



Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Mariposa, Merced, Sacramento, San Joaquin, Stanislaus, Tulare
Partners: Amtrak, Caltrans Division of Rail, BNSF Railway Company, Union Pacific Railroad

REPRESENTING COUNTIES ALONG THE SAN JOAQUIN RAIL CORRIDOR

San Joaquin Valley Rail Committee (SJVRC) Quarterly Meeting

Thursday, April 26, 2012

State Department of General Services Building, Fresno, California

1. Call to Order at 12:45 pm by Chair John Pedrozo
2. Pledge of Allegiance led by Chair Pedrozo
3. Welcoming Remark by Fresno County Board Supervisor Susan Anderson, member of the SJVRC.
4. Installation of New Chair: Outgoing Chair, Supervisor John Pedrozo. Incoming Chair, Supervisor Vito Chiesa; presentation of a glass plaque, a collage and acknowledgements of Supervisor Pedrozo's service for the past four years as chair to the SJVRC.
5. Roll Call by Facilitator Arthur Lloyd. 13 members present, quorum established.
6. Public Comment on Non-Agenda Items:
 - Mike Barnbaum, member of the public, spoke about a copy of a one-page summary called Transit Renewal, Sacramento Regional Transit's five-year transit renewal plan.
7. Introduction of Members and the Public attending the meeting.
8. Approve Minutes of January 26, 2012 meeting. Moved, seconded and approved.
9. Committee Members Info Items: Member Howard Abelson stated there are timetables for Yosemite Valley from 1939, courtesy of the Western Railroad Museum in Solano County.
10. Guest Speakers/Reports:
 - A) Proposed San Joaquin Corridor Joint Powers Authority (JPA), Stacey Mortensen, ACE Executive Director and SJVRC member. Member Mortensen provided a PowerPoint presentation on the history of how the original JPA language was written and how the Capitol Corridor Joint Powers Authority (CCJPA) was the only regional JPA that was formed. Ms. Mortensen gave both pros and cons of the reasons to form or not to form a San Joaquin Corridor JPA.

Member Abelson asked the question about how Contra Costa County's role would be. Ms. Mortensen said that the request of the Contra Costa Transportation Authority was to leave open the representation so Contra Costa could best decide on its representation.

Lisa Stark from the Union Pacific Railroad (UP) stated that they have no issues with the shared governance. UP is making it clear that you cannot just add service at this

time, both on the Tehachapi Line and in the Central Valley. They would also like to see the language of the current corridor to strike Los Angeles out.

Juan Acosta from the BNSF Railway (BNSF) stated they are neutral on the issue between state and local governance. BNSF's concern is that Amtrak enjoys special status by Congressional mandate to operate passenger rail. This status does not extend to any other entity. He also cautioned that the formation of a JPA would not be able to create capacity or enhancements to passenger rail service. He said that the fundamental issue in creating capacity is infrastructure, which in turns cost money. He also stated that the CCJPA was successful due to the fact that Caltrans had already put money into infrastructure on that corridor, allowing it to be fully double tracked by the time the CCJPA was created.

Paul Dyson, member of the public, RailPAC President. He stated and reiterated that most of the infrastructure was in place by the time the CCJPA was formed. Mr. Dyson also stated that the JPA works for the Capitol Corridor works because it is on one railroad, not two like the San Joaquin. RailPAC main concern is the statewide network that's currently in place must remain. The things they would like to see is any and all JPA's formed in the state be part of a statewide timetable to show the integrated network, two, that all entities work together on coordinated schedules and through ticketing, three, that a state-level organization continues to exist with power to coordinate the schedules and four, repeal of the Perata Bill or at least have it be reformed.

Frank Olivera, member of the public, and a member of Citizens for Californian High-Speed Rail Accountability. Mr. Olivera stated that his group is one that fights for citizen's land-rights. They are advocating for the current Amtrak service. He stated that the trains run on time at 90% and run frequently throughout the valley every day. His group is leery of local governments taking over a statewide service and wonders why ACE self-chose themselves as the leaders of the proposed JPA. He believes its not a coincidence that ACE is getting funding from California High Speed Rail Authority (CHSRA) and that ACE hired Mr. Dan Leavitt, formerly of the CHSRA, the help facilitate this proposal.

Mr. Barnbaum, member of the public, stated that he the CCJPA was able to increase service because of the infrastructure in place. However, he said that going forward, if the legislation does move on, that a business plan must be in place for the San Joaquin. He would like to see public workshops on board the trains for the San Joaquin.

Mr. Lloyd stated in filling the Gap between Bakersfield and Los Angeles, that the law authorizing Amtrak in 1971 is still good law. Mr. Lloyd suggests asking Amtrak to enforce the law that stated if passenger service over any given line was in

operation on April 30, 1971, that it is still legal on May 1, 1971 and all dates afterward.

11. Caltrans Rail Update, Bill Bronte, Chief. Mr. Bronte stated that he has been working with Ms. Mortensen on a unified blended service since February. He stated that ever since Governor Brown had Dan Richard join the California High Speed Rail Authority, that his charge was to do it quickly and cheaply. Mr. Bronte explained the RFP for the state corridors across the country for bi-level cars was released this past Friday. Mr. Bronte also shared the great numbers on ridership and revenue, up both 11.5% and 13.7% over the first six months, respectively, over last year.
12. BNSF Update, Rich Wessler. He stated 1st Qtr OTP performance was 88.7%, contract is 95%. Work is underway to finish installing Positive Train Control (PTC) on both subdivisions of the BNSF by the end of the year. No maintenance blitzes this year or next year, but Maintenance of Way (MOW) work is ongoing.
13. Amtrak Government Affairs, Alex Khalfin. Mr. Khalfin stated that FY 13 request, Amtrak is asking \$2.167 billion. In FY 12, Congress allocated \$1.418 billion to Amtrak. He also stated that President Obama nominated Yvonne Burke to a position of Director on the Amtrak Board of Directors.
14. Amtrak California Operations, Anthony Chapa. Mr. Chapa gave an update for the first quarter of 2012 on OTP, passenger totals, revenue, CSI scores.
15. Amtrak Thruway Bus Operations, Rick Peterson. Mr. Peterson gave an update of the Spring 2012 schedule as well as showing how the connectivity of the buses has an effect on the success of the rail corridors.
16. Member Comments and Suggestions for Future Agenda Items. Chair Chiesa would like to see a GapTAC update as well as an update of Legislative bills.
17. Remarks by Chair. Chair Chiesa thanked Fresno for their wonderful hospitality in hosting today's meeting.
18. Adjournment at 2:32pm.