~ SJJPA Business Plan Update for FY 202~~43/254~~ and FY 202~~54/265~~.
- ~~Continue daily performance reporting.~~ [Work with Caltrans and CCJPA to complete a Project Study Report and develop a funding plan and timeline for implementation for enabling trains to be turned at Martinez.](#)
- 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.
- 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.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and pursue [additional](#) 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 [and funding](#) 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.
- Deploy and market new Venture Car trainsets.
- 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.
- ~~Seek state funding to partner with CHSRA to~~ ~~get~~ CEQA/NEPA clearance for the full-build Madera HSR Station and [continue to](#) seek state and federal funds to implement the full build station. Continue to support Madera County and City of Madera efforts to ~~get and~~ carry out [their successful](#) Caltrans Sustainable Transportation grant [award](#) to develop a specific plan for the station area and much of southern Madera County.
- [Continue to a](#)Actively partner with Butte CAG on their Caltrans funded “Far North Rail” study of the extension of Valley Rail (San Joaquins/ACE) services north to Butte County.
- Explore applying for and utilizing Strategic Growth Council (SGC) grants to improve San Joaquins stations located in disadvantaged communities and continue to partner with developers on SGC Affordable Housing and Sustainable Communities (ASHC) grant opportunities for affordable housing projects in the vicinity of San Joaquins stations. =

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 California JPAs all offer passengers a variety of savings through the California Everyday discount program. These discounts can help passengers take advantage of rail travel and see more of the Golden State. The California Everyday Discounts are available for senior, student, military (veteran and active duty) and disabled passengers with savings between 10-15% off tickets. In 2018, with an initiative aimed at upholding long-established discounts for riders, the three California JPAs (CCJPA, LOSSAN, and SJJPA) collaborated to create California Everyday Discounts. Seniors, students, military (veterans and active duty), and passengers with disability are able to receive a 15% discount for any trip across the three services. This came after a decision from Amtrak to reduce the discount under their national tariff fares for these passenger types to 10%, which all three JPA's were against. Since that time, the California Everyday Discount program remains well-supported by each agency and sees regular usage from passengers, despite the fact that they required to use a discount code.~~

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:

- Promote and educate the community on use of bus-only trips in the corridors unlocked due to SB 742.
- Explore State or JPA controlled ticketing technology provided it can be incorporated into the Amtrak reservation and capacity technology;
- 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
- Partner with established events to promote untapped ridership (i.e. Battle of the Bay, Allensworth State Historic Park, Hanford Winter Wonderland, Farm to Fork, etc.)
- 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.

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.

Onboard food service is available on all bi-level trains providing a limited menu of snacks, drinks, and small meals. Due to the removal of Horizon Diners which served the Comet Cars from the equipment pool and lack of food service cars for the initial operations of the Siemens Venture Cars, SJJPA launched a new more substantial, locally sourced Snack Box. The New 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.

As a part of the Siemens Venture Car project, SJJPA is reevaluating food service delivery and procuring a vending solution to be installed in 14 cars. To maintain customer satisfaction by providing a similar product mix to the concurrent attended service (which will continue to operate on the current fleet), SJJPA envisions the vending solution to provide the following product mix: coffee, water, soda, snacks, fresh sandwiches, and salads. The intention is for the vending solution to provide a seamless customer experience in relation to the modern aesthetic and environment of the new Siemens cars. The vending solution should feel like a natural extension of the overall travel experience onboard the train.

SJJPA will continue to evaluate 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

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 trains provide service in throughout the Central Valley, initiating from Bakersfield to Sacramento via the San Joaquin Valley and provides service into the Bay Area between Oakland and Stockton. The San Joaquins are unique. What distinguishes the San Joaquins among its peers~~ in the State and Nation, ~~is~~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, [strategic partnerships](#), 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 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. 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. As the COVID-19 pandemic has continued, SJJPA has begun to employ attractional ridership messages in its communication plans, while still maintaining an appropriate level of health and safety messaging to build confidence in the market.

~~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.~~

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.~~
 - ~~○ Contactless Ticket Lifting — Amtrak's ticketing system does require conductors to touch passenger tickets.~~
 - ~~○ Hand Sanitizer — Hand sanitizer is available onboard for passengers.~~
-

Marketing Funds

SJIPA is requesting a yearly allocation of \$1,500,000 to 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~~**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 Arcata 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 \$1,500,000 budget allows SJIPA 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

SJIPA 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. SJIPA has adjusted its approach to grassroots to reflect the COVID-19 environment with virtual meeting engagements 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. SJIPA 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 SJIPA 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 SJIPA message throughout the corridor.

SJJPA staff also coordinates and hosts regular meetings of the San Joaquin Valley Rail Committee (SVRC). The SVRC 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. SVRC 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.

Hispanic Community Outreach

With Hispanics comprising 37% of California's population, recent data supports that 40% of San Joaquin riders are Hispanic. SJJPA staff and marketing teams will continue tailoring outreach strategies, providing promotional materials in Spanish, and utilizing new informational outlets that reach the high-density Hispanic Community locations throughout the San Joaquins corridor.

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.

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. For example a Pilot Student Ambassador Program will launch in Spring 2022. This new program will recruit students throughout the train and Thruway Bus corridors. Student Ambassadors will be tabling on campus on behalf of the SJJPA, writing content for communication efforts, as well as, experiencing the service first hand. 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. During the pandemic, SJJPA utilized student flash sales offering discounts that target students throughout the year, including spring break, winter break and back to school. 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. SJJPA participated in the Caltrans-led Market Segmentation Study which provided important inputs to the general make-up and targetable segments of the San Joaquins corridor. A recognized missing component of the study was a lack of data collected from passengers. ~~To continue to gather this passenger data, SJJPA is requesting additional funds in the amount of \$300,000 to perform passenger and market analysis on a bi-annual basis. This project is intended to be performed on a bi-annual basis. FY23/24 is a gap or off year, requiring no funding.~~ Passenger and 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. SJJPA is requesting additional funds for this effort due to previous experience resulting not taking into account the breadth of the corridor to cover and the cost per acquisition for non-rider market surveys. The additional funds will be utilized to acquire a comparable number of non-rider market surveys to the onboard survey intercepts for a more balanced analysis. If funds permit, the additional funds will be utilized to perform focused work in the thruway corridors.

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 2022/2320/21 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 2021/2218/19 financial numbers (actuals); operating, marketing, and administrative funding requests of SJJPA for FY 20232/2430/21 and to FY 20234/2451/22; 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 or otherwise as coordinated with Caltrans. The prolonged impact of the COVID-19 environment has resulted in long term budgetary challenges for the annual state budget and the corresponding funding levels that are required to rebuild service to pre pandemic levels. Cost control measures within mostthe operations components of the reduced service did not produce efficienciesefficiencies, or the results needed to stabilize the funding environment, even with steep service reductions. Savings were realized with the reduction thruway service and delayed restoration, however these may not be sustainable with current economic conditions experiencing high inflation for the next fiscal year. Administrative efficiencies have resulted in cost savings that will be utilized for marketing efforts to promote the service, and thereby recover revenue to offset the overall net subsidy. Federal funding greatly augmented the loss in passenger fares; however, the San Joaquins federal funding allocation was fully exhausted in August 2021. Supplemental requests to the State may be required to meet ongoing service needs and are being closely monitored. Below is a summary of federal funding balances that were directed from the Federal Railroad Administration directly to Amtrak for contractual obligations.

Federal Relief Funding Summary		
Federal Program	FY20210	FY20221
CARES Federal Passthrough	\$8,425,544 \$5,699,267	-\$5,699,267
CRRSA Federal Passthrough	\$14,353,834	\$14,353,834
AARPA Federal Passthrough	\$8,569,470	\$5,784,360
Total Federal Funding	\$5,699,267 \$28,622,571	\$5,784,360 \$28,622,571

Ridership and Revenue Projections

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

Amtrak's SJJPA's Federal FY 20213 (October 20220 – September 20231) forecast for San Joaquins ridership wasis 874,600907,073315,100. This represents a 23748% increaseddecrease from actual FY 2020220 ridership of 709,911710,965. TicketTotal revenue for Federal FY 2020231 iswas estimated-forecasted at \$24,740,00030,050,466 which represents a 617% increase from FY 2022 revenue of \$23,293,47025,517,459. -\$10,117,000 (a decrease of 47% from actual FY20 ticket revenues):

SJJPA expects to receive Amtrak's forecasts for FY 20242 (October 20232– September 20243) for both ridership and ticket revenue in Mayrch of 20232. Amtrak does not yet have San Joaquins ridership and revenue forecasts for FY 2022.

FY 2021~~0~~/~~22~~ Operating Fiscal Report (Actuals)

The net operating costs (expenses less revenue) for Amtrak to operate the San Joaquins for FFY 2021~~0~~/2022~~1~~ was \$46,200,842~~50,096,262~~, which was satisfied with the allocation amount for the FY 22~~1~~ year, and the federal funding allocations described above. The other operating costs incurred outside of the Amtrak contract were \$1,638,395~~19,200~~ for ~~is~~ station leases and insurance obligations.

~~_obligation.~~

FY 2021~~20~~/22~~31~~ Administrative Fiscal Report (Actuals)

The net administrative costs for SJJPA to manage and administer the San Joaquins for FY 2021~~22~~~~20~~/~~21~~ was \$2,141,443.~~15,316~~

Operating Funding Request (FY 2023~~1~~/~~24~~ and FY 2024~~2~~/~~25~~)

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:

- Full return to pre pandemic service;
- 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 \$58,485,672~~38,304,142~~ in operating funding for FY 2022~~1~~/~~23~~. This balance, ~~along with Federal funding~~ will be utilized for the Amtrak contract. SJJPA was awarded \$1,600,000 for the Venture Car ~~maintenance, and truck maintenance, truck~~ overhauls, ~~and~~ insurance and stations lease obligations. The funding request for FY 2023~~2~~/~~24~~ is \$69,516,150~~9,932,384~~ to ~~for the fully restore pre-pandemic service for the~~ Amtrak contract, \$5,300,000 for State Owned Equipment, and ~~and~~ \$2,715,000~~5,993,474~~ for the non-Amtrak operational items (see Table 10.3). ~~Other direct operations costs for FY 2021/22 were incurred and nonrecurring but are being requested at this time. These include initial railroad liability insurance premiums and the required self-insurance retention, as well as Thruway bus termination charges for the FY 20/21 service restructuring. Other operations expenses may reallocated amounts between Department approved projects.~~ Any amounts above operational surpluses will be applied to approved projects prior to requesting reimbursement. For FY 2024~~3~~/~~25~~ the San Joaquins projected funding request is \$771,137,022~~030,356~~ for the Amtrak

contract, ~~\$8,000,000 for State Owned Equipment~~ and ~~\$3,015,000~~~~3,005,000~~ for non-Amtrak operational items, ~~for an increase of 3% over the FY 2022/23 funding request.~~

Difference between the Amtrak State Payment Forecast and the Operations Budget

~~The Amtrak State Payment Forecast will not exceed the Approved 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, market research and ridership support and direct costs for Venture Car vending machine operations to reduce costs associated with current on-board services and improve cost efficiencies. A multi-machine vending solution will provide a seamless customer experience to the modern aesthetic and environment of the new Siemens cars. See Table 10.3 for a total estimated budget for non-Amtrak items.

~~The SJJPA has entered into an agreement with the State for the annual maintenance of State-owned rolling stock that is currently in production. A total of 49 units of equipment will be maintained for service on the San Joaquins and Capitol services. The amount for this agreement for the 2023/24 year is approximately \$5,300,000 with an expected average cost of \$12,500 per unit per month.~~

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 by end of FY 2022/23~~.

~~SJJPA is requesting other operations allocation for the establishment of an Equipment Repair Fund for State Owned rolling stock. The establishment of this fund would dedicate an initial balance for equipment repair costs that will serve as a future reimbursement driven account. This fund will be held in an interest-bearing pooled cash fund and will be reported annually within the Annual Business Plan. This balance and the required Self Insurance Reserve requirement amount will not be a component of the Operational Surplus limit.~~

Administrative Funding Request (FY 2023/24 and FY 2024/25)

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 2023/24, SJJPA administrative costs are estimated at \$3,773,056~~559,487~~. Increases in cost associated with administration include additional staffing of positions to meet the responsibilities in executing various joint efforts with the Department. These include increased demands on fiscal, procurement, contract and operational staff. See Table 10.1 for a summary of these administrative costs alongside operations and marketing costs. See Table 10.2 for a ~~summary breakout~~ of budgeted administrative costs.

Marketing Funding Request (FY 2023/24 and 2024/25)

For FY 2022~~1/22~~ and FY 2023/24~~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. 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 \$1,500,000 budget allows 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 2023~~2~~/24~~3~~ and FY 2024~~3~~/25~~4~~)

SJJPA is requesting \$1,000,000 per year provided for “Minor Capital” projects (projects valued at \$~~316291~~,000 or less in total project cost). This represents a \$500,000 increase per year. In SJJPA’s management of these funds, the “Minor Capital” program has been successful in keeping the San Joaquins Corridor in a state of good repair, as well as making small service improvements. In recent years, due to increases in construction and material costs, and inflation, funding has been insufficient to complete the generated project list.

Market Analysis Funding Request (FY 202~~2~~2024/~~23~~25)

SJJPA is utilizing market analysis reports performed by Amtrak and Caltrans to inform its marketing efforts and tailor messages. SJJPA participated in the Caltrans-led Market Segmentation Study which provided important inputs to the general make-up and targetable segments of the San Joaquins corridor. A recognized missing component of the study was a lack of data collected from passengers. To continue to gather this passenger data, SJJPA is requesting additional funds in the amount of \$300,000 to perform passenger and market analysis on a bi-annual basis. Passenger and 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. SJJPA is requesting additional funds for this effort due to previous experience resulting in not taking into account the breadth of the corridor to cover and the cost per acquisition for non-rider market surveys. The additional funds will be utilized to acquire a comparable number of non-rider market surveys to the onboard survey intercepts for a more balanced analysis. If funds permit, the additional funds will be utilized to perform focused work in the thruway corridors.

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, realignment of thruway service, revenue over annual budget, and other accumulated funds are being held for future operations payments or otherwise as coordinated with Caltrans, 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;
- Increase required Self-Insured requirements as required by Insurance Policy; ~~and~~
- Increase Equipment Repair Fund as directed by State.

Table 10.1

SJJPA State Funding Request for the San Joaquins (FY 202 20 / 23 - FY 202 42 / 25)			
Expense Category	FY 2022/23 (2021/22 (Approved Current)/Current)	FY 202 32 / 24 (Requested)	FY 202 43 / 25 (Projected)
Operating			
-Amtrak Contract	\$58,485,672 \$58,805,207	\$69,516,150 932,384	\$71,137,022 72,030,356
-Operations Contingency	\$3,509,140	=	=
-Other Operations	\$4,693,474	\$2,715,000	\$3,015,000
Venture Car Transfer and Maintenance	=	\$5,300,000	\$8,000,000
Administrative	\$3,535,984 8007	\$3,773,056 559,487	\$3,999,440 773,057
Marketing	\$375,593 \$1,500,000	\$1,500,000	\$1,500,000
Marketing Analysis Minor Capital	\$300,000 \$500,000	\$1,000,000 =	\$1,000,000 \$300,000
Minor Capital	\$500,000	\$1,000,000	\$1,000,000
High Speed Rail/Early Train Operator Coordination Support*	\$2,000,000	\$2,000,000	\$2,000,000
Merced Intermodal Track Connection (MITC) Env. /Design	\$3,500,000 50 (\$2 million from SRA funding)	\$5,500,000	-\$5,000,000
Madera Station High Speed Rail CEQA/NEPA	\$2,000,000 \$69,932,384	-\$2,000,000	\$2,000,000
Total Request	\$6480,047,773438,807	\$89,304,20690,985,345	\$92,951,4628,308,313

*SJJPA Anticipates the State to fund ETO Coordination through Caltrans.

Table 10.2

Administrative Budget for the San Joaquins - Detail (FY 2021/22 - FY 2023/24)			
Expense Category	FY 202 1 / 2 ² (Approved/Current)	FY 202 2 / 3 ³ (Requested)	FY 202 3 / 2 ⁴ (Projected)
Salaries/Benefits/Contract Help	\$2,288,297 \$2,204,486	\$2,455,054 \$2,288,297	\$2,602,358 \$2,477,054
Office Expenses/Postage/Memberships, etc.	\$45,618 \$44,289	\$46,986 \$45,618	\$49,805 \$46,986
Computer Systems	\$5,000 \$5,000	\$5,000 \$5,000	\$5,300 \$5,000
Communications	\$30,861 \$29,962	\$31,787 \$30,861	\$33,694 \$31,787
Motor Pool	\$31,715 \$30,791	\$32,667 \$31,715	\$34,627 \$32,667
Transportation/Travel	\$25,000 \$10,000	\$15,000 \$25,000	\$15,900 \$25,000
Training	\$4,996 \$4,850	\$5,145 \$4,996	\$5,454 \$5,145
Audits/Regulatory Reporter	\$25,000 \$21,000	\$40,750 \$25,000	\$43,195 \$25,750
Professional Services - Legislative	\$253,000 \$195,000	\$253,000 \$253,000	\$268,180 \$253,000
Professional Services - Legal	\$80,000 \$80,000	\$80,000 \$80,000	\$84,800 \$80,000
Professional Services - General	\$117,229 \$113,815	\$120,746 \$117,229	\$127,991 \$120,746
Software Integration & License Fees	\$20,000 \$20,000	\$20,000 \$20,000	\$21,200 \$20,000
Professional Services - Operations	\$21,300 \$20,680	\$21,939 \$21,300	\$23,256 \$21,939
Professional Services - Grants	\$67,000 \$67,000	\$67,000 \$67,000	\$71,020 \$67,000
Professional Services - Planning	\$200,000 \$200,000	\$200,000 \$200,000	\$212,000 \$200,000
Communications - Operations	\$11,732 \$11,391	\$12,084 \$11,732	\$12,809 \$12,084
Publication/Legal Notices	\$10,000 \$10,000	\$10,000 \$10,000	\$10,600 \$10,000
Maintenance of Headquarters	\$114,767 \$111,424	\$118,210 \$114,767	\$125,302 \$118,210
Insurance - Admin	\$79,750 \$62,443	\$79,750 \$79,750	\$84,535 \$79,750
Insurance - Railroad	\$60,250 \$60,250	\$60,250 \$60,250	\$63,865 \$60,250
Insurance Management Fees	\$2,500 \$2,500	\$7,500 \$2,500	\$7,950 \$2,500
Security Services/Safety Programs	\$65,472 \$53,126	\$90,188 \$65,472	\$95,599 \$78,188
Total Administration	\$3,559,487 \$3,358,007	\$3,773,056 \$3,559,487	\$3,999,440 \$3,773,057

Table ES.2/10.3

FY 2021/2022 & 2023 2 /24 3 Other Operations	
Expense Category	FY 2022/23
Station Leases (2021/22)	\$24,001
Railroad Liability Insurance Premiums (2021/22)	\$1,079,473
Railroad Liability Self Insured Retention (2021/22)	\$1,000,000
Thruway Bus Termination Charge (2021/22)	\$885,000
Total Other Operations (2021/22)	\$2,988,474
Station Leases (2022/23)	\$100,000
Railroad Liability Insurance Premiums (2022/23)	\$80790,000
Venture Car Vending Operations (2022/23)	\$200,000
Host Railroad Right of Way <u>Maintenance Cleanup</u> (2022/23)	\$1,000,000
Venture Car Maintenance and Truck Overhaul (2022/23)	\$500,000
<u>Visalia to Hanford Connector (Kings/Tulare) Market Analysis</u>	<u>\$115,000</u>
<u>Funding Request (2022/23)</u>	<u>\$300,000</u>
<u>Visalia to Hanford Connector (Kings/Tulare) (2022/23)</u>	<u>\$115,000</u>
—Total Other Operations (2022/23)	\$2,7153,005,000
Total Other Operations (2021/22) & (2022/23)	\$5,993,474

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~~32~~/~~24~~3 and FY 202~~43~~/~~25~~4 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

The National Passenger Rail Corporation's (Amtrak) CFR 270 SSP is included as Appendix D of the San Joaquin Regional Rail Commission's (SJRRRC) CFR 270 SSP. The purpose of the inclusion of Amtrak's CFR 270 SSP is to cover all operating and equipment maintenance obligations performed by Amtrak as the operator under contract with the SJJPA. Unless otherwise specifically mentioned or noted, all elements of the SJRRRC CFR 270 SSP are addressed via information Amtrak's CFR 270 SSP.

As the managing agency and administrator, SJJPA has oversight of the San Joaquins passenger rail service operating on the Union Pacific Railroad (UPRR) and the Burlington Northern Santa Fe Railroad (BNSF) owned territory. SJJPA contracts with Amtrak to provide onboard staffing (train and engine crews, cafe services), customer service, ticket agents, and the required management personnel to operate the San Joaquins. ~~The SJRRRC utilizes third party contractors to maintain the San Joaquins equipment as needed. SJJPA, through its managing agency (SJRRRC), will maintain the State-owned Venture car fleet as the vehicles are placed into revenue service.~~

SJJPA collaborates with Amtrak, host railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, the focus is on:

- 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;
- Passenger safety onboard trains and on Thruway Buses; 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:

- Requiring a robust communications protocol, including cooperation among all SJRRRC managers, departments, employees and contractors relative to matters of safety and security;
- Continuous coordination with Amtrak, BNSF and 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), [and](#) 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 20231/20242 and 20242/20253

The primary objectives of SJJPA's Safety and Security Program for FY 20231/242 and FY 20242/253 are 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. 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.

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;
- Opportunities to improve pedestrian grade crossings and construction of pedestrian grade separations;
- On January 28, 2022, the SJJPA Board of Directors approved a not to exceed \$1,000,000 agreement with BNSF; SJJPA will install fencing to deter trespassers from accessing the railroad right-of-way; 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.

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/ACE 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) in 2021, partnered 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. EAH Housing's On Broadway 140-unit affordable housing project was awarded a \$29 million AHSC grant on January 26, 2022. The On Broadway project will be located on Broadway Avenue, less than a mile from Midtown Station. The AHSC grant has \$10 million for transportation improvements that includes street improvements, \$6.1 million for two new ACE railcars, and \$1.9 million for improvements to Midtown Station. [SJRRRC is working with a Sacramento developer on a potential 2023 AHSC grant for a project in the vicinity of the future Old North Sacramento Station.](#) SJRRRC and SJJPA will continue to seek other future affordable housing developments to partner on providing TOD near future Valley Rail stations. [In early 2023, SACOG in partnership with the City of Sacramento, SJRRRC, SJJPA, and Sac RT will be applying for a Strategic Partnership - Transit planning grant from Caltrans for TOD planning in the area that includes the Old North Sacramento Station and two Sacramento light rail stations along Del Paso Boulevard. SJRRRC will be the lead for this planning study if the application is successful.](#)

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 calling for over 1,000 housing units and 400,000 square feet of commercial space within a 15 block area immediately west of the~~ [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. The City of Stockton has expressed interest in highlighting the rail connections available at the station. SJJPA is very supportive of the City's efforts to encourage development in downtown Stockton 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 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 this project is expected to begin construction in 2023. In early 2023, the City of Stockton will be partnering with the SJRRRC, SJJPA, San Joaquin COG, and SJ RTD on a Strategic Partnership - Transit planning grant from Caltrans for TOD in downtown Stockton which will include Cabral Station and the Stockton Transit Center. San Joaquin COG will submit the application, which will be led by the City of Stockton if successful.](#)

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. In 2021, SJRRRC partnered with these developments and other developments near Cabral Station provide excellent opportunities to partner on TOD.

In 2021, SJRRC partnered with Service First of California on a successful AHSC application for the Hunter House Project (awarded January 26, 2022). The Hunter House project will be located on the 600 block of North Hunter Street about 0.8 miles from Cabral Station and about 1 mile from San Joaquin Street Station. This 120-unit affordable multifamily housing project for special needs populations will be four stories with a mix of one - and two - bedroom apartments and an underground garage. The \$27 million AHSC grant award has \$9.4 million for transportation improvements that includes street improvements, \$2.5 million for a new ACE railcar, and \$1.35 million for improvements to Cabral and San Joaquin Street stations.

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 [a 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 worked 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 implemented 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 relocated station north of Avenue 12 will 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 final design is underway and Phase 1 of the project will be operational (the relocated San Joaquins station) by 2024. SJJPA assisted and supported Madera County and the City of Madera on a [successful 2021 Caltrans Sustainable Transportation application to do transit-oriented development planning for the station area and for Southeast Madera County. This important planning work will begin in early 2023.](#)

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. The

platform design phase of the project began in 2021, and construction is slated to begin for the Oakley Station Platform Project in late-early 2023~~24~~.

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 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, Local On-Demand Pilot	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. [In partnership with local and regional agencies](#), SJJPA will pursue Caltrans Sustainable Planning grant(s) in 2023 and 2024 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.

Hanford, Corcoran and Wasco Connectivity

In 2021, SJJPA completed and published the “South of Merced Integration Study”. This work focused investigation how best to provide continued connectivity to downtown Hanford, Corcoran, and Wasco once HSR Interim Service begins operation (and Merced becomes the San Joaquins southern terminus). SJJPA coordinated closely with local and regional partner agencies on this study. As a result of this effort, SJJPA has entered into an MOU with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. SJJPA also committed to working with KCAPTA and Visalia Transit to seek state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia. [SJJPA and other Kings-Tulare local/regional agencies partnered with Tulare County Regional Transit Agency \(TCRTA\) on their successful \\$33.8 million 2022 TIRCP application for electric buses and shuttles for the Cross-Valley Corridor that will initially enhance connections with the San Joaquins \(until HSR operations begin\). In 2023, SJJPA is partnering with the City of Hanford, Kings CAG, Tulare CAG, Fresno CAG, Kings County Area Public Transit Authority \(KCAPTA\), TCRTA, and CHSRA on a Caltrans Sustainable Communities Planning grant for Kings-Tulare HSR station area TOD and connectivity planning and Cross Valley Rail \(Porterville – Huron\) planning. The City of Hanford will be the lead agency for this grant.](#) SJJPA also approved an MOU with Kern Transit to work in partnership to provide increased Kern Transit connectivity between Wasco and the future Bakersfield HSR Station once HSR Interim Service begins operations.

Network Integration Connectivity Study

In 2021, SJJPA undertook a connectivity study focused on the San Joaquin Valley stations and service to disadvantaged communities. This effort included the development of a GIS tool which shows transit routes which provide connectivity to each San Joaquins station, population density, and disadvantaged communities as defined by CalEnviroScreen. Findings of this effort ~~were expected to be~~ presented to the SJJPA ~~at the July 22, in early 2022, Board Meeting~~ and ~~the~~ report ~~was~~ released ~~July, July 2022~~. This work ~~is~~ ~~will~~ helping the SJJPA focus on strategies and partnerships with local and regional providers to improve connectivity to San Joaquins stations.