



2020/2021

Work Program and Budget



Perseverance & Progress
*Built on solid ground, SJRRC will
continue through this unprecedented
crisis with vision and momentum.*



SAN JOAQUIN
REGIONAL
RAIL COMMISSION®



Table of Contents



Executive Summary.....	3	SJJPA.....	11
Planning.....	4	Organizational Chart.....	13
Operations.....	6	Capital Budget.....	14
Stockton Diamond.....	8	ACE Operating Budget.....	15
Capital Projects.....	9	SJJPA Operating Budget.....	16



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Executive Summary

The San Joaquin Regional Rail Commission is built on a solid foundation of political leadership, staff commitment and adaptability. The difficult years of the 1998 ACE start-up, the 2003 dot.com implosion, and the 2009 full recession have prepared the agency to deal with the unknowns of the coming year. Staff is prepared to work with less, cover extra workload and find ways to leverage and share resources with other partners.

Work is already underway to take cost control to the next level, prioritize essential projects and services and develop numerous contingency plans for whatever uncertainties the agency encounters as the COVID-19 situation runs its course. But an equal eye is on the future and the improvements and expansions for the ACE and San Joaquins services that were sorely needed long before the pandemic began.

The most notable improvement on the horizon is the Stockton Diamond Grade Separation. The Stockton Diamond Grade Separation is a pivotal project in Northern California, with significant benefits for freight and passenger rail. The project also includes important local vehicle and pedestrian traffic improvements, while improving the safe throughput of two major rail lines. The removal of this bottleneck is the next key step for the Valley Rail Program, unlocking the potential for many more passenger trains far into the future.

SJRRC continues into FY20/21 with a significant, forward thinking Capital Program, which will keep critical work mov-

ing forward and provides much needed jobs for many private planners, engineers, architects, and construction contractors. The Valley Rail Program will continue to press forward in the coming year with multiple environmental processes to keep the entire Program on-track and set to deliver transformational service expansion for both ACE and the San Joaquins. Also, included in the Capital Program are key passenger related projects including restoration of Wi-Fi Service and the beginning of the Railcar Midlife Overhaul.

To best adapt to the unknown passenger demand in the next year, staff surveyed long-time ACE passengers about their expectations and likelihood to return to the train service. The results were strikingly similar to a survey conducted by Metrolink in Southern California. 80%+ of the passengers responded that they are at least 'Somewhat Likely' to return to riding ACE. These passenger voices matter the most in the restoration of service. The various service scenarios for 2020/21 will take into account cleaning, social spacing and other health and safety needs expressed by the passengers and be phased into operation as the passengers are comfortable with returning.

This is a time to step forward with ideas, solutions, and teamwork to get everyone back on their feet. The Rail Commission is ready and committed to meeting the challenge.



ACE has continued to be an essential public transportation service during this crisis and has major infrastructure projects both underway and being planned. The future for passenger rail services in California and for ACE remains very bright. Planning efforts done in FY 19/20 will help ACE to continue to grow and better serve the Northern California Megaregion and the state.

The COVID-19 crisis has decimated public transportation ridership throughout California. ACE ridership and revenue dropped to a low of about -95% in April. Although ACE ridership has begun to rise, it will take time for California and ACE to fully recover. ACE is continuing to operate with two daily round-trips on weekdays. Nevertheless, ACE has continued to be an essential public transportation service during this crisis and has major infrastructure projects both underway and being planned. The future for passenger rail services in California and for ACE remains very bright. Planning efforts done in FY 19/20 will help ACE to continue to grow and better serve the Northern California Megaregion and the state.

Planning for Expanded and Improved ACE Service to the Bay Area

The Altamont Corridor Vision features vastly improved electrified and dedicated track, 15-minute headways during peak periods, and limited stop express service from Stockton and Modesto to San Jose in an hour. Planning for the “Altamont Corridor Vision” is being done in partnership with the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority). In FY 19/20 SJRRC and the Authority focused on the development and pursuit of the initial phase of the program which is called the “Altamont Corridor Vision Phase 1” (Phase 1). Phase 1 would enable up to 10 ACE daily round-trips (6 between the Central Valley and San Jose, and 4 between the Central Valley and Fremont/Newark/Union City) and complete Valley Link service between North Lathrop and the Dublin/Pleasanton BART Station. A key component of Phase 1 is a new alignment through the Altamont Pass which would enable sustained speeds of 125 mph that would be shared by ACE and Valley Link services. The SJRRC/Authority planning assumes ACE and Valley Link sharing infrastructure between North Lathrop and Livermore. SJRRC and the Authority worked hard to try and get Phase 1 included in the \$100 billion FASTER Bay Area Measure which was being proposed for November 2020, but FASTER Bay Area was postponed as a result of the COVID-19 crisis before a project list developed. In FY 19/20 SJRRC and the Authority organized substantial support in the corridor to get Valley Link, ACE Rail Service Increase Program and Phase 1 included in the fiscally constrained Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP/Plan

Bay Area 2050). More fiscally constrained planning in the Bay Area (due to the current COVID-19/fiscal crisis) have led SJRRC and the Authority to narrow current efforts to getting just Valley Link and ACE Rail Service Increase Program into the fiscally constrained (before 2035) MTC RTP/Plan Bay Area 2050.

Progress Continues for the Valley Rail Extensions to Sacramento and Merced

SJRRC continues to work with the cities of Lodi, Elk Grove, and Sacramento on coordination of station planning efforts, as well as, connectivity with other modes of transportation related to the ACE/San Joaquins extension to Sacramento. The Draft EIR for the extension to Sacramento was released on March 31, 2020. In FY 19/20 SJRRC began working with the cities of Ceres, Turlock, Livingston, Atwater and Merced to coordinate their station planning and connectivity with other modes. The Notice of Proceed for the ACE extension from Ceres to Merced was released on May 28, 2020.

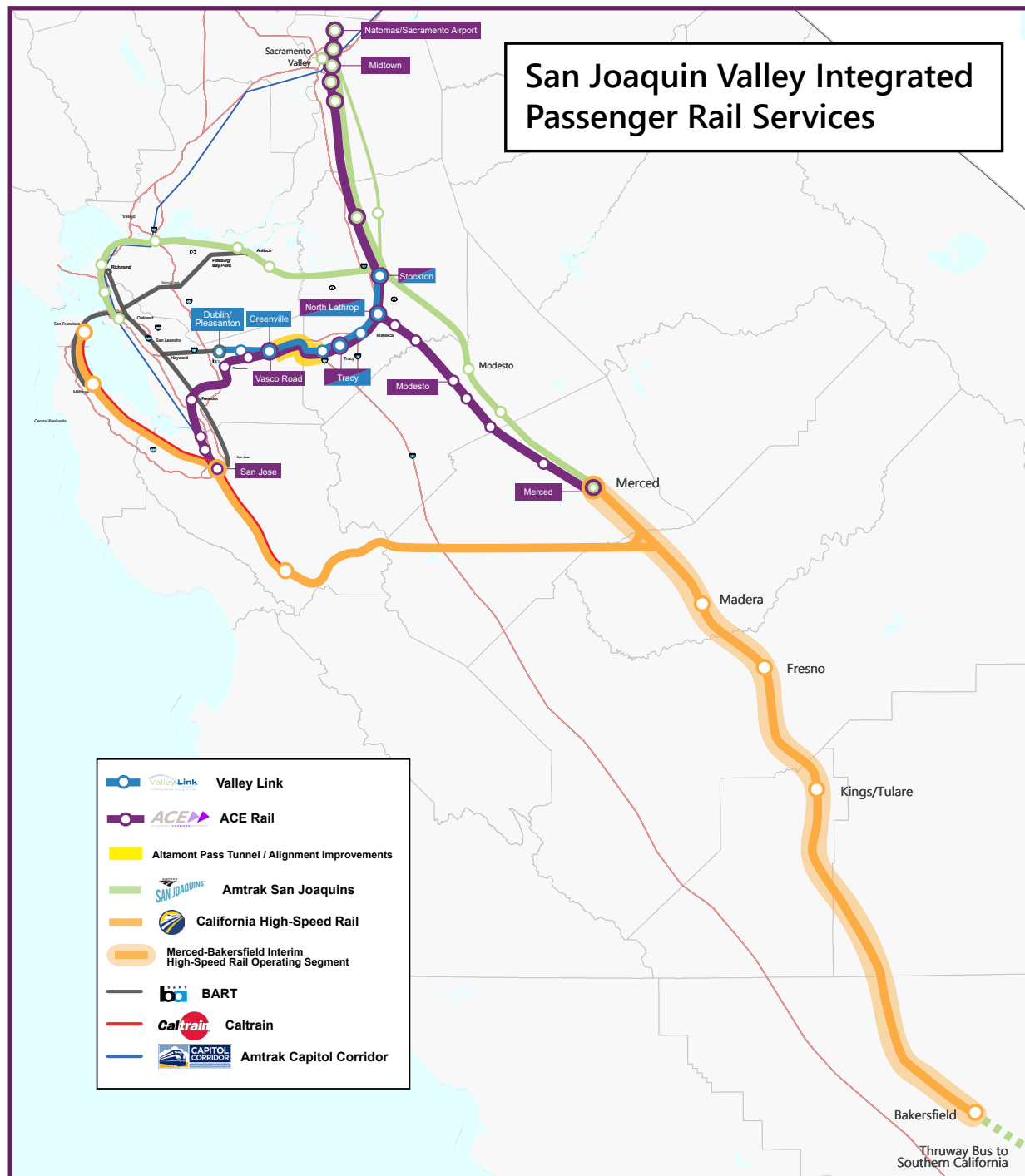
Securing Strong Support for the Stockton Diamond Grade Separation Project and ACE Service Improvements

As part of their annual “Valley Voice” lobby day in Sacramento, the San Joaquin Valley Regional Policy Council requested Trade Corridor Enhancement Program (TCEP) funding for the Stockton Diamond Grade Separation Project as a regional priority and also supported the SJRRC’s/SJJPA’s 2020 TIRCP application for a hybrid-locomotive pilot program as well as supported the CHSRA’s 2020 Draft Business Plan recommendations to move forward with the Merced-Fresno-Bakersfield HSR Interim Operating Segment with additional interim stations at Madera and Kings/Tulare. SJRRC and the Authority were able to secure strong support throughout the San Joaquin Valley and Bay Area for the Altamont Corridor Vision Phase 1, Valley Link, and ACE Service Improvements. In addition, SJRRC and SJJPA were able to get strong support in the San Joaquin Valley and Sacramento for the Merced-Bakersfield HSR Interim Operating Segment, and Stockton Diamond Grade Separation (INFRA, BUILD and TCEP applications).

Key Coordination and Network Integration Efforts with High-Speed Rail

In support of the California High Speed Rail Authority's (CHSRA) Draft 2020 Business Plan, SJRRC worked with CHSRA staff and CHSRA's Early Train Operator (ETO) to provide inputs for improved ACE connectivity to future HSR service at Merced. Connectivity to ACE and San Joaquins at Merced is key to the success of the HSR Interim Operating Segment.

SJRRC worked with agencies and organizations throughout the Central Valley and Bay Area to support the CHSRA's Draft 2020 Business Plan recommendations to move forward with the Merced-Fresno-Bakersfield HSR Interim Operating Segment with additional stations at Madera and Kings/Tulare. SJRRC will continue to work with CHSRA, CalSTA, Caltrans and SJJPA on planning for integrating ACE and San Joaquins services with future HSR operations. The next step will be an operating agreement between the CHSRA, SJRRC and SJJPA.



As ACE continues to operate as an essential service during the COVID-19 outbreak, it is necessary and required that steps are taken to keep employees and passengers safe. Onboard the ACE trains, several steps are being taking to ensure a safe operating and traveling environment. Health and Safety is our #1 priority.

With the Shelter-in-Place orders in place due to the outbreak of COVID-19 and a potential second wave of the virus, staff anticipates the ACE service to operate two (2) daily round-trips for the entire 2020/2021 fiscal year. The operational plan includes a strategy to add cars to the two (2) trainsets as ridership increases, to continue to allow appropriate spacing for social distancing. With the Siemens Charger locomotives in operation, ACE is able to operate up to 10 cars per train accommodating a maximum of 450 passengers at any one time with social distancing recommendations. If the ridership nears the 450-threshold, staff will bring a budget amendment before the Board to increase the level of service.

COVID-19 Operational Response

As ACE continues to operate as an essential service during the COVID-19 outbreak, it is necessary and required that steps are taken to keep employees and passengers safe. Onboard the ACE trains several steps are being taking to ensure a safe operating and traveling environment including: appropriate signage to communicate health and safety protocols, an increased trainset cleaning and disinfecting regime, employees and passengers are required to wear face coverings, and passengers are required to socially distance onboard at least 6-ft apart. Similar measures are being taken at stations. Health and safety measures are continuing to be updated as new guidance is provided.

Ridership

In FY2019/2020, ACE was on pace to surpass the record ridership of 2018/2019 of 1.5 million passengers until Shelter-in-Place orders were put in place in March 2020. The loss of ridership due to the pandemic has caused the service to be reduced to two (2) daily round-trip and the suspension of Saturday Service. Even with the reduction of service, ACE is estimated to carry just under 1.1 million passengers in FY2019/2020.

With the operation of only two (2) daily round-trips in fiscal year 2020/2021, it is anticipated the ACE service will carry 750,000 passengers for the year. This assumption is predicated on the current climate with the majority of employees working from home for the remainder of 2020 and anticipates employees starting to return to work at offices/campuses in early 2021.

Positive Train Control (PTC)

Positive Train Control (PTC) continued to be a major initiative for ACE as the deadline for full interoperability is December 31, 2020. While ACE became fully operational in December 2019, the Host Railroads are not fully interoperable, however, both UPRR and Caltrain are on track to be fully interoperable by the December 31, 2020 deadline. SJRRC operations staff continues to work closely with UPRR and Caltrain on software updates to reduce delays and improve reliability.



Equipment Familiarization with First Responders

Staff is working with first responders to complete critical equipment familiarization and security drills. The ability for first responders to get on the equipment and complete training is invaluable to the ACE Service. The City of Stockton and City of Lodi are working with staff to complete K9 training in various scenarios on weekends and within the Rail Maintenance Facility (RMF) itself. However, with outbreak of the Coronavirus the training has been postponed.

On Time Performance

On Time Performance (OTP) was at 82% for FY 2019/2020. Issues with PTC caused delays in January and February of 2020, although subsequent software updates have helped improve OTP back towards historical norms of 90%.

Overhaul of Passenger Cars

With the suspension of two (2) daily round-trips the car overhaul program has been expedited. The current improvements include replacing and refinishing the seats, refurbishing bathrooms, and improving signage and lighting in the cars, and refreshing the paint. The overhaul of all 30 cars is expected to be completed in FY 2024.

Rail Maintenance Facility (RMF) Improvements

Staff is working with the State to begin the design and construction of improvements at the RMF to accommodate the newly State purchased Siemens Single Level Cars. The improvements will allow the State to complete the acceptance of the cars and SJRRC to be prepared to complete the preventative maintenance regulatory inspections once the cars enter into revenue service. The cars are anticipated to enter revenue service in late 2020 as part of the San Joaquins Service. Additionally, staff is working with the State and Siemens on the delivery timeline and training on maintenance for the new equipment.

Saturday Service

ACE Saturday Service was launched on September 7, 2019. ACE operated two (2) round-trips on Saturdays. The service had low ridership for its initial operating period but was anticipated to improve in ridership during the warmer months of spring and summer. Due to the COVID-19 pandemic, Saturday Service was suspended on March 22, 2020.

Mobile Ticketing App

The ACE mobile ticket app was fully launched in April 2019 and continues to be a popular alternative for passengers purchasing tickets. Rider feedback continues to be positive and the app is available for Apple and Android devices.





Stockton Diamond Grade Separation Project

The Stockton Diamond Grade Separation Project will unlock the most congested at-grade crossing in California providing better freight and passenger service. A focus for FY20/21 is securing full construction funding, completing preliminary design, and releasing the draft environmental document.

Project Overview

The Stockton Diamond is the busiest, most congested at-grade railway junction in California. The current, at-grade configuration of the track results in significant delays to Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) freight trains serving their nationwide networks and the Port of Stockton. These delays make the Stockton Diamond the worst freight rail bottleneck in California, limiting the capacity of the Port of Stockton for growth and inhibiting the expansion of the Amtrak San Joaquins and Altamont Corridor Express (ACE) service through the region.

The Stockton Diamond Grade Separation project would grade separate the two north-south UPRR mainline tracks from the two east-west BNSF mainline tracks. Project scope also includes bike, pedestrian, and roadway improvements at ten at-grade local road crossings in the City of Stockton, enhancing safety and access for residents.

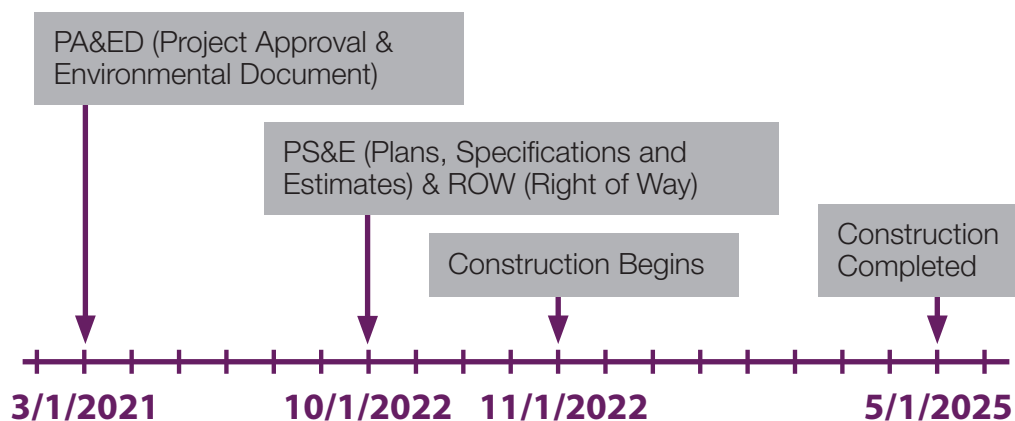
The construction of the grade separation would provide for an uninterrupted flow of rail through the crossing, which will improve freight movements and lead to lower costs for freight shipping, reduced delays, and a decrease in fuel consumption for idling locomotives. This increase in throughput and velocity of freight trains translates to cost savings for Port customers and the freight railroads, allowing for continued growth and improved efficiency. In addition, the project would allow for more freight and passenger trains to pass through the Stockton Diamond at faster speeds.



Stockton Diamond Project Area

Public Benefits

- Facilitating expansion of ACE and Amtrak San Joaquins services
- Improved reliability of ACE and Amtrak San Joaquins services
- Travel time savings from a reduction in freight delays
- Fuel cost savings from a reduction in idling
- Greater efficiency for freight rail movement
- Improved air quality in a disadvantaged area of Downtown Stockton
- Reduced blockage and delays for pedestrians and motorists at key local road crossings
- Improved access to the Port of Stockton





Capital Projects

The SJRRC Capital Project List continues to grow, with expansion projects planned to serve new regions and improvements to benefit existing ACE and Amtrak San Joaquins services.



STOCKTON DIAMOND

Stockton Diamond Grade Separation

Environmental assessments and preliminary engineering will continue to analyze a grade separation at the intersection of the BNSF Stockton Subdivision and the Union Pacific Fresno Subdivision south Stockton. The construction of the grade separation will provide an uninterrupted flow of rail through the crossing, improving freight movements and facilitating the expansion of ACE and San Joaquins service through the region.

ACE Extension – Stockton to Natomas

The Draft Environmental Impact Report (DEIR) for the extension of ACE and San Joaquins service to Natomas was circulated for public comment on March 31, 2020. A Final EIR will be prepared for the project and preliminary engineering continues for the stations, infrastructure, and layover facility necessary to implement the service. Once the environmental document is adopted and certified, final design will begin for key facilities and infrastructure to initiate service.

ACE Extension – Lathrop to Ceres/Merced

Final design continues for stations, track and bridge work, and a layover facility for the extension of ACE service to Ceres. Right of way activity is also anticipated to begin during the upcoming year for key facility locations. A project level environmental clearance for the extension of ACE service from Ceres to Merced is also under development. The document will explore track improvements, new stations, equipment, and layover facility needs for service to Merced.

Rail Car Purchase

To allow for increased capacity of the ACE service and prepare for the expansion of service to Sacramento and Ceres/Merced, SJRRC has entered a joint procurement with other transits agencies. The new rail cars will be used in conjunction with existing equipment and the Tier IV locomotives to create longer train consists that can transport more passengers between the Central Valley and the Bay Area.

Platform Extensions Projects

Construction is scheduled to begin at Lathrop/Manteca, Tracy, Vasco Road, Livermore, and Pleasanton to extend the platforms and allow longer trainsets to serve the station. Final design will continue for the Fremont Station.

Robert J. Cabral Station Expansion

The expansion of the Robert J. Cabral Station will see the construction of a new Western Pacific Depot building and a permanent parking lot and site improvements. Final design will continue for the project, with construction anticipated to begin on the parking lot and site improvements.

Railcar Midlife Overhaul

As part of SJRRC's commitment to maintaining assets in a State of Good Repair, work is underway to overhaul ACE's fleet of 30 railcars. SJRRC's Transit Asset Management Plan (TAMP) identified midlife overhauls as a key initiative to ensure ACE's revenue fleet operates at maximum performance. Project benefits include reduced reactive maintenance costs and a decrease in the frequency and duration of service delays due to equipment failure.





Capital Projects

Cabral Station Track Extension

This fully funded project will provide the final track extension between the Rail Maintenance Facility (RMF) and Cabral Station. Coordination with Union Pacific is ongoing, with designs currently under review. Construction is anticipated to begin in Summer 2020.

East Channel Street Improvements

With a grant from SJCOG, improvements on Channel Street will offer better connectivity between the San Joaquin Regional Transit District's (RTD) Downtown Transit Center and Cabral Station. Final design for the project is currently underway and construction is anticipated to begin in 2021.

Tracy ACE Station Improvements

Upgrades to the existing Tracy ACE Station, including passenger amenities, equipment, and parking improvements, will improve station accessibility and facilitate an increase in ridership.

State-Owned Equipment Truck Overhaul

To increase Rail Maintenance Facility utilization and provide additional funding, SJRRC is contracted by the State of California to perform an equipment truck overhaul project of the State-Owned intercity passenger rail fleet.

San Joaquin Joint Powers Authority Capital Projects

Madera Station Relocation

SJJPA has been coordinating with CalSTA and CHSRA to develop plans for a relocated Madera Station, which would also work as a multi-modal hub station with future HSR operations. Environmental assessments and preliminary engineering are currently underway.

Stockton Wye

Senate Bill (SB-) 1 funding through the State Rail Assistance (SRA) Program was secured to construct a new track in the northwest quadrant intersection of the Union Pacific Railroad Fresno Subdivision and BNSF Railway Stockton Subdivision.

Oakley Station Platform

Funding for the Oakley Station Platform is included in SJJPA's Valley Rail TIRCP award. The City of Oakley is providing matching funds for the parking and other station facilities. Amtrak will begin final design for the station platform and trackwork in during the upcoming Fiscal Year.

Network Integration Planning

Coordination is underway with CHSRA, CalSTA, and Caltrans on the Network Integration Study effort, which focuses on the coordination and connectivity of the San Joaquins and ACE services with future HSR operations. This will include planning for a direct connection between the San Joaquins and HSR at Merced and service options south of Merced along the BNSF corridor that would complement HSR operations.





San Joaquin Joint Powers Authority (SJJPA)

The San Joaquins remain an essential public transportation service for California. Major projects are underway to improve the San Joaquins service to Sacramento, and the San Joaquins will be a vital feeder service to the future HSR Interim Operating Segment.

As a result of the COVID-19 crisis San Joaquins ridership and revenue dropped to a low of over -90% in April, and about -80% in May. Although San Joaquins ridership has begun to rise, it will take time to for California and the San Joaquins to fully recover. The San Joaquins rail service operations have been reduced by nearly half - down from 7 daily round-trips to 4 daily round-trips. In addition, the San Joaquin Joint Powers Authority (SJJPA) is taking actions to significantly reduce Thruway Bus Services. In spite of the current crisis, San Joaquins remain an essential public transportation service for California. Major infrastructure projects are underway to improve San Joaquins service to Sacramento and the San Joaquin will be a vital feeder service to the future Merced-Bakersfield HSR Interim Operating Segment.

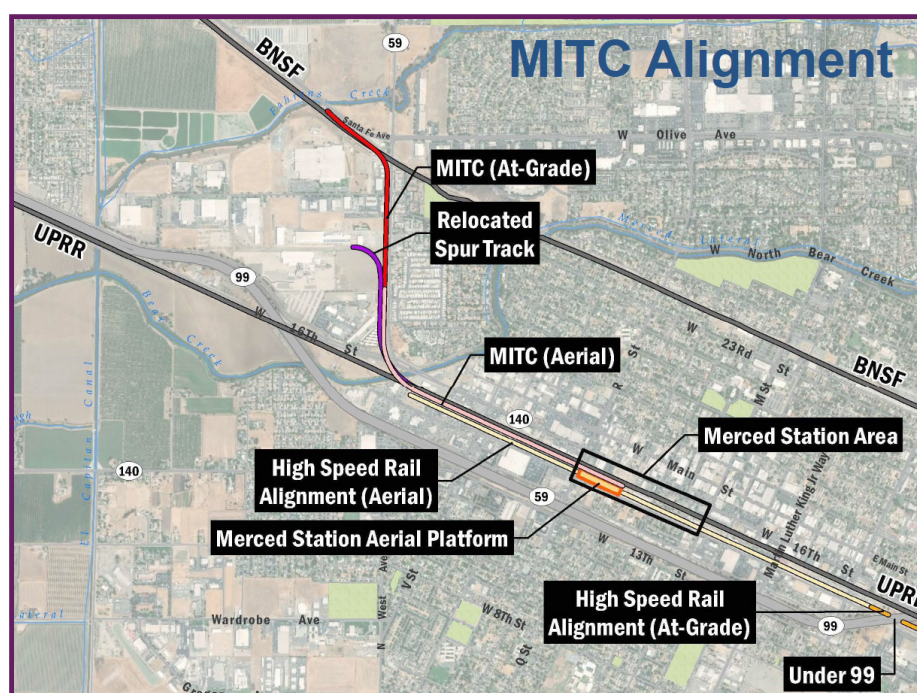
Key Coordination and Network Integration Efforts with High-Speed Rail

In support of the California High Speed Rail Authority's (CHSRA) Draft 2020 Business Plan, SJJPA worked with CHSRA staff and CHSRA's Early Train Operator (ETO) to provide inputs for improved San Joaquins connectivity to future HSR service at Merced. Connectivity to ACE and San Joaquins at Merced is key to the success of the HSR Interim Operating Segment. The 2020 SJJPA Business Plan highlights that the San Joaquins southern terminus will be at Merced once the Merced-Bakersfield HSR Interim Operating Segment begins

operations and that the San Joaquins rail service and feeder bus networks will be key feeder services to ensure the success of the HSR Interim Operating Segment. SJJPA initiated planning for the direct connection between the San Joaquins and HSR at Merced called the Merced Intermodal Track Connection (MITC) Project (estimated to cost \$155 million). SJJPA worked with agencies and organizations throughout the Central Valley and Bay Area to support the CHSRA's Draft 2020 Business Plan recommendations to move forward with the Merced-Fresno-Bakersfield HSR Interim Operating Segment with additional stations at Madera and Kings/Tulare. SJJPA will continue to work with CHSRA, CalSTA, Caltrans and SJRRC on planning for integrating San Joaquins and ACE services with future HSR operations. The next step will be an operating agreement between the CHSRA, SJJPA and SJRRC. The SJJPA is the most likely operator for initial service on the Merced-Bakersfield HSR Interim Operating Segment, leasing slots from CHSRA much like the San Joaquins are currently run on slots leased by BNSF.

Slotted Schedules for Spring 2019 and Spring 2020

On May 20, 2019, the Spring 2019 Schedule returned the San Joaquins to full-corridor service for 7 daily round-trips and in partnership with CalSTA, Caltrans, Amtrak, UPRR, and BNSF. This new scheduled introduced a slotted schedule and





San Joaquin Joint Powers Authority (SJJPA)

distributed pad-time for improved on-time performance for the first time for the San Joaquins. In FY19/20 SJJPA continued working with its partner agencies to make improvements to increase on-time performance, ridership, and revenue for the San Joaquins. The Spring 2020 Schedule was to focus on reducing operating times to under six hours between Bakersfield and Oakland Amtrak Stations to negate the need for costly crew changes. Options to be considered will include skip-stop/limited stop service. This schedule will include more detailed coordination with Capitol Corridor and Pacific Surfliner services to enhance ridership potential and on-time performance. Due to the COVID-19 pandemic, implementation of the previously planned Spring 2020 Schedule Change has been delayed. On March 26, 2020 SJJPA implemented a reduced San Joaquins train and thruway bus schedule in response to the dramatic decrease in ridership and revenue that all intercity rail services statewide have experienced since the onset of the pandemic. This schedule reduced the amount of available trains and buses by about 50% compared to typical San Joaquins service.

Senate Bill 742 (Allen)

SJJPA worked with Senator Allen and other sponsors and supporters to pass Senate Bill 742, which amended Section 14035.55 provisions enabling the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip. SB 742 was passed by the Legislature without a single “no” vote and was signed by the Governor on October 8, 2020. SB 742 became law on January 1, 2020. SJJPA took action to open ticketing for bus-only trips on five routes (Routes 10, 12, 19, 1c and 40) at the January 24, 2020 and March 27, 2020 SJJPA Board Meetings. Unfortunately the COVID-19 crisis struck and SB 742 implementation will likely have to be put on hold until social spacing restrictions on buses and trains are eased. SJJPA is confident that in the future, Senate Bill 742 provisions will increase revenues for the state at virtually no additional cost, provide improved access to priority and underserved communities, reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile, and provide better utilization of current infrastructure and reduce congestion on some of the state’s most congested freeways.

Madera Station Relocation Project

SJJPA continued to work with CalSTA and CHSRA to refine plans for a relocated Madera Station which would serve the San Joaquins in the short-term and then would be expanded to serve future HSR operations. This effort is focused on a location off of Avenue 12 which would provide much greater

opportunities for ridership, revenue, access to public transportation and potential transit-oriented development than the current Amtrak station location. Environmental review and detailed design work are well underway and the draft environmental document is expected to be released this summer (2020).

Thruway Bus Network Reductions

The COVID-19 crisis and state funding shortfalls created the need for the SJJPA to act quickly to make changes on the San Joaquins Thruway Bus Network to reduce costs in order to keep even the reduced train service operating in FY 20/21. At the May 29, 2020 Board Meeting, SJJPA approved action to suspend indefinitely or terminate several of the least cost-effective and lowest ridership routes and to truncate several routes which had very low ridership towards the ends of the routes. SJJPA concluded that costs can be cut substantially without losing substantial potential ridership and revenue. SJJPA also has continued to work on new partnerships with public transportation operators and minor route improvements (such as new or relocated stops) also can help increase ridership and improve cost-effectiveness. SJJPA will work with Amtrak on the contracts currently held by Amtrak to make sure that routes that are truncated, suspended, or terminated are altered in accordance with the contracts provisions to ensure costs are reduced for the network. The San Joaquins Thruway Bus Network will remain a vital part of the San Joaquins operations and will become even more important in the future when providing feeder service to the Merced-Bakersfield HSR Interim Operating Segment.

Improve On-Time Performance and Safety

SJJPA continues to work with Caltrans to provide additional incentives to host railroads to substantially improve San Joaquins on-time performance. SJJPA is also working to reduce trespassing in the freight right-of-way to increase public safety and the reliability of the San Joaquins. SJJPA continues to work in partnership with Caltrans, Amtrak, and the host railroads in monitoring the on-time performance of the San Joaquins service and develop action plans to improve the performance of the service.

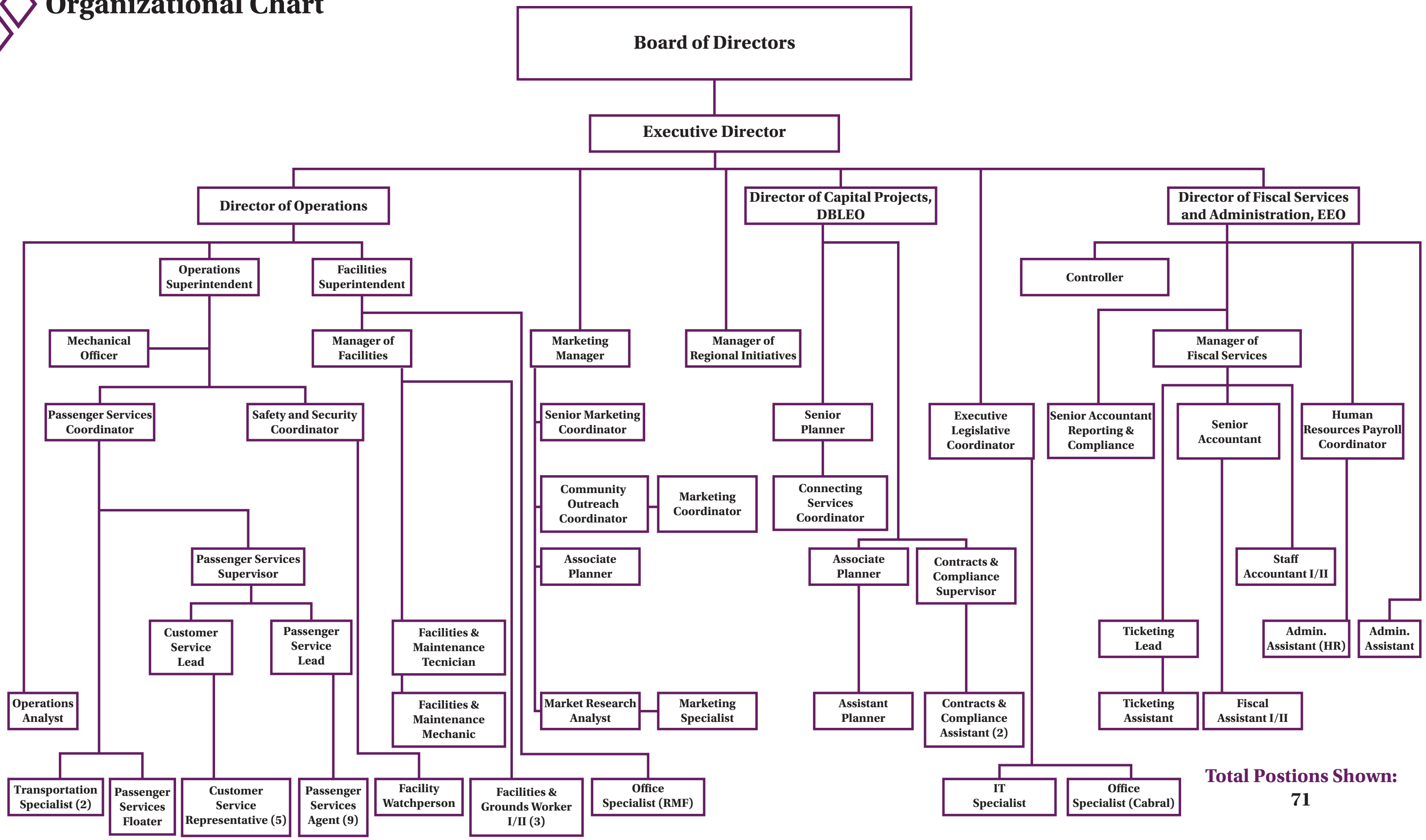
Support the State’s Integrated Ticketing Efforts

SJJPA continues to strongly support CalSTA’s vision for statewide integrated ticketing and has been assisting with the state’s efforts to implement integrated ticketing. SJJPA is working with CalSTA, CCJPA and other agencies towards the early deployment of a pilot program that would include California’s intercity and commuter rail services.





Organizational Chart



Total Postions Shown:
71





Capital Budget

Capital Budget 2020/2021		Project Total for FY 20/21	FTA Section 5307 Funds	FTA Section 5337 Funds	FTA CMAQ	IRS Bond Rebate Funds	State Inter-City Capital Funds	State of California TIRCP	State of California Prop 1A Funds	State of California ITIP	State of California Prop 1B CalOES	State of California Prop 1B CTSGP	State of California Prop 1B PTI- MESA Funds	State of California State Rail Assistance	State of Cal- ifornia State of Good Repair	SB 132 ACE Expansion Funds	State Affordable Housing Sustainable Communities	State of California LCTOP Funds	SJVAPCD	BAAQMD	SJCOG STA Funds	ACTC Measure B	Measure K - Capital Program	Measure K - Smart Growth
SJCOG Consolidated Loan	Budgeted	\$1,118,012		894,410																			223,602	
A1 & A2 Bond Repayments	Budgeted	\$3,033,988		1,440,000		889,972															704,016			
UPRR Capital Access Fee	Budgeted	\$3,242,516	2,594,013																				648,503	
UPRR Capitalized Maintenance Projects	Budgeted	\$4,000,000	1,185,093	1,846,668																	718,239	250,000		
Safety Improvement Fund	Budgeted	\$500,000												500,000										
ACE Extension - Stockton to Natomas	Budgeted	\$5,000,000						5,000,000																
ACE Extension - Lathrop to Ceres/Merced	Budgeted	\$10,000,000														10,000,000								
Stockton Diamond Grade Separation	Budgeted	\$2,000,000														2,000,000								
Locomotives	Budgeted	\$1,000,000																	500,000	500,000				
Platform Extension Projects	Budgeted	\$3,000,000						2,500,000					500,000											
Cabral Station Track Extension	Budgeted	\$5,000,000	1,961,755		2,038,245			500,000															500,000	
Positive Train Control	Budgeted	\$1,221,823	15,119	585,868	373,058						47,778												200,000	
Rail Car Purchase	Budgeted	\$27,000,000						15,500,000								7,500,000	4,000,000							
Railcar Midlife Overhaul	Budgeted	\$6,711,081		5,500,000	111,081									1,100,000										
Locomotive Overhaul	Budgeted	\$524,530			524,530																			
Locomotive Conversion	Budgeted	\$239,328												239,328										
State-Owned Equipment Truck Overhaul	Budgeted	\$1,000,000					1,000,000																	
Sunol Quiet Zone Quad Gates	Budgeted	\$475,000																				475,000		
East Channel Street Improvements	Budgeted	\$2,007,500																					225,000	1,782,500
Robert J. Cabral Station Expansion	Budgeted	\$1,979,505			1,295,000									400,000	284,505									
Facility Upgrades and Capital Improvements	Budgeted	\$93,068													93,068									
Lathrop/Manteca Station Improvements	Budgeted	\$779,700																679,700					100,000	
Tracy ACE Station Improvements	Budgeted	\$1,223,367	1,023,828																		199,539			
Capital Spares	Budgeted	\$546,138	246,138																				300,000	
Safety/Security Projects	Budgeted	\$382,115										150,000	232,115											
Short Range Transit Plan	Budgeted	\$26,123	26,123																					
WiFi Upgrade	Budgeted	\$820,000												\$820,000										
Public Information Display Systems (PIDS)	Budgeted	\$500,000										225,000		\$275,000										
Network Integration	Budgeted	\$450,000						450,000																
SJJPA - Corridor Safety and Security Projects	Budgeted	\$1,475,000									1,475,000													
SJJPA - Station and Transportation Projects	Budgeted	\$4,000,000						2,250,000		500,000				1,250,000										
SJJPA - Minor Capital Projects	Budgeted	\$500,000					500,000																	
Total	BALANCE	\$89,848,794	7,052,069	10,266,946	4,341,914	889,972	1,500,000	25,700,000	500,000	500,000	1,475,000	422,778	232,115	5,084,328	377,573	19,500,000	4,000,000	679,700	500,000	500,000	1,621,794	725,000	2,197,105	1,782,500



SJRRRC/ACE Operating Budget

	Prior Year SJRRRC/ACE Combined Operating Budget	2020/2021 SJRRRC Operating Budget	2020/2021 ACE Operating Budget	2020/2021 SJRRRC/ ACE Combined Operating Budget	% Change From Prior Year to Current Year
Operating Revenue					
Measure K	4,610,096	2,009,700	964,124	2,973,824	
SJCOG - Local Transportation Funds (LTF)	4,147,715		2,796,123	2,796,123	
Fare Revenues	10,500,000		1,229,580	1,229,580	
ACTC Measure B Local	3,091,148		1,567,430	1,567,430	
ACTC Measure BB Local	1,454,292		743,216	743,216	
Santa Clara VTA Local	3,793,064		2,546,587	2,546,587	
Transportation for Clean Air (TFCA)	80,000		80,000	80,000	
SJCOG - State Transit Assistance (STA)	702,450		65,522	65,522	
MTC - State Transit Assistance (STA)	498,478		347,133	347,133	
ACTC Measure B Local - Admin Fee	15,000		15,000	15,000	
ACTC Measure BB Local - Admin Fee	15,000		15,000	15,000	
Amtrak Thruway Service	75,000		75,000	75,000	
Ticket Sales Others	163,985		0	0	
State Rail Assistance	1,603,056		0	0	
High Speed Rail	102,000	102,000	0	102,000	
LCTOP - Means Based Fare Program			173,687	173,687	
Other Revenue - Caltrans Siemens Agreement*			1,900,000	1,900,000	
FTA CARES ACT			8,704,323	8,704,323	
Total Operating Revenue	30,851,284	2,111,700	21,222,725	23,334,425	-24%
Project Management Services and Supplies					
Salaries/Benefits/Contract Help	6,581,960	1,078,411	4,265,428	5,343,839	-19%
Office Expenses/Postage	56,073	22,369	27,485	49,854	-11%
Subscriptions/Periodicals/Memberships	16,175	6,750	9,650	16,400	1%
Office Equipment Leases / Supplies / Maintenance / Furniture	102,278	39,976	64,231	104,207	2%
Computer Systems	137,500	84,750	8,850	93,600	-32%
Communications	81,648	21,272	60,904	82,176	1%
Motor Pool	89,070	17,240	62,149	79,389	-11%
Transportation/Travel	44,900	10,650	17,125	27,775	-38%
Training	25,995	6,098	15,625	21,723	-16%
Audits/Regulatory Reporting	83,200	14,200	69,400	83,600	0%
Professional Services Legislative	79,500	76,470	-	76,470	-4%
Professional Services Legal	150,000	100,000	60,000	160,000	7%
Professional Services General	276,529	127,356	163,695	291,051	5%
Publications/Legal Notices	27,000	11,000	16,000	27,000	0%
Taxes/Assessments	23,025	23,025	-	23,025	0%
Project Management, Services & Supplies Subtotal	7,774,853	1,639,567	4,840,542	6,480,109	-17%
Contracted Services**					
Maintenance of San Joaquin County Facilities	87,000	99,499	-	99,499	14%
Maintenance & Improvements System Wide ACE Stations	54,900	-	54,900	54,900	0%
Maintenance of Headquarters Structures/Grounds	184,055	39,532	130,992	170,524	-7%
ACE Operations & Maintenance*	8,301,828	-	5,681,538	5,681,538	-32%
Positive Train Control	276,000	-	276,000	276,000	0%
Consumables/Repair Parts	1,208,800	-	550,000	550,000	-55%
Operating Leases	110,000	31,800	39,100	70,900	-36%
Fuel	1,794,223		831,482	831,482	-54%
Railroad Maintenance, Oversight/Dispatching	2,289,510		1,076,631	1,076,631	-53%
Insurance	3,214,007	180,949	3,764,611	3,945,560	23%
Insurance Management Fees	150,000	22,500	127,500	150,000	0%
Security Services/Safety Programs	395,729	43,128	352,601	395,729	0%
FRA/FTA Drug Testing Program	7,100		7,100	7,100	0%
Passenger and Service Restoration Communications	389,900	33,000	422,742	455,742	17%
Special Trains	163,985		-	-	-
Passenger Services	16,078		14,500	14,500	-10%
Ticketing Services	885,932		436,614	436,614	-51%
Professional Services Operations	509,621	21,725	243,948	265,673	-48%
Communications Operations	193,071	-	96,536	96,536	-50%
Communications WiFi	303,406		400,000	400,000	32%
Emergency Ride Home/Emergency Bus Bridges	42,330		19,125	19,125	-55%
Rail Maintenance Facility	1,144,101		1,113,480	1,113,480	-3%
Contracted Services - Sub-Total	21,721,576	472,133	15,639,400	16,111,533	-26%
Shuttle Services	1,354,855	-	742,783	742,783	-45%
Total Operating Expenses	30,851,284	2,111,700	21,222,725	23,334,425	-24%

* ACE's third Party Operating Vendor will use existing staff to work with Caltrans and Siemens and test the new state owned rolling stock equipment being stored at the ACE Rail Maintenance Facility site.

** 'Contracting Services Budget' is based on a cautious assumption of operating two round-trips.

2020/2021

Work Program and Budget





SJJPA Operating Budget

	Prior Year SJJPA Operating Budget	2020/2021 SJJPA Operating Budget	% Change From Prior Year to Current Year
Operating Revenue			
State Intercity Rail Funds	70,393,392	65,862,796	
Total Operating Revenue	70,393,392	65,862,796	-7%
Administrative Expenses			
Salaries/Benefits/Contract Help	2,374,767	2,361,112	-1%
Office Expenses/Postage	23,333	24,517	5%
Subscriptions/Periodicals/Memberships	5,000	5,000	0%
Office Equipment Leases / Supplies / Maintenance / Furniture	-	-	
Computer Systems	5,000	5,000	0%
Communications	28,905	28,977	0%
Motor Pool	24,314	29,779	22%
Transportation/Travel	30,000	40,000	33%
Training	7,605	7,605	0%
Audits/Regulatory Reporting	16,500	17,000	3%
Professional Services Legislative	28,500	34,486	21%
Professional Services Legal	75,000	75,000	0%
Professional Services General	279,267	281,015	1%
Professional Services Grants	67,000	67,000	0%
Publications/Legal Notices	10,000	10,000	0%
Professional Services Operations	20,000	20,000	0%
Communications Operations	10,250	11,016	7%
Maintenance of Headquarters Structures/Grounds	82,361	109,623	33%
Insurance	48,000	93,850	96%
Insurance Management Fees	5,000	2,500	-50%
Security Services/Safety Programs	-	24,109	100%
Administrative Expenses Subtotal	3,140,802	3,247,589	3%
Marketing Expenses			
Community Engagement & Marketing *	1,020,000	1,540,000	51%
New Service Advertising	900,000	670,000	-26%
Market Analysis**	40,000	200,000	400%
Marketing Expenses Sub-Total	1,960,000	2,410,000	23%
Amtrak Contract Expense			
San Joaquin Intercity Rail Operations	65,292,590	60,205,207	-8%
Amtrak Contract Expense Subtotal	65,292,590	60,205,207	-8%
Shuttle Services	-	-	
Total Operating Expenses***	70,393,392	65,862,796	-6%

* SJJPA has requested an additional \$500,000 annual allocation of marketing funds to support marketing efforts throughout the state. This request aligns the SJJPA budget with the other corridors and eliminates the need for supplemental asks for special marketing funds.

**The 'Market Analysis Project' is a bi-yearly project set to recommence in FY20/21.

*** San Joaquin Intercity Passenger Rail Operating Expenses reflect San Joaquin Joint Powers Authority Business Plan. Per recent direction from the State of California, Intercity Passenger Rail Programs are required to reduce service to 50-60% of normal operations and eliminate non-essential costs. The State of California and SJJPA are working to implement the required reductions to produce a final budget which will be updated in the Final Work Program.

