



Chair, **Lisa Craig-Hensley**, City of Lodi  
Vice-Chair, **Leo Zuber**, City of Ripon  
Commissioner, **Dan Arriola**, City of Tracy  
Commissioner, **Steven Ding**, San Joaquin County

Executive Director, **Stacey Mortensen**

Commissioner, **Christina Fugazi**, City of Stockton  
Commissioner, **Mike Morowit**, City of Manteca  
Commissioner, **John Marchand**, City of Livermore  
Commissioner, **Raj Salwan**, City of Fremont

## SAN JOAQUIN REGIONAL RAIL COMMISSION BOARD MEETING

**Friday, May 2, 2025 – 9:30 am**

Robert J. Cabral Station  
Board Room  
949 E. Channel Street  
Stockton, CA 95202

### Teleconference Locations 📞

44 N. San Joaquin Street  
Suite 627  
Stockton, CA 95202

3300 Capitol Ave. Building A  
Fremont, CA 94538

**Members of the public may attend the meeting at the above addresses, or may observe the meeting by using the link or dial-in information below:**

### Join Zoom Meeting

<https://us06web.zoom.us/j/87961933868>

Or Telephone: +1 669 444 9171 US

Persons wishing to address the Commission on any item of interest to the public regarding rail shall state their names and address and make their presentation. The Commission cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. Materials related to an item on the Agenda submitted to the Board of Commissioners after distribution of the agenda packet are available for the public inspection in the Commission Office at 949 E. Channel Street during normal business hours. These documents are also available on the San Joaquin Regional Rail Commission website at <https://www.sjrcc.com/events/> subject to staff's ability to post the documents prior to the meeting. If a member of the public wishes to make a public comment:

1. Submit written comments to SJRRC staff via email at [clerk@sjrcc.com](mailto:clerk@sjrcc.com), in which staff will read the comment aloud during the public comment period.
2. Complete a Request to Speak form (available at the entrance to the Board Room) and give it to the SJRRC Board Clerk before the Item is considered by the Board.
3. Join from the Zoom meeting link and notify SJRRC staff by alerting them via the "Raise hand" or "Chat" function; call +1 669 444 9171, dial \*9 to raise your hand when you wish to speak, and dial \*6 to unmute when you are requested to speak. Please note that if participating using Zoom, all members of the public will be placed on mute until such times allow for public comments to be made.

**Public comments should be limited to five (5) minutes per comment.**

*This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission (SJRRRC) staff, at (209) 944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.*

*All proceedings before the Commission are conducted in English. Anyone wishing to address the SJRRRC Board is advised to have an interpreter or to contact SJRRRC during regular business hours at least 48 hours prior to the time of the meeting so that SJRRRC can provide an interpreter. Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available upon request in both English and Spanish for public inspection at the Office of the Executive Director located at 949 East Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda is available on the San Joaquin Regional Rail Commission website: [www.sjrrc.com](http://www.sjrrc.com).*

**Disclosures:** *Commissioners shall disclose any agenda item in which they have a conflict of interest under State law and acknowledge whether they will recuse from hearing that item. Among other State laws, the Levine Act (Gov. C. §84308) may require recusal on agenda items involving a contract or entitlement before the Commission where a campaign donor is a participant, and the campaign contribution totals more than \$250 within the 12-month period before the decision on the item.*

**1. Call to Order and Pledge of Allegiance Chair Craig-Hensley**

**2. Roll Call**

Roll Call: Arriola, Ding, Fugazi, Marchand, Morowit, Salwan, Vice-Chair Zuber, Chair Craig-Hensley  
Ex-Officios: Zwahlen (StanCOG), Nguyen (SJCOG), Clifford (SJRTD), Magsayo (Catrans)

**3. Public Comment**

Persons wishing to address the Commission on any item of interest to the public regarding rail shall state their names and addresses and make their presentation. Please limit presentations to five minutes. The Commission cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. Materials related to an item on the Agenda submitted to the Board of Directors after distribution of the agenda packet are available for public inspection in the Commission Office at 949 E. Channel Street during normal business hours. These documents are also available on the San Joaquin Regional Rail Commission website at <https://www.sjrrc.com/events/> subject to staff's ability to post the documents prior to the meeting.

Public comments should be limited to five (5) minutes per comment.

#### 4. Consent Calendar

- |      |  |                    |
|------|--|--------------------|
| 4.1  | Minutes of San Joaquin Regional Rail Commission April 4, 2025<br>(Regular and Special Voting Members)  | <b>ACTION</b>      |
| 4.2  | Minutes of San Joaquin Regional Rail Commission April 22, 2025 Special Board Meeting<br>(Regular and Special Voting Members)   | <b>ACTION</b>      |
| 4.3  | Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Fiscal Year 2024-25 Transportation Development Act (TDA) Claim and Authorizing Submission by the Executive Director to the San Joaquin Council of Governments for Local Transportation Funds (LTF) and State Transit Assistance Funds (STA) for a Total of \$28,449,983<br>(Regular and Special Voting Members)                                     | <b>ACTION</b>      |
| 4.4  | Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing and Directing the Executive Director to Sign and Submit the Fiscal Year 2025/2026 State Transit Assistance Application to Claim Alameda County Transportation Commission Apportionment for the ACE Service in the Amount of \$327,121 and SB 125 Application for the ACE Service in the Amount of \$1,828,415<br>(Regular and Special Voting Members) | <b>ACTION</b>      |
| 4.5  | Rail Commission/ACE Monthly Expenditure  | <b>INFORMATION</b> |
| 4.6  | ACE Monthly Fare Revenue   | <b>INFORMATION</b> |
| 4.7  | ACE Ridership  | <b>INFORMATION</b> |
| 4.8  | ACE On-Time Performance  | <b>INFORMATION</b> |
| 4.9  | Washington Update  | <b>INFORMATION</b> |
| 4.10 | Monthly Marketing and Outreach Report  | <b>INFORMATION</b> |
| 5.   | <b>Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing Staff to add up to Twelve Special Trains in Fiscal Year 2025-2026, Approving Special Train Trip Fares, and Approving a Renewal of the Levi's® Stadium Football Season Pass Fare Product</b><br>(Marques Cook) (Regular and Special Voting Members)   | <b>ACTION</b>      |

- |     |  |                    |
|-----|--|--------------------|
| 6.  | <b>Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Updating the San Joaquin Regional Rail Commission’s Title VI Compliance Program and Adopting the San Joaquin Regional Rail Commission’s 2025-2028 Title VI Compliance Program</b><br>(Samara Neal/Gary Hewitt) (Regular and Special Voting Members)  | <b>ACTION</b>      |
| 7.  | <b>Assembly Bill 2561 Report and Public Hearing on the Status of Vacancies and Recruitment and Retention for the San Joaquin Regional Rail Commission for the Calendar Year 2024</b><br>(Angela Pugh) (Regular Voting Members Only)  | <b>ACTION</b>      |
| 8.  | <b>Fiscal Year 2025/2026 San Joaquin Regional Rail Commission Work Program Preview</b><br>(Work Program Team)  | <b>INFORMATION</b> |
| 9.  | <b>Board Member Comments</b>   |                    |
| 10. | <b>Ex-Officio Comments</b>   |                    |
| 11. | <b>Executive Director’s Report</b>   |                    |
| 12. | <b>CLOSED SESSION</b><br><b>CONFERENCE WITH REAL PROPERTY NEGOTIATORS</b><br>Pursuant to Government Code Section 54956.8<br>Property: 1155 3 <sup>rd</sup> Street, Oakland, Alameda County, California<br>Agency Negotiator: Stacey Mortensen, Executive Director<br>Negotiating parties: Morris Wright and Thomas McCoy<br>Under negotiation: Price and terms of payment<br>(Regular and Special Voting Members)  |                    |
| 13. | <b>CLOSED SESSION</b><br><b>CONFERENCE WITH REAL PROPERTY NEGOTIATORS</b><br>Pursuant to Government Code Section 54956.8<br>Properties: APN 007-0314-016, City of Sacramento, for a permanent access agreement and APN 010-0023-018, located at 1800 20 <sup>th</sup> Street, City of Sacramento, for a temporary construction easement<br>Agency Negotiator: Tim McCloud, Senior Project Coordinator, for Monument<br>Negotiating party: Traci Canfield, Senior Manager TOC & Real Estate, for SacRT<br>Under negotiation: Price and payment terms<br>(Regular Voting Members Only) |                    |

**14. CLOSED SESSION**

**Threatened or Anticipated Litigation: Government Code §54956.9(d)(2); One Case; Conference with Legal Counsel regarding Letter from Attorneys for Stronghold Engineering, Inc., Alleging Monetary Claims Regarding Project 22-R-1700, Regional Rail Maintenance Facility Expansion (Letter attached per Government Code §54956.9(e)(3))**

(Regular Voting Members Only)

**15. Return to Open Session and Disclosure of Action**

(Janice D. Magdich)

**16. Adjournment**

The next regular meeting is scheduled for June 6, 2025 – 9:30 am

# SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of May 2, 2025

## Item 4.1

**ACTION**

### **Minutes of San Joaquin Regional Rail Commission April 4, 2025 Board Meeting**

The regular meeting of the San Joaquin Regional Rail Commission (Rail Commission) was held at 9:30 am on April 4, 2025. Board Members attended this meeting via teleconference, videoconference, or in person.

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

**Vice-Chair Zuber**

Vice-Chair Zuber called the meeting to order at 9:30 am and led the audience in the Pledge of Allegiance.

#### **2. Roll Call**

Commissioners Present: Arriola, Morowit, Salwan, Vice-Chair Zuber

Commissioners Absent: Ding, Fugazi, Marchand, Chair Craig-Hensley

Ex-Officios Present: Sue Zwahlen (StanCOG), Ryan Niblock (SJCOG), Ken Baxter (SJRTD), Tom Dumas (Caltrans)

#### **3. Public Comment**

There were no public comments.

#### **4. Consent Calendar**

4.1 Minutes of San Joaquin Regional Rail Commission March 7, 2025 Meeting  
(Regular and Special Voting Members)

**ACTION**

4.2 Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding Resolution 16/17-08 and Amending the San Joaquin Regional Rail Commission's Conflict of Interest Code  
(Regular Voting Members Only)

**ACTION**

4.3 Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and Any Other Documents Necessary to Claim **\$602,220** from the Low Carbon Transit Operations Program (LCTOP) for the ACE® Operational Support Program  
(Regular Voting Members Only)

**ACTION**

- |      |   |                    |
|------|---|--------------------|
| 4.4  | Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Negotiate and Execute any and all Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements for the United States Department of Transportation (USDOT) Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) through the Port of Stockton (Regular Voting Members Only) | <b>ACTION</b>      |
| 4.5  | Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding Resolution 23/24-27 and Adopting a Resolution Approving the Personnel Manual for the San Joaquin Regional Rail Commission Amended as of April 4, 2025 (Regular Voting Members Only)   | <b>ACTION</b>      |
| 4.6  | Rail Commission/ACE®/Capital Monthly Expenditure  | <b>INFORMATION</b> |
| 4.7  | ACE® Monthly Fare Revenue   | <b>INFORMATION</b> |
| 4.8  | ACE® Ridership  | <b>INFORMATION</b> |
| 4.9  | ACE® On-Time Performance  | <b>INFORMATION</b> |
| 4.10 | Washington Update   | <b>INFORMATION</b> |
| 4.11 | Monthly Marketing and Outreach Support  | <b>INFORMATION</b> |

There were no public comments.

A change to item 4.3 was announced as shown in red, above.

**M/S/C (Arriola/Morowit) to approve Items 4.1-4.11 of the Consent Calendar as amended.**

**Passed and Adopted by the San Joaquin Regional Rail Commission on April 4, 2025, by the following vote to wit:**

AYES:	4	Salwan, Arriola, Morowit, Vice-Chair Zuber
NOES:	0	
ABSTAIN:	0	
ABSENT:	4	Marchand, Ding, Fugazi, Chair Craig-Hensley

5. **Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commissioners Appointing the Following Two Representatives to the San Joaquin Regional Rail Commission Station/Facilities Development Committee:**
- **Vito Chiesa from Stanislaus Council of Governments; and**
  - **Leo Zuber from San Joaquin Regional Rail Commission**
- (Regular Voting Members Only)

**ACTION**

Stacey Mortensen gave a presentation on this item.

There were no comments on this item.

- M/S/C (Morowit/Arriola) to Appoint the Following Two Representatives to the San Joaquin Regional Rail Commission Station/Facilities Development Committee:**
- **Vito Chiesa from Stanislaus Council of Governments; and**
  - **Leo Zuber from San Joaquin Regional Rail Commission.**

**Passed and Adopted by the San Joaquin Regional Rail Commission on April 4, 2025, by the following vote to wit:**

AYES: 3 Arriola, Morowit, Vice-Chair Zuber  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Ding, Fugazi, Chair Craig-Hensley

6. **Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving Amendment 13 to the Agreement with HDR Engineering, Inc. for Project Development Services for the Stockton Diamond Grade Separation Project Increasing the Total Compensation by an Amount of \$1,256,400 for a New Not-To-Exceed Amount of \$19,803,508 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority**
- (Regular Voting Members Only)

**ACTION**

Matt Freeman and Autumn Gowan gave a presentation on this item.

There were no comments on this item.

- M/S/C (Arriola/Morowit) to Approve Amendment 13 to the Agreement with HDR Engineering, Inc. for Project Development Services for the Stockton Diamond Grade Separation Project Increasing the Total Compensation by an Amount of \$1,256,400 for a New Not-To-Exceed Amount of \$19,803,508 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including**

**Approving Any and All Amendments thereto within Her Spending Authority.**

**Passed and Adopted by the San Joaquin Regional Rail Commission on April 4, 2025, by the following vote to wit:**

AYES: 3 Arriola, Morowit, Vice-Chair Zuber  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Ding, Fugazi, Chair Craig-Hensley

- 7. Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving an Agreement with Mark Thomas & Company, Inc. for Planning Services for the Del Paso Multimodal Transportation Network and Land Use Compatibility Action Plan for an Amount Not-To-Exceed \$449,980 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project**

**ACTION**

Michael Hanebutt and Ms. Gowan gave a presentation on this item.

Xavier Cardenas with Sacramento Supervisor Dickinson, District 2, thanked staff for their efforts.

**M/S/C (Arriola/Morowit) to Approve an Agreement with Mark Thomas & Company, Inc. for Planning Services for the Del Paso Multimodal Transportation Network and Land Use Compatibility Action Plan for an Amount Not-To-Exceed \$449,980 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project.**

**Passed and Adopted by the San Joaquin Regional Rail Commission on April 4, 2025, by the following vote to wit:**

AYES: 3 Arriola, Morowit, Vice-Chair Zuber  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Ding, Fugazi, Chair Craig-Hensley

- 8. Presentation to the Board for the Proposed Updated Title VI Program**

**INFORMATION**

Samara Neal and Gary Hewitt gave a presentation on this item.

Commissioners Arriola and Morowit commended staff on their efforts.

There were no public comments on this item.

This was an information item only.

## **9. Board Member Comments**

There were no board member comments.

## **10. Ex-Officio Comments**

Sue Zwahlen with StanCOG had no items to report.

Ryan Niblock with SJCOG announced updates to the Measure K initiatives.

Ken Baxter with SJRTD shared details of the 'Metro Market' event held at the downtown transit center. Mr. Baxter also provided details on the recent leadership academy in Washington DC and the Transit Operator Appreciation events.

Tom Dumas with Caltrans provided details about the California Transportation Commission (CTC) allocation given to SJCOG for two different projects. Mr. Dumas also shared details of the California Energy Commission's Vehicle Grid Integration Program call-for-projects. The applications for the program are due June 4, 2025 and more details can be found at [energy.ca.gov](http://energy.ca.gov).

## **11. Executive Director's Report**

Stacey Mortensen introduced a recent hire, Christine Inouye, as the Director of Capital Programs.

## **12. CLOSED SESSION CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

**Pursuant to Government Code Section 54956.8**

**Property: 6233, 6336 & 6380 Blacktop Rd., Rio Linda, Sacramento County, CA (APNs 214-0290-003, 214-0290-034, 214-0290-037, and a portion of APN 214-0290-038)**

**Agency Negotiator: Bill Tanner, Paragon Partners Consultants, Inc.**

**Negotiating parties: Larane Investments, a Utah Limited Liability Company qualified to do business in California; and Carvana Group, LLC, a Delaware Limited Liability Company qualified to do business in California**

**Under negotiation: Price and payment terms**

## **13. CLOSED SESSION**

**Public Employment**

**Pursuant to Government Code Sections 54957**

**One Position - Executive Director (Unrepresented Employee)**

## **14. Return to Open Session and Disclosure of Action**

Janice D. Magdich announced the return to open session. Ms. Magdich explained for items 12 and 13, directions were given from Commissioners to staff, and no other reportable action was taken for either item.

## **15. Adjournment**

Vice-Chair Zuber adjourned the meeting at 11:30 am.

The next regular meeting is scheduled for:  
May 2, 2025 – 9:30 am.

**SAN JOAQUIN REGIONAL RAIL COMMISSION**  
Meeting of May 2, 2025

**Item 4.2**

**ACTION**

**Minutes of San Joaquin Regional Rail Commission April 22, 2025 Special Board Meeting**

The special meeting of the San Joaquin Regional Rail Commission (Rail Commission) was held at 1:00 pm on April 22, 2025. Board Members attended this meeting via teleconference, videoconference, or in person.

**1. Call to Order, Pledge of Allegiance**

**Chair Craig-Hensley**

Chair Craig-Hensley called the meeting to order at 1:03 pm am and led the audience in the Pledge of Allegiance.

**2. Roll Call**

Commissioners Present: Arriola, Marchand, Morowit, Chair Craig-Hensley

Commissioners Absent: Ding, Fugazi, Salwan, Vice-Chair Zuber

Ex-Officios Present: Sue Zwahlen (StanCOG), Ken Baxter (SJRTD)

**3. Public Comment**

There were no public comments.

**4. Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving Amendment 04 to the Agreement with WSP USA Inc. for Construction Management Services for the Stockton Rail Maintenance Facility Expansion Project Increasing the Compensation Amount by \$474,852 for a New Not-To-Exceed Amount of \$3,755,524 and Authorizing the Executive Director or Designee to Execute Any and All Documents related to the Project Including Approving Any and All Amendments thereto within Her Spending Authority (Regular Voting Members Only)**

**ACTION**

Josh Williamson and Autumn Gowan gave a presentation on this item.

Commissioner Salwan joined the meeting, virtually, at 1:09 pm.

Chair Craig-Hensley asked if the Stockton inspections have been completed.

Mr. Williamson stated the permits for the inspections have all been acquired but inspections have yet to be completed.

Chair Craig-Hensley also asked if the overhead costs for this project are below industry standard.

Stacey Mortensen explained industry standard overhead costs are about 20%, this project's overhead costs are at a little over 15%.

There were no public comments on this item.

**M/S/C (Arriola/Morowit) to Approve Amendment 04 to the Agreement with WSP USA Inc. for Construction Management Services for the Stockton Rail Maintenance Facility Expansion Project Increasing the Compensation Amount by \$474,852 for a New Not-To-Exceed Amount of \$3,755,524 and Authorizing the Executive Director or Designee to Execute Any and All Documents related to the Project Including Approving Any and All Amendments thereto within Her Spending Authority.**

**Passed and Adopted by the San Joaquin Regional Rail Commission on April 22, 2025, by the following vote to wit:**

AYES: 3 Arriola, Morowit, Chair Craig-Hensley  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Ding, Fugazi, Vice-Chair Zuber

5.

#### **CLOSED SESSION**

**Public Employment - Recruitment One Position: Executive Director/Chief Executive Officer Conference with General Counsel Janice D. Magdich and Consultant Brent Ives Pursuant to Government Code Section 54957**

(Regular and Special Voting Members)

Janice D. Magdich read the title with the revised change as listed above.

Commissioner Salwan left the meeting at 1:16 pm.

Vice-Chair Zuber joined the meeting, in person, at 1:25 pm.

#### **6. Return to Open Session and Disclosure of Action**

Ms. Magdich announced the return to open session at 1:45 pm. Ms. Magdich stated the board made a unanimous decision to create an Ad Hoc Committee, consisting of Chair Craig-Hensley and Vice-Chair Zuber. The board also directed the Ad Hoc Committee to retain a recruiting firm to recruit for the position at a budget not-to-exceed \$100,000. Additionally, Ms. Magdich shared the board has directed a change of title for the position of Executive Director to Chief Executive Officer.

Ms. Magdich announced the members present for the closed session were Chair Craig-Hensley, Vice-Chair Zuber, Arriola, Morowit, and Marchand.

#### **7. Adjournment**

Chair Craig-Hensley adjourned the meeting at 1:25 pm.

The next regular meeting is scheduled for: May 2, 2025 – 9:30 am.

**SAN JOAQUIN REGIONAL RAIL COMMISSION**

Meeting of May 2, 2025

STAFF REPORT

**Item 4.3**

**ACTION**

**Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Fiscal Year 2024-25 Transportation Development Act (TDA) Claim and Authorizing Submission by the Executive Director to the San Joaquin Council of Governments for Local Transportation Funds (LTF) and State Transit Assistance Funds (STA) for a Total of \$28,449,983**

Background:

The Transportation Development Act (TDA) provides two sources of major funding for transportation in California: The Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. As a direct claimant for both LTF and STA funding from the San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (Rail Commission) staff have prepared a TDA claim for Fiscal Year 2024-25 funding and unexpended funds from previous years for the following amounts:

Local Transportation Funds	\$16,713,002
State Transit Assistance Funds	\$11,736,981
Total Gross TDA Claim Amount	<b>\$28,449,983</b>
Less Previous Year Unexpended Carryover	\$18,336,151
Net 2024-25 Rail Commission TDA Funds	\$10,113,832

The total amount for Operations is \$20,572,402 and \$7,877,581 for Capital. These funds are assigned to ACE® operating expenses and various capital projects within the Work Program & Budget.

Fiscal Impact:

This TDA claim is consistent with the Fiscal Year 2024/2025 Work Program & Budget.

Recommendation:

Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Fiscal Year 2024-25 Transportation Development Act (TDA) Claim and Authorizing Submission by the Executive Director to the San Joaquin Council of Governments for Local Transportation Funds (LTF) and State Transit Assistance Funds (STA) for a Total of \$28,449,983.

**SJRRC RESOLUTION 24/25 –**

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION APPROVING THE FISCAL YEAR 2024-25 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AND AUTHORIZING SUBMISSION BY THE EXECUTIVE DIRECTOR TO THE SAN JOAQUIN COUNCIL OF GOVERNMENTS FOR LOCAL TRANSPORTATION FUNDS (LTF) AND STATE TRANSIT ASSISTANCE FUNDS (STA) FOR A TOTAL OF \$28,449,983.**

WHEREAS, the Transportation Development Act (TDA) provides two sources of major funding for transportation in California: The Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund; and

WHEREAS, as a direct claimant for both LTF and STA funding from the San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (Rail Commission) staff have prepared a TDA claim for Fiscal Year 2024-25 funding and unexpended funds from previous years for the following amounts; and

Local Transportation Funds	\$16,713,002
State Transit Assistance Funds	\$11,736,981
Total Gross TDA Claim Amount	<b>\$28,449,983</b>
Less Previous Year Unexpended Carryover	\$18,336,151
Net 2024-25 Rail Commission TDA Funds	\$10,113,832

WHEREAS, the total amount for Operations is \$20,572,402 and \$7,877,581 for Capital.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby approves the Fiscal Year 2024-25 Transportation Development Act (TDA) Claim and Authorizing Submission by the Executive Director to the San Joaquin Council of Governments for Local Transportation Funds (LTF) and State Transit Assistance Funds (STA) for a Total of \$28,449,983.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 2<sup>nd</sup> day of May 2025, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL  
COMMISSION

\_\_\_\_\_  
STACEY MORTENSEN, Secretary

\_\_\_\_\_  
LISA CRAIG-HENSLEY, Chair

**SAN JOAQUIN REGIONAL RAIL COMMISSION**

Meeting of May 2, 2025

STAFF REPORT

**Item 4.4**

**ACTION**

**Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing and Directing the Executive Director to Sign and Submit the Fiscal Year 2025/2026 State Transit Assistance Application to Claim Alameda County Transportation Commission Apportionment for the ACE Service in the Amount of \$327,121 and SB 125 Application for the ACE Service in the Amount of \$1,828,415**

Background:

The State Transit Assistance (STA) provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs.

The funds claimed are from Alameda County Transportation Commission's STA apportionment for the Operating Budget. These funds are administered by the Metropolitan Transportation Commission (MTC).

Estimated 2025/26 MTC STA available Funds	\$327,121
<b>Total 2025/26 MTC STA Claim</b>	<b>\$327,121</b>

The SB 125 provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs. These funds are administered by MTC.

Estimated MTC SB 125 available Funds	\$1,828,415
<b>Total MTC SB125 Claim</b>	<b>\$1,828,415</b>

Fiscal Impact:

Funds in this claim will be accounted for in the Fiscal Year 2025/2026 ACE Operating Budget.

Recommendation:

Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing and Directing the Executive Director to Sign and Submit the Fiscal Year 2025/2026 State Transit Assistance Application to Claim Alameda County Transportation Commission Apportionment for the ACE Service in the Amount of \$327,121 and SB 125 Application for the ACE Service in the Amount of \$1,828,415.

**SJRRC RESOLUTION 24/25 –**

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO SIGN AND SUBMIT THE FISCAL YEAR 2025/2026 STATE TRANSIT ASSISTANCE APPLICATION TO CLAIM ALAMEDA COUNTY TRANSPORTATION COMMISSION APPORTIONMENT FOR THE ACE SERVICE IN THE AMOUNT OF \$327,121 AND SB 125 APPLICATION FOR THE ACE SERVICE IN THE AMOUNT OF \$1,828,415**

WHEREAS, the State Transit Assistance (STA) provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs; and

WHEREAS, the funds claimed are from Alameda County Transportation Commission's STA apportionment for the Operating Budget. These funds are administered by the Metropolitan Transportation Commission (MTC); and

WHEREAS, the total 2025/26 MTC STA Claim is \$327,121; and

WHEREAS, the SB 125 provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs; and

WHEREAS, these funds are administered by the Metropolitan Transportation Commission (MTC); and

WHEREAS, the total MTC SB125 Claim is \$1,828,415.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby approves Authorizing and Directing the Executive Director to Sign and Submit the Fiscal Year 2025/2026 State Transit Assistance Application to Claim Alameda County Transportation Commission Apportionment for the ACE Service in the Amount of \$327,121 and SB 125 Application for the ACE Service in the Amount of \$1,828,415.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 2<sup>nd</sup> day of May 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL  
COMMISSION

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STACEY MORTENSEN, Secretary

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LISA CRAIG-HENSLEY, Chair

**San Joaquin Regional Rail Commission  
ACE  
Operating Expense Report FEBRUARY  
2025  
67% of Budget Year Elapsed**

OPERATING EXPENSES	SJRRC FY 24-25 ALLOCATION	EXPENSE THRU FEB 2025	% SPENT TO DATE	ACE FY 24-25 ALLOCATION	EXPENSE THRU FEB 2025	% SPENT TO DATE
<b>Project Management, Services &amp; Supplies Subtotal</b>	\$ 5,369,127	\$ 3,183,223	59%	\$ 5,716,940	\$ 3,117,957	55%
<b>Contracted Services Subtotal</b>	\$ 724,435	\$ 205,052	28%	\$ 29,082,395	\$ 17,629,363	61%
<b>Shuttle Services</b>				\$ 2,677,033	\$ 1,784,689	67%
<b>Capital Access</b>				\$ 3,242,516	\$ 2,161,677	67%
<b>Capital Maintenance</b>				\$ 4,500,000	\$ 3,000,000	67%
<b>TOTAL OPERATING EXPENSES</b>	\$ 6,093,561	\$ 3,388,276	56%	\$ 45,218,885	\$ 27,693,686	61%

OPERATING EXPENSES	OTHER MANAGING ACTIVITIES FY 24-25 ALLOCATION	EXPENSE THRU FEB 2025	% SPENT TO DATE
<b>Project Management, Services &amp; Supplies Subtotal</b>	\$ 318,047	36,978	12%
<b>Contracted Services Subtotal</b>	\$ 90,355,174	\$ 10,646,185	12%
<b>TOTAL CONTRACTED SERVICES EXPENSES</b>	\$ 90,673,221	\$ 10,683,162	12%

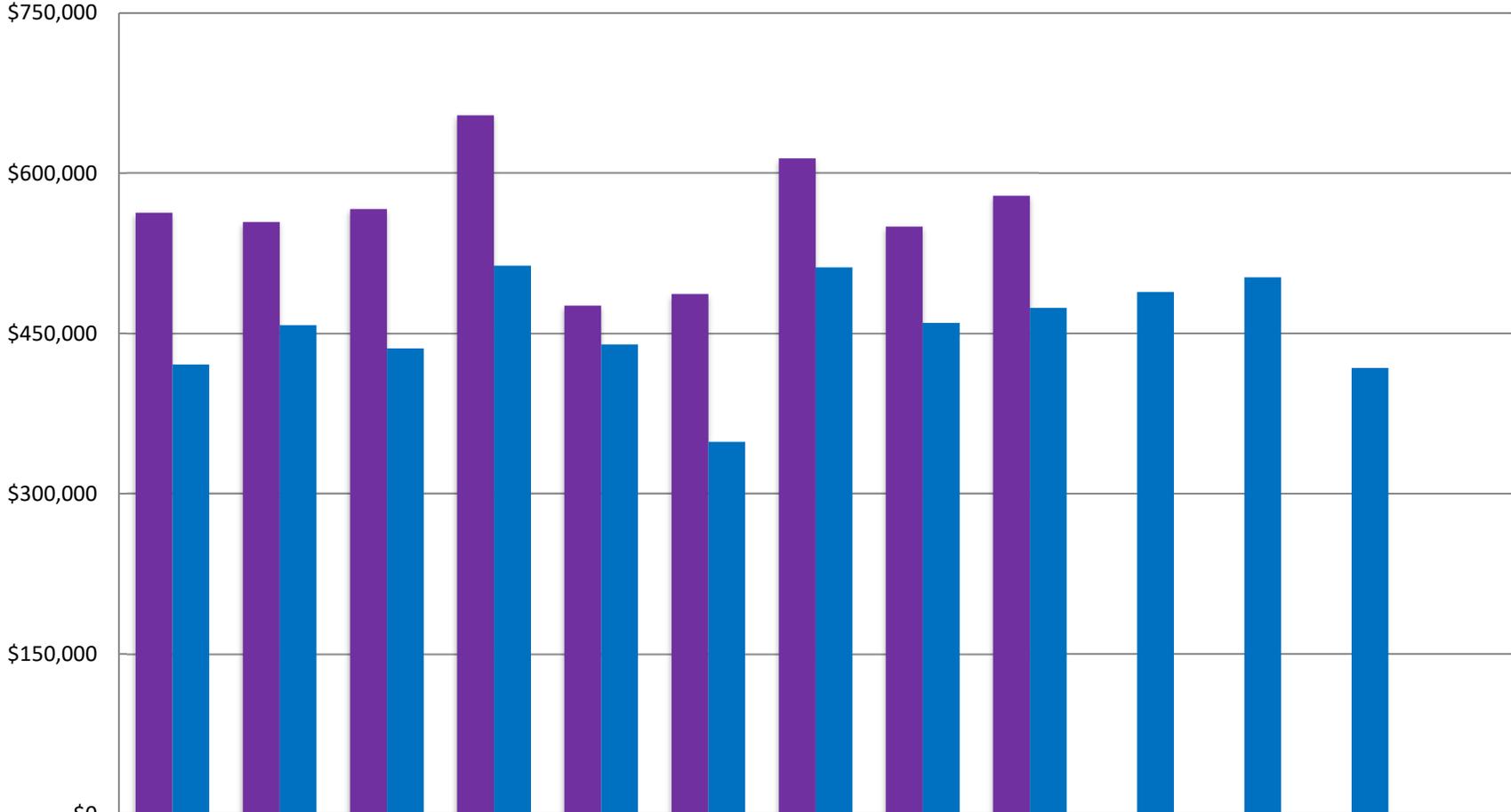
\*SJRRRC - Other Managing Activities - Work Contracted with Caltrans; State-owned Venture car Pre Revenue "acceptance" and Post Revenue "ongoing" maintenance.

OPERATING EXPENSES	SJRRC - TRAC-C FY 24-25 ALLOCATION	EXPENSE THRU FEB 2025	% SPENT TO DATE
<b>Project Management, Services &amp; Supplies Subtotal</b>	\$ -	-	0%
<b>Contracted Services Subtotal</b>	\$ 620,000	\$ 75,707	12%
<b>TOTAL CONTRACTED SERVICES EXPENSES</b>	\$ 620,000	\$ 75,707	12%

# Fare Revenue



Item 4.6



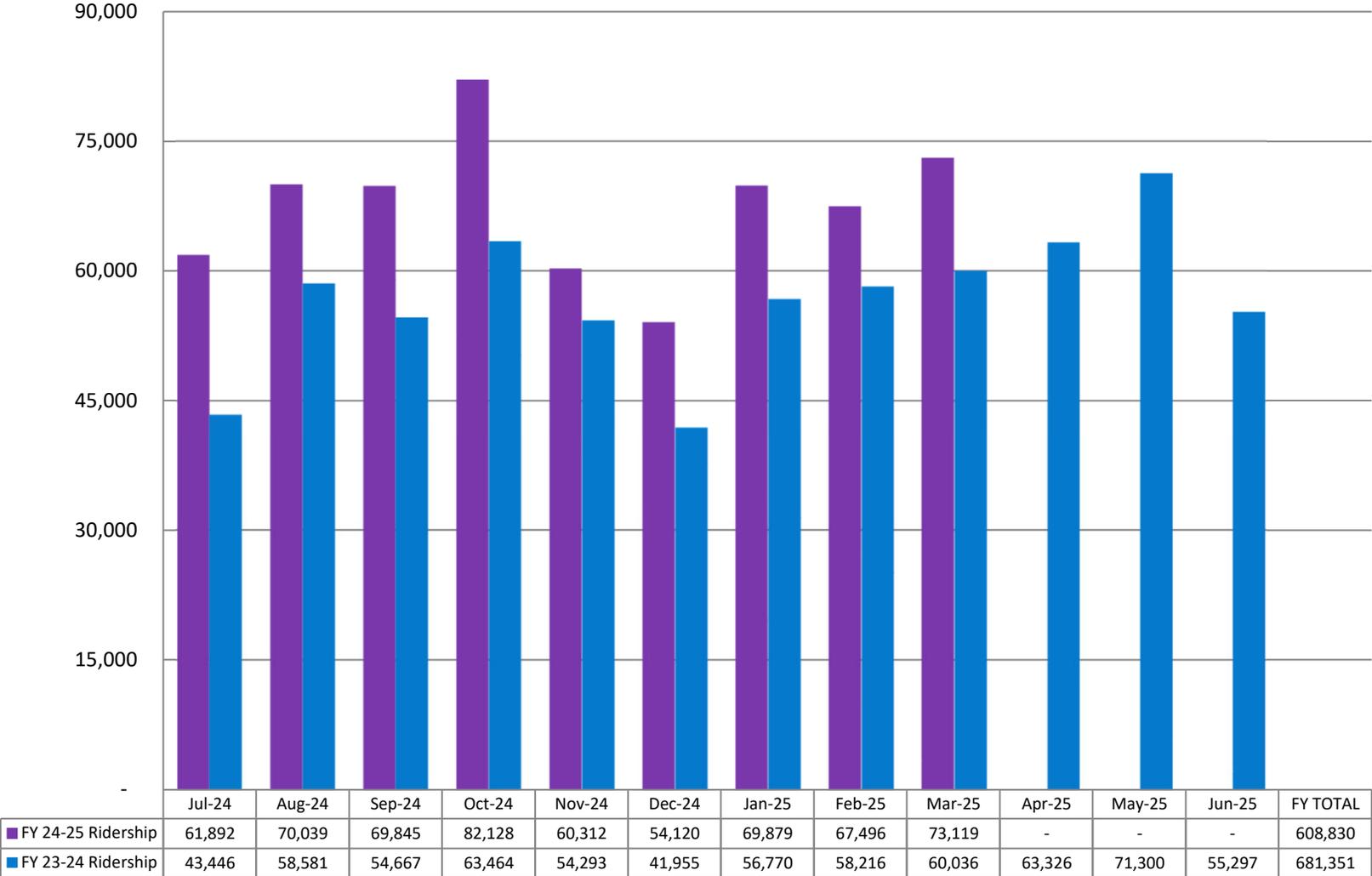
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	FY TOTAL
■ FY 24-25 Revenue	\$563,073	\$554,275	\$566,474	\$654,322	\$475,942	\$486,864	\$613,911	\$550,131	\$578,964	\$-	\$-	\$-	\$5,043,957
■ FY 23-24 Revenue	\$420,901	\$457,738	\$436,072	\$513,376	\$439,812	\$348,624	\$511,980	\$459,873	\$474,017	\$488,783	\$502,497	\$417,750	\$5,471,425

% of Budget Year Elapsed: 75%  
 FY 24-25 % of Budgeted Fare Revenue Received to Date: 83.6%  
 Projected Annual Fare Revenue (includes Amtrak Thruway Service and Special Event Train): \$6,033,000.00

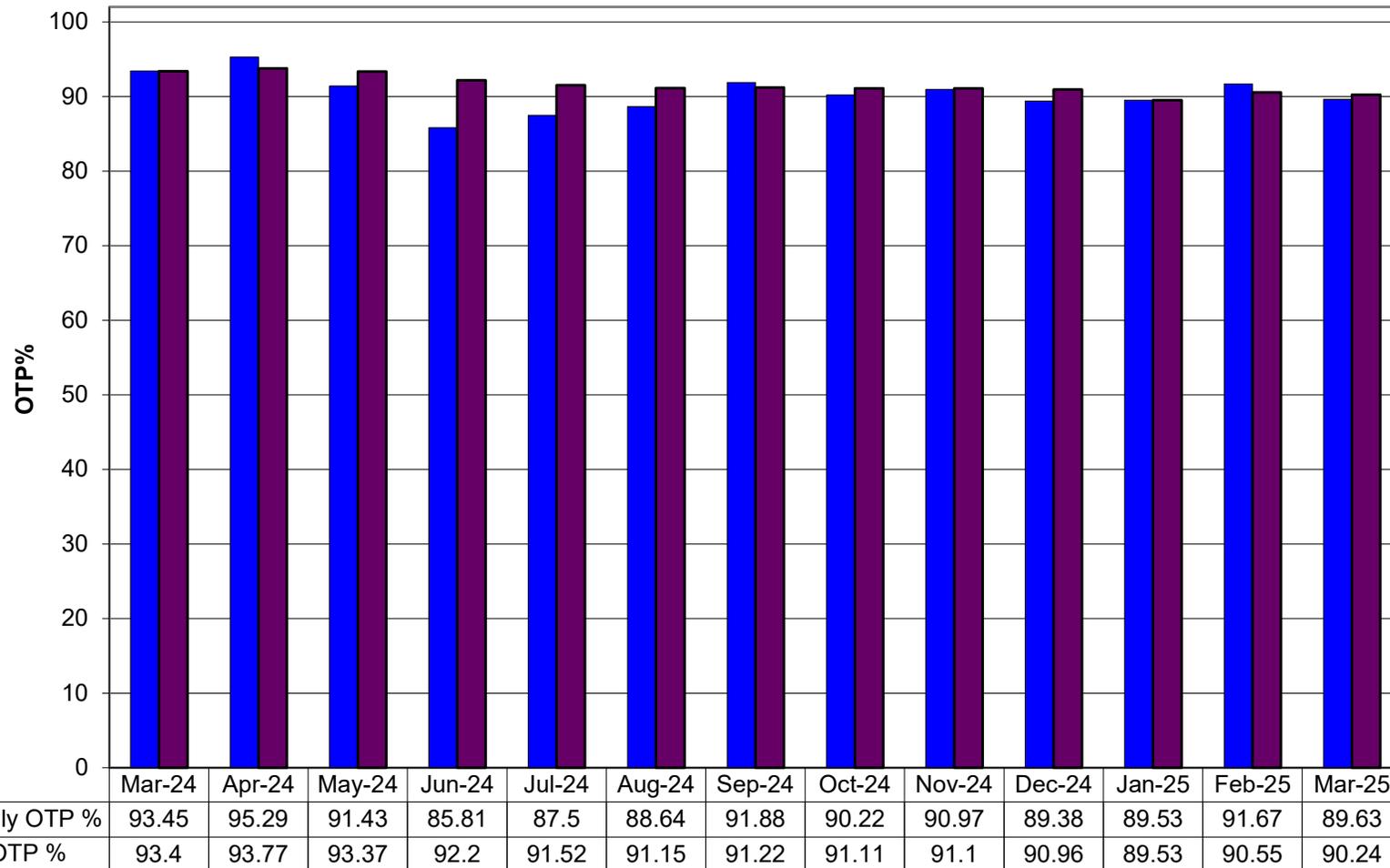
# Ridership



Item 4.7



# ACE ON TIME PERFORMANCE





## TAI GINSBERG & ASSOCIATES, LLC

**TO:** San Joaquin Regional Rail Commission (SJRRCC)  
**FROM:** TG&A Staff  
**SUBJECT:** Monthly Progress Report for April 2025  
**DATE:** April 23, 2025



### THE TRUMP ADMINISTRATION/EXECUTIVE BRANCH

April 15, 2025. President Donald Trump issued a [Presidential Memorandum](#) (and [here](#)) “to ensure the United States is leveraging modern technology to effectively and efficiently conduct environmental reviews and evaluate permits. Permitting reform is a top priority for the Trump Administration and this action will accelerate the process, improve the transparency and predictability of project timelines....” The Memorandum directs executive departments and agencies to “make maximum use of technology in environmental review and permitting process for infrastructure projects of all kinds,” including power plants. The Chairman of the Council on Environmental Quality (CEQ), in consultation with the National Energy Dominance Council and relevant permitting agencies, are directed to issue a Permitting Technology Action Plan within 45 days of the April 15<sup>th</sup> Memorandum. Additionally, by April 30, 2025, the Chairman of CEQ is to establish and lead an interagency Permitting Innovation Center that will design and test prototype tools that could be implemented pursuant to the Permitting Technology Action Plan for NEPA reviews and other environmental permits and authorizations.

April 2, 2025. President Donald Trump announced a new tariff plan, via an Executive Order on “Liberation Day”, ([Regulating Imports with a Reciprocal Tariff to Rectify Trade Practices that Contribute to large and Persistent Annual United States goods Trade Deficits](#)) that consists of a new baseline tariff on goods from all countries plus reciprocal “discounted” tariffs on those countries that have high barriers to US imports. No new tariffs were placed on Mexico and Canada, the United States’ two largest trading partners, sparing them from the minimum 10 percent baseline tariff added to most countries. Existing tariffs on their goods remain in place and new levies on automotive products are set to take effect. Overall, the across-the-board levies on all imports are to become effective April 5, 2025. The original poster-sized charts used by President Trump during the Rose Garden announcement are shown “slimmed-down” on [Addendum A](#). at the end of the report. Update 4/9/25: President Trump indicated that he is pausing, for 90 days, reciprocal tariffs on more than 75 countries, but will increase tariffs on goods from China to 125 percent. See nearby Truth Social box and comments from President Trump.



Donald J. Trump  
@realDonaldTrump

Based on the lack of respect that China has shown to the World's Markets, I am hereby raising the Tariff charged to China by the United States of America to 125%, effective immediately. At some point, hopefully in the near future, China will realize that the days of ripping off the U.S.A., and other Countries, is no longer sustainable or acceptable. Conversely, and based on the fact that more than 75 Countries have called Representatives of the United States, including the Departments of Commerce, Treasury, and the USTR, to negotiate a solution to the subjects being discussed relative to Trade, Trade Barriers, Tariffs, Currency Manipulation, and Non Monetary Tariffs, and that these Countries have not, at my strong suggestion, retaliated in any way, shape, or form against the United States, I have authorized a 90 day PAUSE, and a substantially lowered Reciprocal Tariff during this period, of 10%, also effective immediately. Thank you for your attention to this matter!

March 27, 2025. President Donald Trump withdrew the nomination of Representative Elise Stefanik (R-NY) to be US Ambassador to the United Nations. The rationale for the pullback is the [razor-thin House majority](#). Stefanik’s resignation would trigger a special election and her seat would likely remain vacant for most of 2025. President Trump had already earlier narrowed the Republican House majority by choosing former Representatives Mike Waltz (R-FL) and Matt Gaetz (R-FL) to serve as National Security Advisor and Attorney General, respectively. Matt Gaetz’s nomination was withdrawn and Pam Bondi was confirmed as US Attorney General.

**TRUMP - 2025 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS**

Since the March 2025 report, the following are the only relevant changes in status (in **RED TYPE**) to transportation-related nominees. **A full 2025 listing of “Nominations” is available from TG&A.**

NOMINEE	US DOT ADMINISTRATOR / TRANSPORTATION-RELATED	STATUS
Marcus <a href="#">Molinaro</a>	Nominee to be Administrator of the Federal Transit Administration.	Received in the Senate and referred to the Committee on Banking, Housing, and Urban Affairs on 2/3/25. <b>Confirmed by the Senate Banking Comm. on 4/3 by a vote of 20 to 4. No date has been set for the full Senate confirmation hearing.</b>

**APPROPRIATIONS/BUDGET - HOUSE/SENATE THUD APPROPRIATIONS STATUS**

As of April 23, 2025. The Senate/House passed a [Budget Resolution](#) (H. Con. Res. 14) on April 5, and April 10, 2025, respectively. The House and Senate had to pass the same version of the Budget Resolution before they could launch into the reconciliation process. The Senate passed the Budget Resolution [by a vote of 51 to 48](#), losing votes from Senate Republicans Rand Paul (KY) and Susan Collins of Maine. No Senate Democrat voted for the resolution. The House adopted the Senate-passed Budget Resolution [by a vote of 216 to 214](#). No House Democrats supported the resolution, and Republicans Thomas Massie of Kentucky and Victoria Spartz of Indiana voted “no.” Republicans hold a slim House majority of 220 to 213, meaning they could not have afforded to lose more than three of their own members if all Democrat members voted no, which was the case. The Senate-House-passed Budget Resolution will serve as a roadmap to guide the fiscal decision-making process in the upcoming fast-tracked budget reconciliation process. *[Reconciliation is a complicated budget tool that gives Congress a fast-track mechanism to avoid the Senate filibuster and pass partisan legislation, meaning it requires only a simple majority (50 + 1 vote)].* The House relented, over objections of several House members (up to 10 members) demanding deeper spending cuts, and passed the Senate Budget Resolution only after Senate Majority Leader John Thune (R-SD) said his chamber would adhere to the House’s much-higher floor for spending cuts (at least \$1.5 trillion over the next decade) in the budget reconciliation package. Earlier, House Speaker Mike Johnson (R-LA) dispatched a [House Leadership Dear Colleague Letter](#) urging his members to vote for the Senate-passed Budget Resolution package. Now that the Budget Resolution has been passed by both chambers, Committees will begin work on a Reconciliation Bill that will extend expiring tax cuts, lower taxes and increase spending for border security and national defense. House Speaker Johnson has intimated that he wants the reconciliation process completed by Memorial Day. While the timing of a Memorial Day completed bill is dubious, the federal debt limit is projected to be reached in August or September, so Republicans are aiming to enact the legislation at the latest by mid-summer. See Fact Sheet [here](#) on Budget Reconciliation 101, and see Committee for a Responsible Federal Budget press release of the Budget Resolution [here](#). *[The nonpartisan [Committee for a Responsible Federal Budget](#) released analysis detailing that the Budget Resolution would allow up to \$5.8 trillion to the deficit over the next decade.]*

**WHAT IS IN THE SENATE/HOUSE-PASSED BUDGET RESOLUTION**

- Allows President Trump’s 2017 tax cuts (Tax Cuts and Jobs Act) to become permanent (without the traditional needs for offsets after the initial 10 years – 2025 thru 2034), otherwise the tax cuts are set to expire by the end of the year;

- Provides an additional \$5 trillion in new [tax cuts](#) over a decade, and locks in \$4 billion in [spending cuts](#) (although, Senators are aiming for up to \$2 trillion in spending cuts – President Trump is requesting a minimum of \$1 trillion in spending cuts). President Trump has indicated that Medicare will not be cut; however, some cuts in Medicaid may occur (but Republicans maintain cuts will not harm eligible beneficiaries);
- Instructs the Senate Finance Committee to report changes in law to raise the debt limit by \$5 trillion ([the debt limit now stands at \\$36.215 trillion](#)) by May 16, 2025;
- Provides a \$150 billion increase to military spending;
- Provides a \$175 billion increase for immigration enforcement/deportation plan;
- The budget resolution gives the committees in the House and Senate until May 9, 2025 to put forth their recommendations to their respective chamber’s Budget Committee.

End of March CBO Report. The Congressional Budget Office (CBO) issued a report ([Final Sequestration Report for FY 2025](#)) to report on whether appropriations enacted for the current fiscal year have exceeded the statutory caps on discretionary funding. In CBO’s estimation, they have not, and a sequestration will not be required for 2025. Once full-year appropriations for federal activities funded by the 12 annual appropriation acts for a fiscal year are enacted, section 254 of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177, as amended) requires the CBO to report estimates of the limits (often called caps) on discretionary budget authority that are in effect for that year. CBO also must report whether, according to its estimates, enacted legislation for the current FY has exceeded those caps and thus would trigger a cancellation of budgetary resources, called a sequestration. In CBO’s estimation, a sequestration will not be required for 2025. However, the authority to make that determination—and, if so, how to cut budgetary resources—rests with the Administration’s Office of Management and Budget (OMB).

April 10, 2025. The US Department of Treasury issued its [Monthly Treasury Statement Receipts and Outlays of the United States Government For FY 2025 Through March 31, 2025](#). The government scored a **\$368 billion deficit in the month of March 2025** (the sixth month of FY 2025) with **total March receipts reaching \$528 billion** against **March outlays of \$528 billion**. The cumulative FY deficit through FY 2025 as of March 31, (6 months of FY 2025) was \$1.307 trillion. As of April 21, 2025, the [Public Debt Held by the Public](#) was \$28.898 trillion and [Intergovernmental Holdings](#) (intragovernmental holdings are primarily composed of the Medicare trust funds, the Social Security Trust Fund, and Federal Financing Bank securities) were \$7.317 trillion for a total [Public Debt Outstanding of \\$36.215 trillion](#).

April 8, 2025. The Congressional Budget Office (CBO) released their “[Monthly Budget Review: March 2025](#).” The report noted that, “The federal budget deficit totaled \$1.3 trillion in the first half of FY 2025. That amount is \$245 billion more than the deficit recorded during the same period last fiscal year. Revenues increased by \$71 billion (or 3 percent), and outlays rose by \$317 billion (or 10 percent).

March 27, 2025. The Congressional Budget Office (CBO) issued their “[The Long-Term Budget Outlook: 2025 to 2055](#)” report projecting that the federal debt held by the public, boosted by sustained deficits, will grow far beyond any previously recorded level over the next 30 years if current laws generally remain unchanged. Regarding the debt, the report states that Federal debt held by the public will rise from 100 percent of Gross Domestic Product (GDP) in FY 2025 to 156 percent of GDP by 2055 – 50 percentage points above the prior record. Annual deficits will grow from 6.2 percent of GDP in 2025 – already twice as high as they were as recently as 2016 – to 7.3 percent of GDP by 2055. Interest costs will reach a record 3.2 percent of GDP this year – exceeding the cost of defense and Medicare – and further grow to 5.4 percent of GDP by 2055. The average interest rate on debt will exceed the economic growth rate by 2045, sparking the beginning of a debt spiral. Finally, the Social Security Old-Age and Survivors Insurance trust fund will run out of reserves by 2033 – when today’s youngest retirees turn 70 – leading to an immediate 24 percent benefit cut under the law.

If combined with the disability insurance trust fund, the combined trust fund would be insolvent by 2034. If policymakers extend provisions in the 2017 Tax Cuts and Jobs Act (TCJA), it could boost debt by \$40 trillion over 30 years, to above 200 percent of GDP. Other changes could boost debt further. Read [Committee for a Responsible Federal Budget analysis here](#).

March 26, 2025. The Congressional Budget Office (CBO) issued a report entitled, "[Federal Debt and the Statutory Limit, March 2025](#)." On June 3, 2023, lawmakers suspended the debt limit through January 1, 2025. On January 2, 2025, that limit was reinstated at \$36.1 trillion—the amount of debt outstanding on the previous day. The Congressional Budget Office estimates that if the debt limit remains unchanged, the government’s ability to borrow using extraordinary measures will probably be exhausted in August or September 2025. Related document: CBO – [Federal Debt – A Primer](#).

**SELECTED CONGRESSIONAL HEARINGS/BUSINESS**

April 29, 2025. The House Committee on Transportation and Infrastructure, Subcommittee on Highways and Transit has scheduled a hearing to discuss and receive testimony pertaining to, "[America Builds: The Need for a Long-Term Solution for the Highway Trust Fund](#)." [Committee Link and Testimony](#).

April 17, 2025. The House Committee on Transportation and Infrastructure, Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to discuss and receive testimony pertaining to, "[Getting to Work: Examining Challenges and Solutions in the Commuter Rail Industry](#)." [Committee Link and Testimony](#).

April 9, 2025. The House Committee on Appropriations held a Member Day hearing ([Transportation, Housing and Urban Development – Member Day](#)) for members to address issues important to them. [Committee Link](#).

April 9, 2025. The House Committee on Transportation and Infrastructure, Subcommittee on Highways and Transit held a hearing to discuss and receive testimony pertaining to, "[America Builds: A Review of Our Nation’s Transit Policies and Programs](#)." The hearing examined the policies and programs within the US DOT’s Federal Transit Administration. [Committee Link and Testimony](#).

April 1, 2025. On Tuesday, April 1, there was a Special Election in Florida to fill two Congressional seats vacated by Representative Matt Gaetz (R-FL) who resigned on November 13, 2024, and Representative Michael Waltz (R-GL) who resigned on January 20, 2025. The two Republican candidates *[Jimmy Patronis (R) defeated Gay Valimont (D) in Florida’s 1<sup>st</sup> District, and Randy Fine (R) defeated Joshua Weil (D) to secure Florida’s 6<sup>th</sup> District.]* secured those two Congressional seats boosting the

<b>House/Senate Balance of Power</b>			
(April 2, 2025)			
119 <sup>th</sup> House		119 <sup>th</sup> Senate	
<b>Republican</b>	<b>220</b>	<b>Republican</b>	<b>53</b>
<b>Democratic</b>	<b>213</b>	<b>Democratic</b>	<b>45</b>
Vacant Offices	2	Independent	2
<b>Total:</b>	<b>435</b>	<b>Total:</b>	<b>100</b>

Republican House majority to 220 seats to the Democrats 213 seats. See nearby [House/Senate Balance of Power Box](#). There remain two vacant seats from the deaths of Representative Sylvester Turner (D-TX) who died on March 5, 2025, and Representative Raul Grijalva (D-AZ) who died on March 13, 2025. A Special Election to fill Turner’s seat is has been [scheduled for November 4, by Texas Governor Greg Abbott](#), while a General Election to fill Grijalva’s seat will follow on September 23, 2025. Note: Angus King (I-ME) and Bernie Sanders (I-VT) are the two US Senators that caucus with Senate Democrats.

April 2, 2025. The House Committee on Transportation and Infrastructure held a Full Committee markup to consider several pending bills, including: [H.R. 188](#), the [Amtrak Transparency and Accountability for Passengers and Taxpayers Act](#); [H.R. 248](#), and the [Baby Changing on Board Act](#). HR 188, and HR 248 (et al. bills) were approved by the House T&I Committee. See committee [Press Release](#) and [Committee Link](#).

April 2, 2025. The Senate Committee on Environment & Public Works held a Full Committee hearing to discuss and receive testimony pertaining to, “Constructing the Surface Transportation Reauthorization Bill: United States Secretary of Transportation’s Perspective.” The key witness is US DOT Secretary Sean Duffy. [Committee Link and Testimony.](#)

**SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – APRIL**

SENATE BILLS – APRIL			
<a href="#">S 1442</a>	M. Blackburn (R-TN) To allow for eligibility for projects for the installation of human trafficking awareness signs at rest stops. Introduced 4/10/25.	<a href="#">H Con Res 14</a>	Establishing the congressional budget for the US Government for FY 2025 and setting forth the appropriate budgetary levels for FY 2026 through 2034. <b>Passed the Senate by a vote of 51-48 on 4/5/25.</b>
<a href="#">S J Res 47</a> <a href="#">S J Res 46</a> <a href="#">S J Res 45</a> <a href="#">Press Release</a>	S. Capito (R-WA) Joint resolution(s) of disapproval under the Congressional Review Act to repeal California’s EV waivers that prohibit the sale of new gas-powered light-duty vehicles by 2035, and set requirements for heavy-duty trucks and heavy-duty diesel engines. Introduced 4/4/25.		
HOUSE BILLS - APRIL			
<a href="#">HR 188</a>	R. Nehls (T-TX) <u>“The Amtrak Transparency and Accountability for Passengers and Taxpayers Act.”</u> Increases transparency and accountability at Amtrak by applying the Government in the Sunshine Act’s federal open meetings requirements to meetings of Amtrak’s board of directors. <b>Approved by the House Comm. on T&amp;I on 4/2/25.</b>	<a href="#">HR 248</a>	L. Underwood (D-IL) <u>“The Baby Changing on Board Act.”</u> Requires Amtrak to install baby changing tables in all Americans with Disabilities Act accessible bathrooms on Amtrak-owned cars. <b>Approved by the House Comm. on T&amp;I on 4/2/25.</b>
<a href="#">HR 1295</a> <a href="#">Press Release</a>	J. Comer (R-KY) <u>“The Reorganizing Government Act of 2025.”</u> legislation that would set up a process for Congress to approve President Donald Trump’s overhauls of federal agencies. Introduced 2/13/25. <b>The bill was marked-up b House Comm. on oversight and ordered as reported on 3/25/25.</b>		

**FEDERAL REGISTER NOTICES OF FUNDING OPPORTUNITY (NOFOs)/GRANT AWARDS 2024/2025**

**See Addendum B. - Calendar Year NOFO/AWARDS SCORECARD – at end of report.**

Valuable Transportation-Related Notice of Funding Opportunity (NOFO) Links (Active URL in Blue Highlight)	
URL/Link	Comments
<a href="#">US DOT - Key Notices of Funding Opportunity</a>	NOFOs/Closing Dates
<a href="#">IIJA (Bipartisan Infrastructure Law - BIL) Airtable</a>	Fields Are Sortable
<a href="#">IIJA Funding Status</a>	Report on amount of IIJA Obligated
<a href="#">IIJA Spending (State by State)</a>	Search Award Data/DEFC/Select Z & 1
<a href="#">US DOT Discretionary Grants Dashboard</a>	Sortable Fields via <u>ALL</u> Government Dept.
<a href="#">FHWA BIL Competitive Grant Pgms. Matrix</a>	Multiple Columns of Information
<a href="#">FTA Competitive/Formula Grant Programs</a>	FTA IIJA Grant Opportunities
<a href="#">Project Readiness Checklist/Disc. Grants</a>	Support for Grant Applicants
<a href="#">FRA Competitive Discretionary Grant Pgms.</a>	FRA Page – List of Opportunities
<a href="#">Inflation Reduction Act Tracker</a>	Database for Funding Opportunities
<a href="#">FRA Webinars</a>	Webinar Recordings/Technical Asst.
<a href="#">FRA Discretionary Grant Program Tool</a>	Tool to Winnow-Down Grants to Best Fit
<a href="#">FRA Upcoming Publications - CY 2025</a>	See Page One
<a href="#">FRA Rail Program Delivery Video Series</a>	Click on drop-down chevron

Month Est.	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
Spring 2025	Bus Programs: Bus Facilities/Low or No Emission Grants	FTA
Spring 2025	All Stations Accessibility Program	FTA
Spring 2025	Safe Streets and Roads for All – <a href="#">NOFO on 3/28/25.</a>	Office of the Sec.
Spring 2025	Ferry Programs: Electric or Low Emitting Ferry, Ferry Service for Rural Communities, and Passenger Ferrey Boat Program	FTA

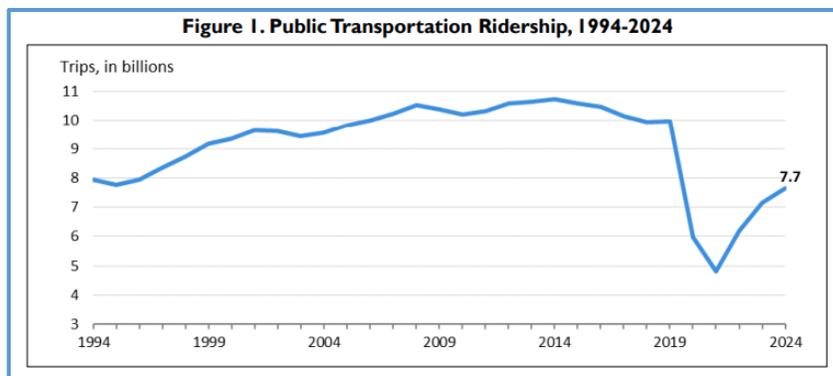
Spring 2025	Consolidated Rail Infrastructure & Safety Improvements	FRA
Spring 2025	Federal-State Partnership for Intercity passenger Rail (NEC)	FRA
Summer 2025	Pilot Program for Transit Oriented Development	FTA
Summer 2025	Congestion Relief Program	FHWA
Summer 2025	Strengthening Mobility & Revolutionizing Transportation (SMART)	Office of the Sec.
Fall 2025	Corridor Identification and Development Solicitation	FRA
Fall 2025	Federal-State Partnership for Intercity Passenger Rail (National)	FRA

March 29, 2025. The [US DOT, Office of the Under Secretary for Policy](#) issued a [Notice of Funding Opportunity \(NOFO\)](#) (and [here](#)) making available up to \$982,260,494 for FY 2025 grants, with splits of \$580,000,000 for Implementation Grants (expected No. of awards = 40 to 70), and \$402,260,494 for Planning and Demonstration Grants (expected No. of awards = 400 to 700) under the [FY 2025 Safe Streets and Roads for All Funding \(SS4A\) Program](#). Grant funding will be awarded to support planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators. Eligible applicants include: MPOs, political subdivisions of a State or territory (e.g., cities, towns, counties), et al. The Federal share of an SS4A grant may not exceed 80 percent of total eligible SS4A project costs. Recipients are required to contribute a local matching share of no less than 20 percent of total eligible project costs. US DOT will host several webinars: 4/15 [here](#), 4/17 [here](#) and 4/23 [here](#). **The application deadline is June 26, 2025.**

### OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

April 18, 2025. The Surface Transportation Board (STB) issued a [Notice of Passenger Rail Advisory Committee \(PRAC\) Meeting to be held on May 6, 2025, at 9:00 a.m. E.T.](#) The meeting will be held at the STB headquarters at 395 E Street, S.W., Washington, DC 20423. Potential agenda items for this meeting include reports from the four subcommittees (Joint Operations, Current State, Expansion of Service, and Liability) and discussion of subcommittee reports and future issues for study. The PRAC was formed in 2023 to provide advice and guidance to the Board on passenger rail issues on a continuing basis to help the Board better fulfill its statutory responsibilities in overseeing certain aspects of passenger rail service. The meeting is open to the public. **Please submit any comments for review at the meeting by April 30, 2025.**

April 18, 2025. The Congressional Research Service (CRS) issued an updated report entitled, "[Federal Public Transportation Program: In Brief.](#)" Federal funding assistance to public transportation agencies is provided primarily through the public transportation program administered by the Department of Transportation's Federal Transit Administration (FTA). The main forms of public transportation are bus, heavy rail (subway and elevated), commuter rail, light rail, paratransit (also known as demand response), and ferryboat.<sup>2</sup> Paratransit is non-fixed route service—often for the elderly and persons with disabilities—using automobiles, vans, and small buses in response to calls from passengers.



April 17, 2025. The Federal Highway Administration (FHWA) issued a [Final Rule](#) (and [here](#)) repealing a requirement that State DOT's and metropolitan planning organizations (MPOs) establish declining carbon dioxide (CO<sub>2</sub>) targets for the greenhouse gas (GHG) measure and report on progress toward the achievement of the target.

The overturned greenhouse gas emission (GHG) rule would have required state transportation departments to measure and establish declining targets for carbon dioxide emissions on federally supported highways. See US DOT press release [here](#). **The Final Rule becomes effective on May 19, 2025.**

April 3-10, 2025. The US DOT issued a [Request for Information \(RFI\)](#) (and [White House Office of Management and Budget \(OMB\) here](#)) seeking public comment to assist DOT in identifying existing regulatory obligations “that can be modified or repealed...to ensure that DOT administrative actions do not undermine the national interest and that DOT achieves meaningful burden reduction while continuing to meet statutory obligations and ensure the safety of the U.S. transportation system. The RFI seeks input “from the public, particularly entities significantly affected by administrative actions of US DOT, including State, local, and tribal governments; small businesses; consumers; non-governmental organizations; transportation system operators and service providers; and manufacturers and their trade associations.” US DOT explains that its “goal is to create a systematic method of identifying those existing US DOT regulations, guidance, or reporting requirements that are inconsistent with law or Administration policy, including regulations, guidance, reporting requirements that are obsolete, unnecessary, unjustified, or simply no longer make sense. **Written comments and information are requested on or before May 5, 2025 for US DOT and May 12, 2025 according to the OMB RFI.** See Executive Order No. [14219](#) and [14192](#) for RFI context.

### **GOVERNMENT NOTICES/REPORTS/NEWS ARTICLE**

April 16, 2025. Amtrak’s Office of Inspector General (OIG) issued a report entitled, “[Amtrak Could Better Identify, Manage Train Strike Risks](#).” The OIG report found that Amtrak trains were involved in approximately 800 train strikes from FY 2020 through 2023, resulting in 594 deaths and 279 injuries, and approximately one in five of the company’s passenger engineers may have been involved in such a strike in FY 2023. The OIG found that Amtrak could better identify and manage its risk of train strikes and more broadly adopt key practices to improve risk management. The OIG recommended that Amtrak develop a comprehensive process for proactively identifying and managing the risk of train strikes.

April 10, 2025. The Government Accountability Office (GAO) issued a report entitled, “[Railway-Highway Crossings: Improvements Needed to Federal Technical Assistance About Pedestrian Projects Related to Trespassing](#).” Railroad crossings, where train tracks intersect with roads or paths, pose risks for drivers and pedestrians. The Federal Highway Administration (FHWA) provides funding and technical assistance for states’ projects to improve crossing safety, such as installing gates through the Railway-Highway Crossings Program (RHCP). But the agency’s technical assistance does not include examples of trespassing-related pedestrian projects that may be eligible for funding. In 2023, there were nearly 1,900 crashes at railway-highway grade crossings—where railroad tracks and roads or pedestrian walkways intersect at the same level. These crashes have increasingly involved pedestrians. FHWA administers the RHCP to improve safety at crossings nationwide, providing at least \$245 million per year to states. Highlights paper [here](#).

April 7, 2025. The board of directors for the American Association of State Highway and Transportation Officials (AASHTO) unanimously adopted its “[AASHTO’s 2026 Vision and Core Policy Principles for Reauthorization](#)” as Congress begins drafting a surface transportation reauthorization package for when current reauthorization legislation – contained within the Infrastructure Investment and Jobs Act or IIJA – expires in September 2026. The three core policy principles are: **1.)** Prioritize formula-based federal funding to states; **2.)** Improve project delivery and program administration by increasing flexibility, simplifying environmental regulations, and reducing program burdens, and; **3.)** Create a more safe, resilient, and efficient future by supporting the ability of state DOTs to harness innovation and technology.

March 27, 2025. The Congressional Research Service (CRS) released a report entitled, “[The Highway Trust Fund’s Highway Account](#).”

The Highway Trust Fund is a federal accounting mechanism that receives revenue mainly from transportation-related excise taxes and provides a dedicated source of funding for surface transportation. The Highway Trust Fund has two accounts: the Highway Account and the Mass Transit account. Since FY2001, expenditures from the highway account have exceeded revenue. Based on current trends, the Congressional Budget Office (CBO) projects that in FY2028, the highway account will not have sufficient funds to fulfill federal obligations to states and local governments for transportation projects. CBO projects that in FY 2029, HTF expenditures will exceed revenue by about \$40 billion.

March 27, 2025. The American Road & Transportation Builders Association (ARTBA) and other industry allies urged the White House Council on Environmental Quality (CEQ), in a [letter](#), to finalize National Environmental Policy Act (NEPA) procedures and take an active advisory role as agencies revise their environmental review regulations. The coalition argues that Streamlined and consistent reviews are critical for ARTBA members to avoid costly delays and keep transportation projects moving forward. Other areas ARTBA would like to see clarified or addressed: defining what qualifies as a “major federal action;” expanded use of categorical exclusions; and focused environmental analysis limited to effects within an agency’s statutory control.

March 25, 2025. The American Association of State Highway and Transportation Officials (AASHTO) sent a [letter](#) to Ms. Katherine Scarlett, Chief of Staff, of the Council on Environmental Quality (CEQ) commenting on the February 25, 2025 [Interim Final Rule regarding Removal of National Environmental Policy Act Implementing Regulations](#). AASHTO said that while it supports Congress and the Trump administration’s intent to implement actions that result in “more efficient, cost-effective, and timely project delivery,” the organization and the state departments of transportation it represents are “concerned that, without a regulatory foundation for implementation, the review and implementation of NEPA at the individual federal agency level could introduce uncertainties and open the door to unnecessary litigation.” AASHTO also offered several recommendations to the CEQ.

### UPCOMING CONGRESSIONAL CALENDAR – MAY

May						
Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26 Memorial Day	27	28	29	30	31

- Senate only in session
- Both chambers in session
- House only in session

### UPCOMING DEADLINES/EVENTS

**2025**

- FY 2025 [Transit Training Schedule](#);
- May 6-8 [2025 ARTBA Federal Issues Program and TCC Fly-In](#) (Washington, D.C.);
- May 12-15 [AASHTO Spring Meeting](#) (Hartford, CT);
- May 12-16 [Infrastructure Week](#)
- May 13-15 [High-Speed Rail Conference](#)(Ronald Reagan Bldg. – Washington, D.C.);
- May 14-16 [Celebration of Construction on the National Mall 2025](#) (Washington, D.C.)

May 16-17	<a href="#">NCSL (Nat'l. Conf. State Legislatures) Executive Committee Meeting</a> (San Antonio, TX);
May 17	<a href="#">ACEC Annual Convention</a> (Washington, D.C.);
May 18-20	<a href="#">APTA Legislative Conference</a> (Washington, D.C.);
May 28-31	<a href="#">Designing Cities 2025</a> (Washington, D.C.);
June 12	Congressional Baseball game;
June 19-22	US Conference of Mayors – Summer Meeting (Tampa, FL);
June 29-July 2	APTA Rail Conference (San Francisco, CA);
July 14-15	<a href="#">12<sup>th</sup> Annual Nat'l. Workshop for State/Local Transportation Advocates</a> (Wash., D.C.);
July 15-17	ARTBA 37 <sup>th</sup> Annual Public-Private Partnerships Conference (Washington, D.C.);
August 3-7	NCSL Legislative Summit (Boston, MA);
September 14-19	NCSL Legislative Leaders Symposium (Iceland);
November 17-20	AASHTO Annual Meeting (Salt Lake City, UT).

### SCUTTLEBUTT/ICYMI

April 23, 2025. The Automobile Association of America (AAA) national average gas price can be found [here](#) (price per gallon as of 4/23/25). One month ago, the average price for regular gas per gallon was \$3.125 and one year ago the average price was \$3.667 per gallon.



April 14, 2025. US DOT Secretary Sean Duffy [announced](#) an agreement between the Federal Railroad Administration (FRA) and Amtrak to terminate the \$63.9 million grant awarded to Amtrak under the Corridor Identification and Development (CID) Program for the Amtrak Texas High-Speed Rail Corridor previously known as the Texas Central Railway project. Amtrak's goal of the project was to work with Texas Central to advance a proposed high-speed line between Dallas and Houston; however, the project's capital cost is now believed to be over \$40 billion. The US DOT press release states that "construction [is] unrealistic and a risky venture for the taxpayer." The project was announced originally as a private venture, but as cost estimates increased the Texas Central became dependent on Amtrak and federal funds for development work. FRA will be able to reallocate the approximately \$60 million balance from the termination of this CID Program grant to other projects that support safe, efficient, and reliable rail transportation.

November 10, 2025. The National League of Cities (NLC) authored an informational article entitled, "[Quiet Zones: How Communities Can Safely Reduce Train Noise](#)." The article noted that, "The Federal Railroad Administration (FRA) [Train Horn Rule](#), issued in 2006, established a required routine for the sounding of locomotive horns around public crossings as a [critical safety precaution](#). At the same time, FRA created a process for communities to designate "quiet zones" by meeting certain safety requirements. Today there are 1,016 quiet zones across the nation according to James Payne of the Federal Railroad Administration, up from roughly 700 five years ago. These quiet zones cover over 5,500 grade crossings. To offset the absence of train horns, communities implement Supplementary Safety Measures (SSMs) such as four-quadrant gates, median barriers and wayside horns. If these are not viable, Alternative Safety Measures (ASMs) allow for customized solutions.

April 9, 2025. ACE Rail [will introduce a new ticketing platform and mobile app](#) in mid-May to enhance the overall user experience. An ACE Rail press release notes that, "In the future, the agency will phase out paper tickets to transition to a more sustainable practice that eliminates the need to procure and produce city-pairing specific paper tickets that lack expiration dates. In lieu of this, there will be an introduction of Limited Use Media (LUM) that will have restrictions based on the fare type and date of purchase. Future details around this change will be provided closer to the roll out of this phase." For updates on the new ACE ticketing platform and mobile app, sign up for their Newsletter at [here](#).

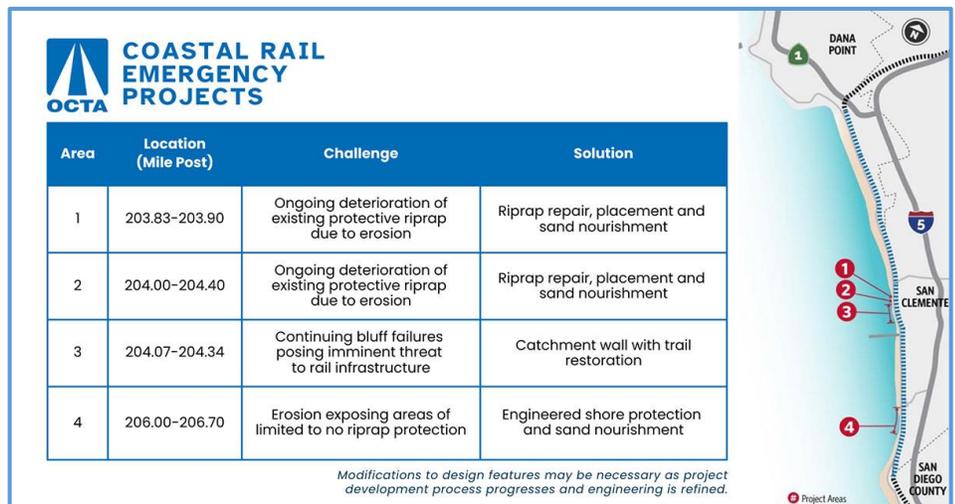
April 9, 2025. The [San Joaquin Council of Governments \(SJCOG\) has approved](#) an investment in regional transportation by awarding \$14 million in Congestion Mitigation and Air Quality (CMAQ) funding from the Federal Highway Administration (FHWA) for the San Joaquin Regional Rail Commission's (SJRRC) [Stockton Diamond Grade Separation project](#). Currently, the tracks of two major railroads intersect at-grade in the City of Stockton, just south of Downtown Stockton near Aurora Street South and East Scotts Avenue. Known as the Stockton Diamond, this intersection is the busiest and most congested rail bottleneck in California. The Stockton Diamond Grade Separation project will resolve these issues by separating the principal rail lines of BNSF Railway (BNSF) and Union Pacific Railroad (UP), allowing uninterrupted rail traffic flow.

April 4, 2025. Brightline [announced](#) a loyalty program called Brightline Rewards. The loyalty program is designed to attract first time guests and incentivize Florida residents and repeat riders, which represent 66 percent and 72 percent of ridership, respectively. Brightline Rewards will start with an introductory triple-point bonus on all qualifying purchases for rides booked and taken by June 3, 2025. Triple points allow guests to earn 15 points for every dollar spent instead of the standard five points. Brightline intercity passenger rail service seamlessly connects travelers to top destinations and major events between Central and South Florida with stations in Miami, Aventura, Fort Lauderdale, Boca Raton, West Palm Beach, and Orlando.

April 4, 2025. The Commuter Rail Coalition (CRC) is accepting nominations for seats on the association’s board of directors. Helmed by chair emeritus Jim Derwinski (Metra), the 2025 Nominations Committee is seeking eligible candidates eager to join in mapping the future of the Coalition. The seats open for election include Chair, Vice Chair, Secretary, Treasurer, and At-Large. To be eligible, candidates must be an agency CEO (or the commuter rail lead within a multimodal agency), or company principal, with at least one year of active participation in the CRC. Per CRC bylaws, private sector members may serve in any role other than chair or vice chair of the board; public sector members may run for any seat that is not the designated “affiliate member representative.” Upon election, candidates should be prepared to serve the full two-year term. Nominations, including self-nominations, **must be received by April 25**, and directed to [KAG@CommuterRailCoalition.org](mailto:KAG@CommuterRailCoalition.org). **Elections will take place Tuesday, July 1, 2025**.

April 4, 2025. The [Transportation Investment Advocacy Center \(TIAC\) reported](#) that thirty-seven states introduced 130 bills related to transportation investment in the first quarter of 2025. Highlights include: Mississippi signed into law a nine cents-per-gallon state gas tax increase, with future automatic adjustments every other year, and a Wyoming bill to allocate sales and use taxes collected on motor vehicles and trailers from the general fund to the highway fund was signed into law on March 3, 2025. View the ARTBA-TIAC State Legislation dashboard for live updates of transportation funding measures and follow the blog for new state and local developments.

March 31, 2025. The [Orange County Transportation Authority submitted an Emergency Coastal Development Permit](#) to the California Coastal Commission to expedite work to stabilize four areas most vulnerable to failure above the railroad track through San Clemente.



A series of landslides near Mariposa Point have occurred over the past year and debris and mud are nearing the top of the 12-foot-high temporary catchment wall constructed a year ago when a slope failure forced rail service to shut down. On April 14, the OCTA Board authorized emergency actions to stabilize sections of railroad track threatened by coastal erosion and landslides in San Clemente, and to expedite work on the four Coastal Rail Stabilization Priority Projects that were identified in 2024 as most vulnerable. OCTA notes the stabilization effort addresses four areas of vulnerability, including the area near Mariposa Point, where debris from recent landslides is nearing the top of the 12-foot-high temporary catchment wall installed in 2024 to prevent slope failure. The emergency work is consistent with the \$305 million in state and federal grant funds OCTA received in late 2024 for the effort.

March 26, 2025. Amtrak [announced](#) removal of several (70) Horizon railcars from service that impacted services on several routes: Downeaster, Hiawatha, Borealis, and Amtrak Cascades. The railcars were removed after routine inspections discovered corrosion, and Amtrak noted, “while working with the manufacturer, decided to remove the equipment from service after learning of additional areas of concern from intensive inspections of multiple cars.” But in an update, Amtrak said it is now bringing in replacement cars — a different kind of rail car — that will allow Borealis train service to resume. Horizon cars have been in service on Amtrak trains for nearly 40 years. According to the company, just over 100 Horizon cars, built by Bombardier, were added to Amtrak’s fleet between 1988 and 1990. Update of 4/6/25: Amtrak [announced](#) that the Cascades lines, the Borealis, and the Hiawatha are now fully up and running. Each replacement train is operating with a limited number of cars.



Addendum A. - President Trump's Reciprocal Tariffs on Countries.

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
China	67%	34%
European Union	39%	20%
Vietnam	90%	46%
Taiwan	64%	32%
Japan	46%	24%
India	52%	26%
South Korea	50%	25%
Thailand	72%	36%
Switzerland	61%	31%
Indonesia	64%	32%
Malaysia	47%	24%
Cambodia	97%	49%
United Kingdom	10%	10%
South Africa	60%	30%
Brazil	10%	10%
Bangladesh	74%	37%
Singapore	10%	10%
Israel	33%	17%
Philippines	34%	17%
Chile	10%	10%
Australia	10%	10%
Pakistan	58%	29%
Turkey	10%	10%
Sri Lanka	88%	44%
Colombia	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Peru	10%	10%
Nicaragua	36%	18%
Norway	30%	15%
Costa Rica	17%	10%
Jordan	40%	20%
Dominican Republic	10%	10%
United Arab Emirates	10%	10%
New Zealand	20%	10%
Argentina	10%	10%
Ecuador	12%	10%
Guatemala	10%	10%
Honduras	10%	10%
Madagascar	93%	47%
Myanmar (Burma)	88%	44%
Tunisia	55%	28%
Kazakhstan	54%	27%
Serbia	74%	37%
Egypt	10%	10%
Saudi Arabia	10%	10%
El Salvador	10%	10%
Côte d'Ivoire	41%	21%
Laos	95%	48%
Botswana	74%	37%
Trinidad and Tobago	12%	10%
Morocco	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Algeria	59%	30%
Oman	10%	10%
Uruguay	10%	10%
Bahamas	10%	10%
Lesotho	99%	50%
Ukraine	10%	10%
Bahrain	10%	10%
Qatar	10%	10%
Mauritius	80%	40%
Fiji	63%	32%
Iceland	10%	10%
Kenya	10%	10%
Liechtenstein	73%	37%
Guyana	76%	38%
Haiti	10%	10%
Bosnia and Herzegovina	70%	35%
Namibia	27%	14%
Namibia	42%	21%
Brunei	47%	24%
Bolivia	20%	10%
Panama	10%	10%
Venezuela	29%	15%
North Macedonia	65%	33%
Ethiopia	10%	10%
Ghana	17%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Moldova	61%	31%
Angola	63%	32%
Democratic Republic of the Congo	22%	11%
Jamaica	10%	10%
Mozambique	31%	16%
Paraguay	10%	10%
Zambia	33%	17%
Lebanon	10%	10%
Tanzania	10%	10%
Iraq	78%	39%
Georgia	10%	10%
Senegal	10%	10%
Azerbaijan	10%	10%
Cameroon	22%	11%
Uganda	20%	10%
Albania	10%	10%
Nigeria	10%	10%
Nepal	10%	10%
Sint Maarten	10%	10%
Falkland Islands	82%	41%
Gabon	10%	10%
Kuwait	10%	10%
Togo	10%	10%
Suriname	10%	10%
Belize	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Papua New Guinea	15%	10%
Malawi	34%	17%
Liberia	10%	10%
British Virgin Islands	10%	10%
Afghanistan	49%	10%
Zimbabwe	35%	18%
Benin	10%	10%
Barbados	10%	10%
Monaco	10%	10%
Syria	81%	41%
Uzbekistan	10%	10%
Republic of the Congo	10%	10%
Djibouti	10%	10%
French Polynesia	10%	10%
Cayman Islands	10%	10%
Kosovo	10%	10%
Curaçao	10%	10%
Vanuatu	44%	22%
Rwanda	10%	10%
Sierra Leone	10%	10%
Mongolia	10%	10%
San Marino	10%	10%
Antigua and Barbuda	10%	10%
Bermuda	10%	10%
Eswatini (Swaziland)	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Marshall Islands	10%	10%
Saint Pierre and Miquelon	99%	50%
Saint Kitts and Nevis	10%	10%
Turkmenistan	10%	10%
Grenada	10%	10%
Sudan	10%	10%
Turks and Caicos Islands	10%	10%
Aruba	10%	10%
Montenegro	10%	10%
Saint Helena	15%	10%
Kyrgyzstan	10%	10%
Yemen	10%	10%
Saint Vincent and the Grenadines	10%	10%
Niger	10%	10%
Saint Lucia	10%	10%
Nauru	59%	30%
Equatorial Guinea	25%	13%
Iran	10%	10%
Libya	61%	31%
Samoa	10%	10%
Guinea	10%	10%
Timor-Leste	10%	10%
Montserrat	10%	10%
Chad	26%	13%
Mali	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Maldives	10%	10%
Tajikistan	10%	10%
Cabo Verde	10%	10%
Burundi	10%	10%
Guadeloupe	10%	10%
Bhutan	10%	10%
Martinique	10%	10%
Tonga	10%	10%
Mauritania	10%	10%
Dominica	10%	10%
Micronesia	10%	10%
Gambia	10%	10%
French Guiana	10%	10%
Christmas Island	10%	10%
Andorra	10%	10%
Central African Republic	10%	10%
Solomon Islands	10%	10%
Mayotte	10%	10%
Anguilla	10%	10%
Cocos (Keeling) Islands	10%	10%
Eritrea	10%	10%
Cook Islands	10%	10%
South Sudan	10%	10%
Comoros	10%	10%
Kiribati	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Manipulation and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
São Tomé and Príncipe	10%	10%
Norfolk Island	58%	29%
Gibraltar	10%	10%
Tuvalu	10%	10%
British Indian Ocean Territory	10%	10%
Tokelau	10%	10%
Guinea-Bissau	10%	10%
Svalbard and Jan Mayen	10%	10%
Heard and McDonald Islands	10%	10%
Reunion	73%	37%

Addendum B. – Calendar Year NOFO/AWARDS SCORECARD. An Excel spreadsheet with “hot-links” is available from TG&A upon request, as are previous year calendars.

		<b>SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &amp;/OR AWARDS</b> <b>(TG&amp;A SCORECARD for CY 2025)</b>									
DEPT/AGENCY	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS	
<b>4/23/2025</b>											
USDA	FY 2025 Rural Transportation Systems Grant Program	NOFO	1/6/2025	<a href="#">NOFO URL</a>	750,000	4/7/2025	TBD	TBD	TBD		
	Higher Blends Infrastructure Incentive Program (HBIIIP)	NOFO	6/28/2023	<a href="#">NOFO URL</a>		9/30/2024	537,000,000	<a href="#">AWARD URL</a>	3/31/2025	Rolling application for 5-6 quarters.	
ARMY CORPS											
DOE											
EPA											
FAA	FY 2025 Aircraft Pilots Workforce Development Grant Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	9,000,000	2/5/2025	TBD	TBD	TBD		
	FY 2025 Aviation Maintenance Technical Workers Workforce Development Pgm.	NOFO	1/7/2025	<a href="#">NOFO URL</a>	9,000,000	2/5/2025	TBD	TBD	TBD		
FHWA	<a href="#">FY 2023 Active Transportation Infrastructure Investment Program (ATIIP)</a>	NOFO/AWARD	3/19/2024	<a href="#">NOFO URL</a>	44,550,000	6/17/2024	44,500,000	<a href="#">AWARD URL</a>	1/7/2025	<a href="#">List of Awardees</a>	
	FY 2024 – 2026 Garrett A. Morgan Technology/Transportation Education Pgm.	NOFO	1/7/2025	<a href="#">NOFO URL</a>	300,000	1/10/2025	TBD	TBD	TBD		
	Charging and Fueling Infrastructure Discretionary Grant Opportunity (Round 2) Pgm.	NOFO/AWARD	5/30/2024	<a href="#">NOFO URL</a>	1,321,200,000	9/11/2024	635,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	FY 2024 Competitive Highway Bridge Program	NOFO	1/14/2025	<a href="#">NOFO URL</a>	250,000,000	3/13/2025	TBD	TBD	TBD		
	FY 2025 Innovation Management Pgm. (AIM)	NOFO	1/15/2025	<a href="#">NOFO URL</a>	1,800,000	2/3/2025	TBD	TBD	TBD		
FRA	FY 2025 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	12/31/2024	<a href="#">NOFO URL</a>	9,000,000	1/9/2025	TBD	TBD	TBD	NNEPRA is the only eligible entity.	
	FY 2023-2024 Railroad Crossing Elimination Program (RCE)	NOFO/AWARD	7/9/2024	<a href="#">NOFO URL</a>	1,148,809,580	9/23/2024	1,100,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	FY 2021-2024 Restoration and Enhancement Grant Program	NOFO/AWARD	7/12/2024	<a href="#">NOFO URL</a>	153,845,680	9/30/2024	146,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
DEPT. OF LABOR											
FTA											
MARAD	FY 2025 Port Infrastructure Development Program (PIDP)	NOFO	1/31/2025	<a href="#">NOFO URL</a>	450,000,000	4/30/2025	TBD	TBD	TBD		
	FY 2025 Small Shipyard Grants Program (SSG)	NOFO	4/2/2025	<a href="#">NOFO URL</a>	8,750,000,000	5/15/2025	TBD	TBD	TBD		
NHTSA / FMCSA	FY 2025 High Priority Program-Commercial Motor Vehicle (HP-CMV)	NOFO	1/8/2025	<a href="#">NOFO URL</a>	46,600,000	3/7/2025	TBD	TBD	TBD		
	FY25 High Priority Program – Innovative Technology Deployment (HP-ITD)	NOFO	1/8/2025	<a href="#">NOFO URL</a>	40,000,000	3/7/2025	TBD	TBD	TBD		
OPERATION LIFESAVER											
DHS / FEMA	FY 2024 Building Resilient Infrastructure and Communities (BRIC) Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	750,000,000	4/18/2025	TBD	TBD	TBD		
	FY 2024 Flood Mitigation Assistance Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	600,000,000	4/18/2025	TBD	TBD	TBD		
US DOT	<a href="#">FY 2024-FY 2026 Reconnecting Communities Pilot (RCP) Program</a>	NOFO/AWARD	7/3/2024	<a href="#">NOFO URL</a>	607,000,000	9/30/2024	544,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	FY 2025/2026 MPDG - Rural Surface Transportation Grant Program (Rural)	NOFO/AWARD	3/26/2024	<a href="#">NOFO URL</a>	780,000,000	5/6/2024	785,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	<a href="#">FY 2025 Rebuilding American Infrastructure w/Sustainability/Equity Grant Pgm.-RAISE</a>	NOFO	11/1/2024	<a href="#">NOFO URL</a>	1,500,000,000	N/A	N/A	N/A	N/A		
	Round 1:	NOFO/AWARD				12/2/2024	1,320,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	Round 2:					1/30/2025	TBD	TBD	TBD	2 Rounds to utilize the \$1.5 b. pot.	
	<a href="#">FY 2024 Rural and Tribal Assistance Pilot Program (RTA) - US DOT</a>	NOFO	12/18/2024	<a href="#">NOFO URL</a>	27,000,000	4/17/2025	TBA	TBD	TBD		
	FY 2025 Safe Streets and Roads for All Funding (SS4A) Program	NOFO	3/29/2025	<a href="#">NOFO URL</a>	982,260,493	6/26/2025	TBA	TBD	TBD		

**SAN JOAQUIN REGIONAL RAIL COMMISSION**

Meeting of May 2, 2025

**STAFF REPORT**

**Item 4.10**

**INFORMATION**

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**Monthly Marketing and Outreach Report**

Background:

San Joaquin Regional Rail Commission’s (Rail Commission) local, embedded grassroots Outreach Consultant/Team is responsible for leading agency outreach efforts along the ACE route, marketing and promoting the ACE service and its programs, supporting employer outreach, serving as liaison with stakeholders, developing partnerships to promote destination travel, maintaining a contact database, and submission of monthly reports.

Upcoming Outreach Events Overview:

<b>Event</b>	<b>Date</b>	<b>Type</b>
Stockton – El Concilio Cinco De Mayo Celebration	May 4, 2025	Networking
Lodi Street Faire	May 4, 2025	Networking
Livermore Downtown Street Fest	May 18, 2025	Networking
Livermore State of the City	May 22, 2025	Networking
Stockton State of the City	June 10, 2025	Networking
Fremont State of the City	June 25, 2025	Networking
MTI: Annual Awards Banquet	June 28, 2025	Networking

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

# SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of May 2, 2025

## STAFF REPORT

### Item 5

### ACTION

#### **Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing Staff to add up to Twelve Special Trains in Fiscal Year 2025-2026, Approving Special Train Trip Fares, and Approving a Renewal of the Levi's® Stadium Football Season Pass Fare Product**

##### Background:

In FY24/25, the San Joaquin Regional Rail Commission (Rail Commission) had another successful year of special train service while working in partnership with Levi's® Stadium, operating nine (9) special event trains for the San Francisco 49ers season. This initiative was supported by the Board's prior authorization to operate up to twelve (12) trains, subject to Executive Director approval based on event type, feasibility, and projected demand. The program demonstrated strong ridership performance and customer satisfaction, with seven of the nine trains reaching an average ridership of 383 passengers and post-event survey results indicating a 97.5% rider satisfaction rate.

Looking ahead, FY25/26 presents significant opportunities to enhance and grow the special train program. With the 2025 San Francisco 49ers schedule expected in May, and Levi's® Stadium set to host Super Bowl LX in February 2026, early preparation and board authorization are critical to secure train slots and execute strategic planning. Additional regional attention is expected with the 2026 FIFA World Cup, for which the Bay Area Host Committee is actively requesting expanded South Bay coverage—creating further justification for the continued partnership and service.

Staff recommends Board approval to operate up to twelve (12) special event trains for FY25/26, provided each train meets the established criteria and is approved by the Executive Director or designee. This proactive authorization will ensure ACE® is well-positioned to meet leisure travel demand while supporting regional mobility, public awareness, and financial sustainability.

##### Fare Product Renewal:

Last fiscal year, the Board authorized the introduction of a Season Train Pass for passengers planning on attending the regular season home games at Levi's® Stadium. The goal was to improve the passenger experience by allowing them to pay for round-trip travel to the Santa Clara Great America Station for eight (8) regular season home games. This new product allowed for additional promotional opportunities to build awareness of Special Train service and was sold for a limited time only. Staff would like to renew this fare product for the upcoming 2025-2026 San Francisco 49ers Season and, similar to last year, be available for purchase for a limited time offer that would expire after the first regular season home game takes place.

<b>SEASON PASS</b>	
STOCKTON	\$210.00
LATHROP/MANTECA	\$210.00
TRACY	\$210.00
VASCO ROAD	\$175.00
LIVERMORE	\$175.00
PLEASANTON	\$175.00
FREMONT	\$140.00

	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. AMERICA	SANTA CLARA	SAN JOSE
STOCKTON	\$10.00	\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$30.00	\$30.00	\$30.00
LATHROP/MANTECA		\$10.00	\$20.00	\$20.00	\$20.00	\$25.00	\$30.00	\$30.00	\$30.00
TRACY			\$20.00	\$20.00	\$20.00	\$25.00	\$30.00	\$30.00	\$30.00
VASCO ROAD				\$10.00	\$10.00	\$20.00	\$25.00	\$25.00	\$25.00
LIVERMORE					\$10.00	\$20.00	\$25.00	\$25.00	\$25.00
PLEASANTON						\$20.00	\$25.00	\$25.00	\$25.00
FREMONT							\$20.00	\$20.00	\$20.00
GREAT AMERICA								\$10.00	\$10.00
SANTA CLARA/									\$10.00
SAN JOSE									

**Fiscal Impact:**

Revenue and Expenses for Special Trains are identified in the Draft 2025/2026 ACE Operating Budget in the Special Train Budget Line.

**Recommendation:**

Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing Staff to add up to Twelve Special Trains in Fiscal Year 2025-2026, Approving Special Train Trip Fares, and Approving a Renewal of the Levi's® Stadium Football Season Pass Fare Product.

**SJRRRC RESOLUTION 24/25 –**

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING STAFF TO ADD UP TO TWELVE SPECIAL TRAINS IN FISCAL YEAR 2025-2026, APPROVING SPECIAL TRAIN TRIP FARES, AND APPROVING A RENEWAL OF THE LEVI’S® STADIUM FOOTBALL SEASON PASS FARE PRODUCT**

WHEREAS, in FY24/25, the San Joaquin Regional Rail Commission (Rail Commission) had another successful year of special train service while working in partnership with Levi’s® Stadium, operating nine (9) special event trains for the San Francisco 49ers season; and

WHEREAS, this initiative was supported by the Board’s prior authorization to operate up to twelve (12) trains, subject to Executive Director approval based on event type, feasibility, and projected demand; and

WHEREAS, the program demonstrated strong ridership performance and customer satisfaction, with seven (7) of the nine (9) trains reaching an average ridership of 383 passengers and post-event survey results indicating a 97.5% rider satisfaction rate; and

WHEREAS, looking ahead, FY25/26 presents significant opportunities to enhance and grow the special train program; and

WHEREAS, staff proposes to renew this fare product for the upcoming 2025-2026 San Francisco 49ers Season and, similar to last year, be available for purchase for a limited time offer that would expire after the first regular season home game takes place; and

WHEREAS, staff recommends Board approval to operate up to twelve (12) special event trains for FY25/26, provided each train meets the established criteria and is approved by the Executive Director or designee.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby approves Authorizing Staff to add up to Twelve Special Trains in Fiscal Year 2025-2026, provided each train meets the established criteria and is approved by the Executive Director or designee, Approving Special Train Trip Fares, and Approving a Renewal of the Levi’s® Stadium Football Season Pass Fare Product.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 2<sup>nd</sup> day of May 2025, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:  
ATTEST:

SAN JOAQUIN REGIONAL RAIL  
COMMISSION

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STACEY MORTENSEN, Secretary

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LISA CRAIG-HENSLEY, Chair

# SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of May 2, 2025

## STAFF REPORT

### **Item 6**

### **ACTION**

#### **Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Updating the San Joaquin Regional Rail Commission's Title VI Compliance Program and Adopting the San Joaquin Regional Rail Commission's 2025-2028 Title VI Compliance Program**

#### Background:

Title VI of the Civil Rights Act of 1964 is a federal statute that provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. All programs receiving financial assistance from the Federal Transit Administration (FTA) are subject to Title VI. It is the San Joaquin Regional Rail Commission's (Rail Commission's) responsibility to ensure that its transit service and access to its facilities are equitably distributed and in compliance with the requirements of Title VI.

#### Title VI Program Requirements:

FTA requires that all recipients of FTA financial assistance document their compliance by submitting a Title VI Program (Program) to their regional civil rights officer once every three years. The Program must be approved by the recipient's governing body prior to submission. The Rail Commission's last Program was approved in 2022. The required elements of the Program, as well as overall requirements for ensuring compliance with Title VI, are detailed in FTA Circular 4702.1B (dated October 1, 2012). Several sections were removed from the Rail Commission's previous Program because they are not required for transit agencies operating less than 50 vehicles. The updated Program encompasses the following required components:

- Title VI Notice to Public: Description of how and where the public is notified of their rights under Title VI.
- Complaint Procedures & Form: Instructions on how and where to file a complaint.
- List of Investigations, Complaints, or Lawsuits: No Title VI investigations, complaints, or lawsuits have been received since the 2022 plan.
- Language Assistance Plan: Results of analysis of language barriers are described in the following section.
- Public Participation Plan: A new plan was developed to ensure the public has access to information and can provide meaningful input into decisions.
- Ethnicity of Members of Non-elected Committees: Rail Commission does not currently have non-elected committees, so this reporting is not required.
- Sub-recipient Monitoring: Rail Commission does not currently have FTA funding sub-recipients that require monitoring.
- Facility Siting Analysis: None conducted since 2022.

- Service Standards and Policies: Updated standards and policies were developed based on peer review and current practices.

#### Draft Program Review:

To notify the public on how to view the draft Title VI Program, public notices were posted in the lobby of the Rail Commission Offices, located at 949 E. Channel St. Stockton, CA 95202 and posted on the official website. A video presentation providing an overview of the Title VI Program was posted and is available at <https://app.air.inc/a/crwcjlB7v?ts=0>, accompanied by a brief survey (<https://www.surveymonkey.com/r/SJRRCTitleVI>) to gather public feedback. The entire draft Title VI Program Plan was also made available on the website on April 4, 2025.

The Rail Commission did not receive any feedback during the open comment period from March 24, 2025 to April 18, 2025. Based on this, no changes were made to the draft plan, which has been attached to this report as the final plan for consideration.

#### Next Steps:

Before submitting the completed Title VI Program Update, the Board of Commissioners must review and approve the program. A copy of the Board Resolution will be submitted with the program as evidence of this approval.

The Title VI Program Update will be submitted to the FTA no later than June 1, 2025.

#### Recommendation:

Adopt a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Updating the San Joaquin Regional Rail Commission's Title VI Compliance Program and Adopting the San Joaquin Regional Rail Commission's 2025-2028 Title VI Compliance Program.

ATTACHMENT: Title VI Program 2025-2028

**SJRRC RESOLUTION 24/25 –**

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION UPDATING THE SAN JOAQUIN REGIONAL RAIL COMMISSION'S TITLE VI COMPLIANCE PROGRAM AND ADOPTING THE SAN JOAQUIN REGIONAL RAIL COMMISSION'S 2025-2028 TITLE VI COMPLIANCE PROGRAM**

WHEREAS, Title VI of the Civil Rights Act of 1964 is a federal statute that provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, all programs receiving financial assistance from the Federal Transit Administration (FTA) are subject to Title VI; and

WHEREAS, it is the San Joaquin Regional Rail Commission's (Rail Commission's) responsibility to ensure that its transit service and access to its facilities are equitably distributed and in compliance with the requirements of Title VI; and

WHEREAS, to notify the public on how to view the draft Title VI Program, public notices were posted in the lobby of the Rail Commission Offices, located at 949 E. Channel St. Stockton, CA 95202 and posted on the official website; and

WHEREAS, the Rail Commission did not receive any feedback during the open comment period from March 24, 2025 to April 18, 2025. Based on this, no changes were made to the draft plan which has been attached to this report as the final plan for consideration; and

WHEREAS, before submitting the completed Title VI Program Update, the Board of Commissioners must review and approve the program to be submitted to the FTA no later than June 1, 2025.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby approves Updating the San Joaquin Regional Rail Commission's Title VI Compliance Program and Adopts the San Joaquin Regional Rail Commission's 2025-2028 Title VI Compliance Program.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 2<sup>nd</sup> day of May 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL  
COMMISSION

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STACEY MORTENSEN, Secretary

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LISA CRAIG-HENSLEY, Chair

# Title VI Program (2025 – 2028)

**San Joaquin Regional Rail Commission  
(SJRRRC)**

**May 2025**

**949 E. Channel Street  
Stockton, California 95202  
(800) 411-RAIL  
Civilrights@sjrrc.com**





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## Introduction

The San Joaquin Regional Rail Commission (SJRRC), which operates the ACE Rail service, is committed to ensuring that its programs and activities comply with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. This Title VI Program report outlines the measures SJRRC has implemented to ensure compliance with Title VI requirements and provides a framework for ongoing monitoring and reporting.

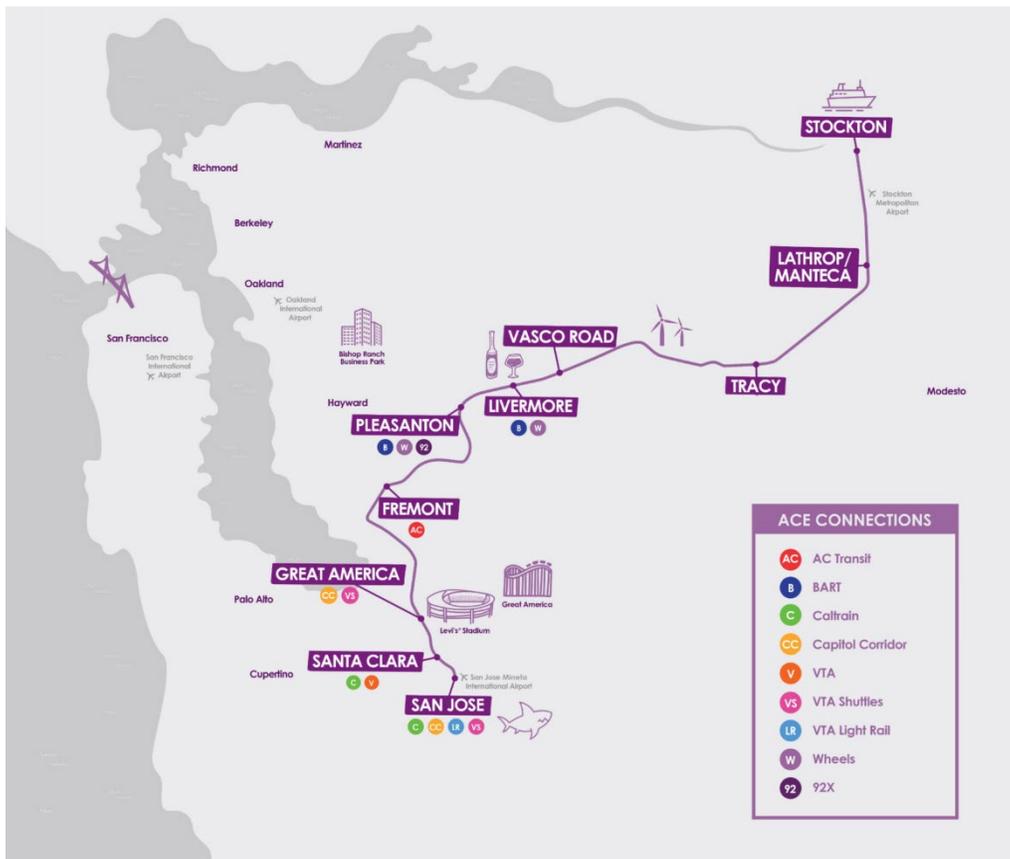
## Agency Overview

SJRRC is dedicated to providing efficient and reliable rail service to the communities it serves. The ACE Rail service operates with a fleet of less than 50 vehicles, which places it under specific Title VI reporting requirements as outlined by the Federal Transit Administration (FTA). Specifically, SJRRC is not required to conduct detailed service and fare equity analyses or collect extensive demographic ridership and travel pattern data. However, SJRRC must still adhere to the balance of the Title VI requirements for transit agencies and ensure that its services are provided in a non-discriminatory manner.

## Service Overview

ACE Rail is a commuter rail service operating a single main route with multiple stations, connecting residents in the San Joaquin Valley and Tri-Valley areas to employment centers in the Silicon Valley. The service operates during peak commute hours on weekdays. Trips are provided into Silicon Valley in the morning and back in the afternoon.

Figure 1: ACE Rail Map



## Title VI Policy Statement

The San Joaquin Regional Rail Commission is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended.

Toward this end, it is SJRRC's objective to:

- Ensure that the level and quality of transportation service is provided without regard to race, color or national origin;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Promote the full and fair participation of all affected populations in transportation decision-making;
- Prevent the denial, reduction or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- Ensure meaningful access to programs and activities by persons with limited English proficiency (LEP).

The Executive Director, Directors, management, and all employees share the responsibility for carrying out SJRRC's commitment to Title VI. The Title VI staff is responsible for the day-to-day operation of the program and receives and investigates Title VI complaints that come through the complaint procedures process.



## Title VI Program Requirements

As a recipient of federal financial assistance, SJRRC is required to develop and submit a Title VI Program to the FTA every three years. This program must include the following elements:

- Title VI Notice to Public: Description of how and where the public is notified of their rights under Title VI.
- Title VI Complaint Procedures & Form: Instructions on how and where to file a complaint.
- List of Investigations, Complaints, or Lawsuits: Title VI investigations, complaints, or lawsuits that have been received since the 2022 Program.
- Language Assistance Plan: Results of analysis of language barriers and strategies for communicating with individuals who have limited English proficiency.
- Public Participation Plan: A plan for how to engage with the public for changes to service.
- Makeup of Non-Elected Committee and Councils: The Rail Commission does not currently have non-elected committees, so this reporting is not required.
- Sub-recipient Monitoring: The Rail Commission does not currently have FTA funding sub-recipients that require monitoring.
- Facility Siting Analysis: Results of any facility siting analysis conducted since 2022 Program.
- Service Standards and Policies: Description of how SJRRC monitors different aspects of the service for equity.
- Evidence of Board Approval: The FTA requires proof that the Title VI Program was reviewed and approved by the Board.



## Title VI Notice to Public

As part of this Program update, SJRRC will be updating the Title VI notice to make it simpler so it can be posted in more places and in both English and Spanish. The following notice will be posted in the lobby inside a display case located at 949 E. Channel Street, Stockton, CA at inside station kiosks. The notice will be provided in English and Spanish per the Language Assistance Program. A photo of the existing notice is shown in Figure 2.

**Title VI Notice of Civil Rights**  
*ACE Rail Service operates its programs and services without regard to race, color, national origin, religion, sex, sexual orientation, marital status, age, or disability in accordance with applicable law.*

**Requesting Information**  
*For more information on ACE Rail Service's Title VI obligations, please visit our website at <https://www.sjrrc.com/civil-rights/>. You can also reach us by calling (209) 944-6268 or emailing [civilrights@sjrrc.com](mailto:civilrights@sjrrc.com)*

**Filing a Complaint**  
*To file a Title VI discrimination complaint, please complete the form on our website or contact us and we will send you a form. Completed forms can be mailed to 949 East Channel Street, Stockton, CA 95202 or emailed to [civilrights@sjrrc.com](mailto:civilrights@sjrrc.com)*

Figure 2: Photo of Existing Title VI Notice Posting



## Title VI Complaint Procedures & Form

Any person who believes that they have been aggrieved by an unlawful discriminatory practice under Title VI may file a complaint with the San Joaquin Regional Rail Commission. Any such complaint must be in writing and filed with the Rail Commission within 180 days following the date of the alleged discriminatory occurrence.

### Title VI Complaint Process

The Title VI Complaint Form is available as a PDF in English and Spanish on the <https://www.sjrcc.com/civil-rights/> webpage (see Attachment A). A copy of the Title VI Complaint Form may also be obtained by calling 1-800-411-RAIL (7245). The form may be submitted in person, by mail, or by email. SJRRC will provide appropriate assistance to complainants who are limited in their ability to communicate in English.

Complaints may also be filed without a form to the Rail Commission in writing and may be addressed to:

*San Joaquin Regional Rail Commission  
Rail Commission Office of Civil Rights (Title VI Officer)  
949 E. Channel St  
Stockton, CA 95202*

Complaints may also be emailed to [civilrights@sjrcc.com](mailto:civilrights@sjrcc.com)

### Complaint Investigation

Once a complaint is received, it will be assigned to an investigator. In instances where additional information is needed, the investigator will contact the complainant by phone or in writing. Failure of the complainant to provide the requested information by a certain date may result in the administrative closure of the complaint or a delay in complaint resolution.

Based upon receipt of all the information required, SJRRC will investigate a Title VI complaint within 90 days of receipt. SJRRC will use its best efforts to respond to a Title VI complaint within 90 calendar days of its receipt of such complaint. Receipt of additional relevant information and/or simultaneous filing of a complaint with SJRRC and an external entity may expand the timing of the complaint resolution.

## List of Transit-related Title VI Investigation, Complaints, and Lawsuits

The Title VI Officer flags any complaints made to the Rail Commission's Civil Rights Department that may be related to Title VI, regardless of whether the complaint specifically mentions Title VI.

**At the time of preparation of this program, the Rail Commission reviewed complaints filed during the previous three-year period (2022-2025) and identified no complaints. Also, no Title VI lawsuits were filed during the same period.**

## Language Assistance Plan

The Rail Commission has updated the draft Language Assistance Plan (LAP) to address the needs of individuals with limited English proficiency (LEP). In accordance with the U.S. Department of Transportation's (US-DOT) four-factor analysis, LEP individuals were assessed to ensure the determination of need and outline measures to enhance accessible service. Similar to the 2022 Program, the draft plan identifies that the Rail Commission should take measures to translate key information into Spanish based on the analysis. The key findings are:

- As a result of the Four-Factor analysis, the most commonly encountered limited English proficient speaking population in the SJRRC service area are Spanish-speaking.
- 8.02% of the total population in Alameda, Santa Clara, and San Joaquin counties are Spanish-speaking and LEP.
- The updated LAP outlines measures to support LEP individuals, including bilingual assistance, interpreter services, and translated materials.
- SJRRC will also train staff in available language assistance services and provide notice to LEP persons both oral and written.
- The plan specifies that SJRRC will continuously review and update the LAP as necessary, considering feedback from complaints received, survey responses, available financial resources, and other relevant factors.

**The full Language Assistance Plan is included as Attachment B.**

## Public Participation Plan

The purpose of the Public Participation Plan (PPP) is to inform and involve citizens of various programs, projects, and work activities. This includes, but is not limited to, lower income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, and other public agencies.

For the 2025 Program, a new PPP was developed based on the results of the LAP, current SJRRC practices, and a review of peer agency PPPs. The PPP designates two types of changes to SJRRC’s services, minor and major, which are shown in Figure 3. For each change type, recommended outreach strategies and LEP considerations are shown in Figure 4. **The full PPP is included as Appendix C.**

Figure 3: PPP Service Change Types

Major Changes	Minor Changes
Construction Project Scoping	Service Alerts
Fare Changes	Minor Schedule Changes
New Service	Construction Notice
Major Service Change	Temporary Closures

Figure 4: PPP Outreach Strategies and LEP Considerations

Recommended Strategies	Change Types	LEP Considerations	Notes
ACE Mobile App	Minor/Major	Spanish translation available through app	Post notices and announcements
Social Media	Minor/Major	Translation through social media platform	Post notices on Facebook, Instagram, and X
Media Relations	Minor/Major	Offer information to Spanish media outlets as needed	Includes press release and staff interviews
Customer Service Phone Number	Minor/Major	Offer Spanish translation	Provide info to staff regarding change
ACE Website	Minor/Major	Google translation feature available	Post notices and announcements on website
On-Board/Station Information	Minor/Major	Translate materials to Spanish	Printed signage and flyers
Community Engagement Events	Major Only	Have Spanish translator or staff available	Includes stakeholder groups and community organizations
Surveys	Major Only	Translate survey to Spanish	Gather feedback on major recommendations

## Makeup of Non-Elected Committee and Councils

The FTA requires transit agencies to report on the demographic makeup of non-elected committees and councils to ensure that these advisory bodies reflect the diversity of the communities they serve. This reporting helps to promote inclusive decision-making processes and encourages the participation of minority populations, thereby fostering equity and preventing discrimination in transit planning and operation.

The Rail Commission is a joint powers authority (JPA) established by the County of San Joaquin, and the cities of Lodi, Stockton, Escalon, Ripon, Manteca, Lathrop, and Tracy. The Rail Commission is the designated owner, operator and policy-making body of the ACE Service. The Rail Commission Board is made up of eight (8) members total, six (6) of which are Regular Voting Members and are elected officials within San Joaquin County and two (2) Special Voting Members appointed by the Alameda County Transportation Commission (ACTC), also made up of elected officials.

**SJRRC did not have any non-elected committees or councils during the 2022-2025 reporting period and therefore does not have any information to report.**

## Sub-recipient Monitoring

The FTA requires transit agencies to monitor sub-recipients to ensure that all entities receiving federal funds comply with Title VI regulations. This oversight helps to maintain accountability and transparency, ensuring that sub-recipients adhere to non-discrimination policies and provide equitable services to all populations. By monitoring sub-recipients, primary recipients can identify and address any potential issues of non-compliance, thereby preventing discriminatory practices and promoting fair access to transit services

**SJRRC did not have funding sub-recipients during the 2022-2025 reporting period and therefore is not required to report on monitoring efforts.**

## Facility Siting Analysis

The FTA requires transit agencies to conduct and report the results of siting analyses to ensure that the location of facilities does not result in discriminatory impacts on minority or low-income populations. This requirement helps to prevent the exclusion or adverse effects on these communities by ensuring that decisions regarding the placement of transit facilities are made equitably. By analyzing and reporting siting decisions, transit agencies can identify and mitigate any potential disparate impacts, thereby promoting fair access to transit services and supporting environmental justice principles.

**SJRRC did not site any new facilities during the 2022-2025 reporting period and therefore did not conduct any facility siting analyses.**

## Service Standards and Policies

The FTA requires transit agencies to establish service standards and policies to ensure that services are provided equitably and consistently across the system. By implementing clear service standards and policies, agencies can effectively monitor and manage their performance, identify areas for improvement, and ensure that all passengers receive fair and reliable service. This requirement also helps when operations may have a disparate impact on minority populations. SJRRC is considered a smaller agency and is not required to report on monitoring the standards in this report.

### Vehicle Load

The vehicle load factor is defined as the ratio of the number of seats on a vehicle to the number of passengers. **The vehicle load standard is 1.2 during peak hours and 1.0 during off-peak hours.**

### Vehicle Headway

Vehicle headway is a measurement of the time interval between two vehicles traveling in the same direction on the same route. **The ACE rail service headway standards are shown in Figure 5 and vary by direction, day type, and time period.**

*Figure 5: Vehicle Headway Standard by Direction, Day Type, and Time Period*

Service	Weekday AM Peak	Weekday PM Peak	Weekday Off Peak	Weekends
<b>To San Jose</b>	60 min	No Service	No Service	No Service
<b>To Stockton</b>	No Service	60 min	No Service	No Service
<i>SJRRC also operates special event service for concerts and sporting events as needed.</i>				

### On-Time Performance

Providing a reliable and dependable service for ACE passengers is highly dependent upon performance. ACE measures the trains' on-time performance daily. A train is considered on time if it is not more than six minutes late to a station as shown in the printed timetable. **ACE has a 90% On-Time Performance (OTP) goal.**

## Service Availability

The service accessibility standard SJRRC is based on the percentage of residents living near the rail line versus the percentage near the stations is designed to ensure equitable access to transit services. This standard involves two key components:

- Percentage of Residents Near the Rail Line: This measures the proportion of the population living within 5 miles of the rail line itself. While proximity to the rail line indicates potential access to transit, it does not guarantee that residents can easily use the service, as they may still be far from actual boarding points.
- Percentage of Residents Near the Stations: This measures the proportion of the population living within five miles from the rail stations, where passengers can board and alight from trains. This is a more direct measure of accessibility, as it reflects the ease with which residents can access the transit service. Five miles is considered a reasonable catchment area for commuter rail stations based on a ten-minute drive.

By comparing these two percentages, SJRRC can identify gaps in accessibility and ensure that stations are strategically located to serve the maximum number of residents. This helps to prevent situations where a rail line passes through a densely populated area but lacks sufficient stations, thereby limiting the actual usability of the service for those residents. Ensuring a high percentage of residents near stations promotes equitable access and supports the goal of providing efficient and convenient transit options for all community members. **The accessibility standard for ACE is that at least 90% of residents living within 5 miles of a SJRRC rail alignment will also be within 5 miles of a SJRRC station.**

## Distribution of Transit Amenities

The distribution of transit amenities standard for SJRRC ensures that passenger amenities are equitably distributed across the system. This standard aims to provide a consistent level of comfort, convenience, and safety for all passengers, regardless of the station they use. It is important to note that SJRRC does not own or operate all their stations and therefore does not have jurisdiction over the placement of amenities at the Fremont, Great America, Santa Clara, and San Jose stations.

For the SJRRC-owned stations, a minimum level of amenities has been identified to ensure that all passengers have access to them. **The standard is that all SJRRC-owned stations must have passenger shelters, Passenger Information Displays, printed schedules, and system map(s).**

## Vehicle Assignment

The vehicle assignment standard currently does not apply to SJRRC since they operate only one route and the vehicles are equally distributed over the same service. However,

having the following vehicle assignment standard still makes sense as a proactive measure to prepare for future expansion and the addition of more routes.

**As the service expands and new amenities may become available on vehicles, ACE will make a good faith effort to distribute those vehicles with added amenities in an equitable manner and shall not isolate them to a specific route or service. The current expansion will have the vehicles in rotation through two or more routes per journey, naturally distributing the vehicles and preventing the opportunity to segregate any vehicles to a single line or service (with the exception of potential new technologies that are limited to specific routes).**

## Board Approval

The update of the Title VI Program will be made available for public view online at [www.sjrrc.com](http://www.sjrrc.com), at the Rail Commission’s administrative office, and will be presented to the Rail Commission Board of Directors for review and approval at their May 2, 2025 meeting. **Minutes of the meeting where the Program was approved will be included as Attachment D to the final report.**



# Appendix A: Title VI Complaint Forms

**Title VI complaint Form  
San Joaquin Regional Rail Commission (SJRRRC)  
Office of Compliance**

SJRRRC is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as provided by Title VI of the Civil rights Act of 1964, as amended. Title VI complaints must be filed within 180 days from the date of the alleged discrimination.

The following information is necessary to assist us in processing your complaint. If you require any assistance in completing this form, please contact the Title VI Coordinator by calling (209) 944-6241. The completed form must be returned to SJRRRC Office of Compliance, Title VI Coordinator, 949 East Channel Street, Stockton, CA 95202.

Your Name:	Phone:
Street Address:	Alt Phone:
	City, State and Zip Code
Person(s) Discriminated against (if someone other than complainant): Name(s):	
Street Address, City, State and Zip Code:	

Which of the following best describes the reason for the alleged discrimination? (Check one)

- RACE Date of Incident: \_\_\_\_\_  
 COLOR  
 NATIONAL ORIGIN (LIMITED ENGLISH PROFICIENCY) Time of Incident: \_\_\_\_\_

Please describe the alleged discrimination incident. Provide the names and titles of all SJRRRC employees responsible. Explain what happened, whom you believe was responsible, and other specific relevant information. Please use the next page of this form if additional space is required.

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(Complete next page of form)



**FORMULARIO DE QUEJAS Title VI  
San Joaquin Regional Rail Commission (SJRRC)  
Oficina de Cumplimiento**

SJRRC centra sus esfuerzos en garantizar que nadie sea excluido de la participación en sus servicios ni que se nieguen los beneficios de éstos, con base en raza, color u origen nacional, en conformidad con las disposiciones del Title VI de la Ley de Derechos Civiles de 1964 y Las quejas bajo el Title VI deben presentarse en el transcurso de 180 días a partir de que ocurre la discriminación supuesta.

La información siguiente es necesaria para ayudarnos en el procesamiento de su queja. Si requiere ayuda para llenar este formulario, le agradeceremos que se dirija al Title VI Coordinator, al teléfono (209) 944-6241. El formulario completo debe devolverse al Title VI Coordinator, SJRRC Office of Compliance, 949 East Channel Street, Stockton, CA 95202.

Su nombre:	Teléfono:
Dirección:	Segundo Teléfono:
Ciudad, Estado y Código Postal:	
Persona(s) que sufrieron discriminación (si es otra que el firmante):	
Nombre(s):	
Dirección, Ciudad, estado y Código Postal:	

¿Cuál de los siguientes describe mejor la razón por la supuesta discriminación?  
(Marque Uno)

- RAZA
- COLOR
- Origen nacional

Fecha del incidente: \_\_\_\_\_

Hora Del incidente: \_\_\_\_\_

Por favor, describa el supuesto incidente de discriminación. Proporcione los nombres y títulos de todos los empleados de SJRRC involucrados, si cuenta con la información. Explique lo sucedido: quien considera que fue responsable; y otra información específica pertinente. (Por favor, use el reverso de este formulario si requiere espacio adicional.)

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**FORMULARIO DE QUEJAS Title VI**  
**San Joaquin Regional Rail Commission (SJRRRC)**  
**Oficina de Cumplimiento**

Por favor, describa el supuesto incidente de discriminación (continuación).

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¿Ha presentado alguna queja ante otra agencia federal, estatal o local con respecto a este incidente? (Marque Uno)

- Si  
 No

Si la respuesta es afirmativa, por favor, a continuación enumere la agencia o agencias y la información de contacto:

Agencia: \_\_\_\_\_ Nombre de contacto: \_\_\_\_\_  
Dirección, Ciudad, estado y Código Postal:

\_\_\_\_\_  
Agencia: \_\_\_\_\_ Nombre de contacto: \_\_\_\_\_  
Dirección, Ciudad, estado y Código Postal:

\_\_\_\_\_  
Confirmando que he leído el cargo que se indica arriba y que es verdadero hasta donde tengo conocimiento.

\_\_\_\_\_  
Firma del declarante \_\_\_\_\_ Fecha \_\_\_\_\_

\_\_\_\_\_  
E o escriba en letra de imprenta el nombre del declarante

Fecha de recepción: _____
Recibido por: _____

(Llene el reverso de este formulario)

# Appendix B: Language Assistance Plan

# Language Assistance Plan

**San Joaquin Regional Rail Commission  
(SJRRRC)**

**May 2025**

**949 E. Channel Street  
Stockton, California 95202  
(800) 411-RAIL  
Civilrights@sjrrc.com**





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## Introduction

The San Joaquin Regional Rail Commission (SJRRC) oversees the operation of the ACE, a commuter rail service connecting the Central Valley and the Bay Area. SJRRC is based in Stockton, California and serves a diverse region spanning Alameda, Santa Clara, San Joaquin, and Stanislaus counties. ACE provides reliable transit options for commuters traveling between the Central Valley and major employment centers in the Bay Area. The service extends across a corridor of approximately 86 miles, with regional connections to Amtrak, Bay Area Rapid Transit (BART), Santa Clara Valley Transportation Authority (VTA) Light Rail, and local bus services.

## Purpose of the Language Assistance Plan

On August 11, 2000, President William J. Clinton signed Executive Order 13166, “Improving Access Services for Persons with Limited English Proficiency,” which stated that recipients of Federal financial assistance must take reasonable steps to ensure meaningful access to their programs and activities for individuals who are limited-English proficient (LEP).

The U.S. Department of Transportation handbook titled “*Implementing the Department of Transportation’s Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient (LEP Persons: A Handbook for Public Transportation Providers* (April 13, 2007)” (hereinafter “Handbook”), further expanded on the 2000 Executive Order by stating that Title VI of the Civil Rights Act of 1964 42 U.S.C. 2000d et seq., and its implementing regulations, provide that no person in the United State shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity that receives Federal financial assistance (Handbook, page 5).

The Handbook further adds that Title VI prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination (Handbook, page 5).

LEP individuals, as defined by the 2023 United States Census American Community Survey, are any individuals who speak a language at home other than English as their primary language and who speak or understand English “not well” or “not at all.” Individuals who have a limited ability to read, write, speak, or understand English are considered LEP individuals. In SJRRC’s service area, according to the 2023 American Community Survey, approximately 19.58% of the counties’ residents describe themselves as not able to communicate in English very well.

SJRRC will take reasonable steps to ensure that all persons have meaningful access to its programs, services, and information at no additional cost. For many LEP individuals, public transit is a principal mode of transportation. It is therefore extremely important that SJRRC is able to communicate effectively with all its riders, both LEP and non-LEP individuals alike. This provides safer, more reliable, and more convenient, and accessible service for all the agency’s customers. For these reasons, SJRRC is committed to taking the following steps to ensure meaningful access for LEP individuals to this agency’s services

This plan will demonstrate the efforts that SJRRC has undertaken to make its service as accessible as possible to all persons irrespective of their ability to communicate in English. Additionally, SJRRC welcomes any comments or suggestions that would

further improve the effectiveness of this Plan and/ or our ability to communicate more effectively with our customers.

## Determination of Need

In order to develop this policy, SJRRC has followed the U.S. Department of Transportation (US-DOT) four-factor analysis which considers the following factors:

1. The number proportion of LEP persons in the service area who may be served or are likely to encounter a SJRRC program, activity, or service.
2. The frequency with which LEP persons come in contact with SJRRC programs, activities, or services.
3. The nature and importance of programs, activities or services provided by SJRRC to the LEP population.
4. The resources available to SJRRC and overall cost to providing LEP assistance.

This analysis helps determine whether SJRRC’s work is sufficient to ensure that service is accessible to all those who rely upon fixed-route service for their transportation needs. This plan will also include information on future goals and tasks for SJRRC to pursue to improve its accessibility to LEP persons.

### **FACTOR 1: The Number and Proportion of LEP Persons Served or Encountered in SJRRC’s Service Area**

An analysis of U.S. Census 2023 American Community Survey (ACS) 1-Year Estimated Detailed Tables data provides a profile of LEP individuals in Alameda, Santa Clara, and San Joaquin County. This data is used to determine the approximate number of LEP persons age five years or older. Table 1 shows the number and percent of persons who speak English “less than very well,” by language spoken at home, and who are age five and older in Alameda, Santa Clara, and San Joaquin County. As indicated, 49.08% of the population speaks only English, while 19.58% of the population is considered limited English proficient. The remaining 31.35% speaks another language and English “very well.”

The most commonly encountered LEP persons in the SJRRC service area speak Spanish. Spanish speakers represent 18.72% of the total population of Alameda, Santa Clara, and San Joaquin County. 8.02% of the residents of three counties are Spanish-speaking and limited English proficient. Spanish is the most commonly spoken language (outside of English) used in Alameda, Santa Clara, and San Joaquin County.

In the SJRRC service area, 10.7% of the total population is limited English proficient and speak neither English nor Spanish. The most common spoken languages that are

limited English proficient after Spanish are Chinese (4.15%), Vietnamese (2.11%), and Tagalog (1.03%).

In order to ensure that LEP populations have sufficient access to SJRRC’s commuter rail, it is important to determine where LEP populations are located and concentrated. Identifying census tracts where the proportion of LEP persons exceeds the proportion of LEP persons in the population as a whole is an important part of this analysis. Figure 1 shows the concentration of LEP Spanish speaking populations in the census tracts served by San Joaquin Regional Rail Commission, indicating that SJRRC adequately serves all areas of high LEP concentrations.

Table 1: LANGUAGE SPOKEN AT HOME FOR THE POPULATION 5 YEARS AND OVER

Language	Estimate	% of Total Population over 5 yrs old
<b>Total</b>	4,073,766	100.00%
Speak only English	1,999,245	49.08%
Speak another language and English "very well"	1,276,944	31.35%
Speak English less than "very well"	797,577	19.58%
<b>Spanish</b>	762,528	18.72%
Speak English "very well"	435,660	10.69%
Speak English less than "very well"	326,868	8.02%
<b>French (incl. Cajun)</b>	20,544	0.50%
Speak English "very well"	17,034	0.42%
Speak English less than "very well"	3,510	0.09%
<b>Haitian</b>	1,039	0.03%
Speak English "very well"	992	0.02%
Speak English less than "very well"	47	0.00%
<b>Italian</b>	8,015	0.20%
Speak English "very well"	6,358	0.16%
Speak English less than "very well"	1,657	0.04%
<b>Portuguese</b>	20,280	0.50%
Speak English "very well"	13,167	0.32%
Speak English less than "very well"	7,113	0.17%
<b>German</b>	13,243	0.33%
Speak English "very well"	11,256	0.28%
Speak English less than "very well"	1,987	0.05%
<b>Yiddish, Pennsylvania Dutch or other West Germanic languages</b>	2,599	0.06%
Speak English "very well"	2,483	0.06%
Speak English less than "very well"	116	0.00%
<b>Greek</b>	4,610	0.11%
Speak English "very well"	4,348	0.11%

Language	Estimate	% of Total Population over 5 yrs old
Speak English less than "very well"	262	0.01%
<b>Russian</b>	20,255	0.50%
Speak English "very well"	13,897	0.34%
Speak English less than "very well"	6,358	0.16%
<b>Polish</b>	2,157	0.05%
Speak English "very well"	1,755	0.04%
Speak English less than "very well"	402	0.01%
<b>Serbo-Croatian</b>	6,822	0.17%
Speak English "very well"	4,479	0.11%
Speak English less than "very well"	2,343	0.06%
<b>Ukrainian or other Slavic languages</b>	5,179	0.13%
Speak English "very well"	3,967	0.10%
Speak English less than "very well"	1,212	0.03%
<b>Armenian</b>	1,922	0.05%
Speak English "very well"	1,506	0.04%
Speak English less than "very well"	416	0.01%
<b>Persian (incl. Farsi, Dari)</b>	41,842	1.03%
Speak English "very well"	28,150	0.69%
Speak English less than "very well"	13,692	0.34%
<b>Gujarati</b>	19,125	0.47%
Speak English "very well"	16,252	0.40%
Speak English less than "very well"	2,873	0.07%
<b>Hindi</b>	92,919	2.28%
Speak English "very well"	79,680	1.96%
Speak English less than "very well"	13,239	0.32%
<b>Urdu</b>	15,877	0.39%
Speak English "very well"	12,399	0.30%
Speak English less than "very well"	3,478	0.09%
<b>Punjabi</b>	51,163	1.26%
Speak English "very well"	31,523	0.77%
Speak English less than "very well"	19,640	0.48%
<b>Bengali</b>	9,647	0.24%
Speak English "very well"	7,911	0.19%
Speak English less than "very well"	1,736	0.04%
<b>Nepali, Marathi, or other Indic languages</b>	27,008	0.66%
Speak English "very well"	22,344	0.55%
Speak English less than "very well"	4,664	0.11%
<b>Other Indo-European languages</b>	10,196	0.25%
Speak English "very well"	6,801	0.17%
Speak English less than "very well"	3,395	0.08%

Language	Estimate	% of Total Population over 5 yrs old
<b>Telugu</b>	39,523	0.97%
Speak English "very well"	33,651	0.83%
Speak English less than "very well"	5,872	0.14%
<b>Tamil</b>	40,788	1.00%
Speak English "very well"	37,964	0.93%
Speak English less than "very well"	2,824	0.07%
<b>Malayalam, Kannada, or other Dravidian languages</b>	32,174	0.79%
Speak English "very well"	27,926	0.69%
Speak English less than "very well"	4,248	0.10%
<b>Chinese (incl. Mandarin, Cantonese)</b>	348,158	8.55%
Speak English "very well"	179,101	4.40%
Speak English less than "very well"	169,057	4.15%
<b>Japanese</b>	19,986	0.49%
Speak English "very well"	12,368	0.30%
Speak English less than "very well"	7,618	0.19%
<b>Korean</b>	45,987	1.13%
Speak English "very well"	25,705	0.63%
Speak English less than "very well"	20,282	0.50%
<b>Hmong</b>	6,525	0.16%
Speak English "very well"	4,032	0.10%
Speak English less than "very well"	2,493	0.06%
<b>Vietnamese</b>	150,302	3.69%
Speak English "very well"	64,292	1.58%
Speak English less than "very well"	86,010	2.11%
<b>Khmer</b>	17,047	0.42%
Speak English "very well"	8,358	0.21%
Speak English less than "very well"	8,689	0.21%
<b>Thai, Lao, or other Tai-Kadai languages</b>	6,247	0.15%
Speak English "very well"	3,044	0.07%
Speak English less than "very well"	3,203	0.08%
<b>Other languages of Asia</b>	17,008	0.42%
Speak English "very well"	10,352	0.25%
Speak English less than "very well"	6,656	0.16%
<b>Tagalog (incl. Filipino)</b>	126,753	3.11%
Speak English "very well"	84,884	2.08%
Speak English less than "very well"	41,869	1.03%
<b>Ilocano, Samoan, Hawaiian, or other Austronesian languages</b>	26,250	0.64%
Speak English "very well"	17,335	0.43%

Language	Estimate	% of Total Population over 5 yrs old
Speak English less than "very well"	8,915	0.22%
<b>Arabic</b>	18,964	0.47%
Speak English "very well"	13,983	0.34%
Speak English less than "very well"	4,981	0.12%
<b>Hebrew</b>	12,580	0.31%
Speak English "very well"	11,225	0.28%
Speak English less than "very well"	1,355	0.03%
<b>Amharic, Somali, or other Afro-Asiatic languages</b>	11,248	0.28%
Speak English "very well"	6,833	0.17%
Speak English less than "very well"	4,415	0.11%
<b>Yoruba, Twi, Igbo, or other languages of Western Africa</b>	8,459	0.21%
Speak English "very well"	7,675	0.19%
Speak English less than "very well"	784	0.02%
<b>Swahili or other languages of Central, Eastern, and Southern Africa</b>	1,851	0.05%
Speak English "very well"	1,794	0.04%
Speak English less than "very well"	57	0.00%
<b>Navajo</b>	33	0.00%
Speak English "very well"	33	0.00%
Speak English less than "very well"	-	0.00%
<b>Other Native languages of North America</b>	2,094	0.05%
Speak English "very well"	1,830	0.04%
Speak English less than "very well"	264	0.01%
<b>Other and unspecified languages</b>	5,574	0.14%
Speak English "very well"	2,597	0.06%
Speak English less than "very well"	2,977	0.07%

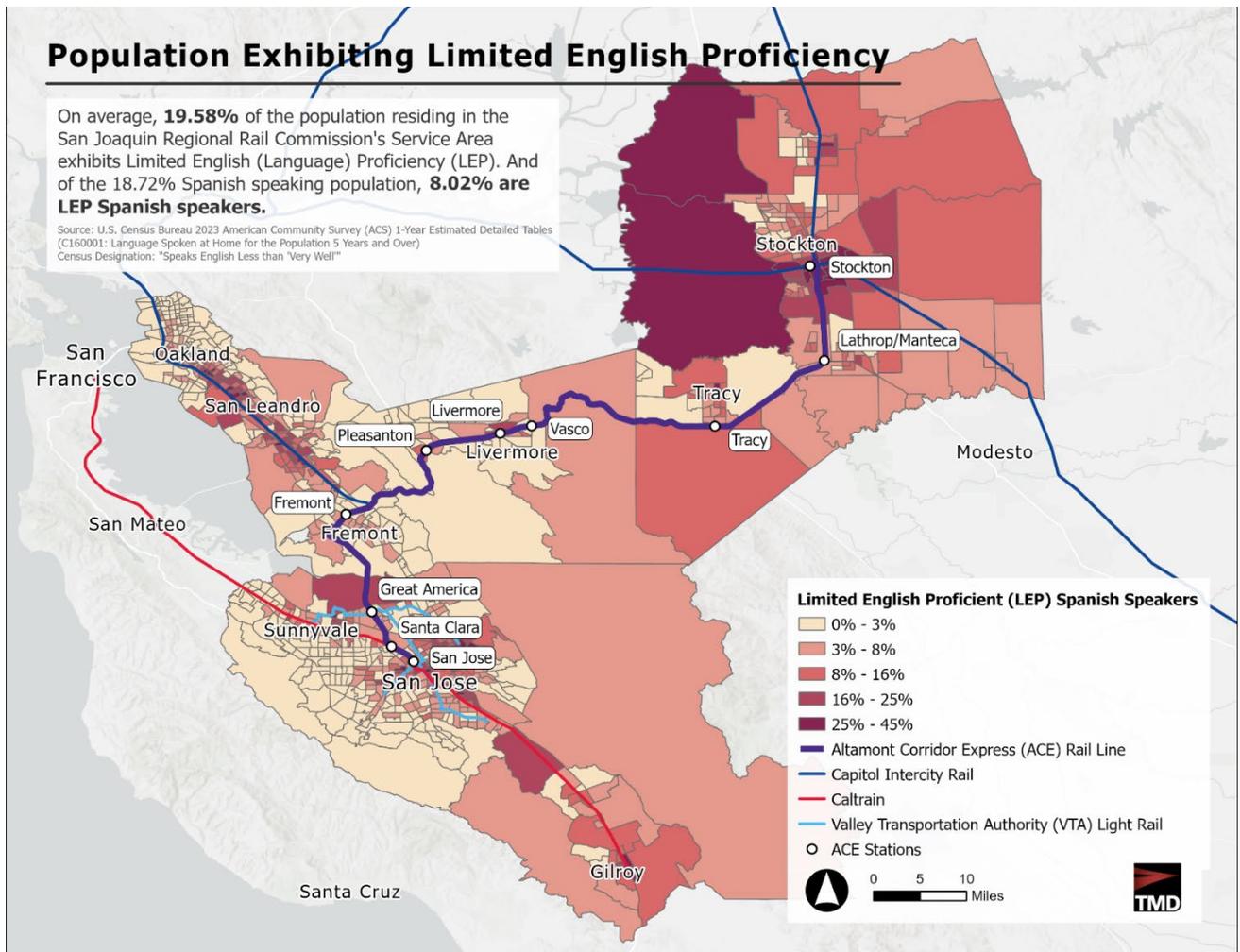
Source: U.S. Census Bureau 2023 American Community Survey (ACS) 1-Year Estimated Detailed Tables (B160001: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over)

Figure 1: Population Exhibition Limited English Proficiency

# Population Exhibiting Limited English Proficiency

On average, **19.58%** of the population residing in the San Joaquin Regional Rail Commission's Service Area exhibits Limited English (Language) Proficiency (LEP). And of the 18.72% Spanish speaking population, **8.02% are LEP Spanish speakers.**

Source: U.S. Census Bureau 2023 American Community Survey (ACS) 1-Year Estimated Detailed Tables (C160001: Language Spoken at Home for the Population 5 Years and Over)  
Census Designation: "Speaks English Less than 'Very Well'"



## FACTOR 2: Frequency of Contact of LEP Individuals with SJRRC’s Programs, Activities, and Services

The Federal guidance for this factor recommends that agencies should, as accurately as possible, assess the frequency with which they have contact with LEP individuals from different language groups. Assessing the frequency with which LEP populations come in contact with San Joaquin Regional Rail Commission’s programs, activities, and service helps the agency determine which languages need to be considered for language services. Generally, “the more frequent the contact, the more likely enhanced language services will be needed.” Strategies that help serve an LEP person on a one-time basis will be very different than those that may serve LEP persons daily. For purposes of estimating the frequency of contact with LEP individuals, SJRRC reviewed its programs and services.

The Rail Commission assessed the frequency with which staff have, or could have, contact with LEP persons. The following “touch points” and frequencies have been identified:

Table 2: TOUCH POINTS & FREQUENCIES

Touch Points	Frequency
<b>Conductors</b>	<b>Frequently</b>
<b>Passenger Service Agents</b>	<b>Frequently</b>
<b>Customer Service Agents</b>	<b>Frequently</b>
ACE Information Line (800) 411-RAIL	Often
Schedule/Printed Materials	Often
<b>Interior Signage</b>	<b>Frequently</b>
<b>Station Signage</b>	<b>Frequently</b>
<b>Shuttle Drivers</b>	<b>Frequently</b>
<b>Shuttle Signage</b>	<b>Frequently</b>
Website	Often
Social Media	Often
Ticket Vendors	Often
Print Media	Infrequent
Broadcast Media	Infrequent
Public Relations Media	Occasionally
ACE Special Events	Occasionally

As demonstrated by *Table 2*, SJRRC conductors, service agents and signage have frequent contact with LEP individuals.

### FACTOR 3: The Nature or Importance of SJRRC Services, Programs, or Activities to LEP Individuals

Per the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons, “The more important the activity, information, service, or program, or the greater the possible consequences of the contact to the LEP individuals, the more likely language services are needed.”

According to the 2023 ACE Passenger Survey, approximately 11% of riders speak English less than ‘very well,’ and 20% speak a primary language other than English at home (See Table 3 and Table 4). These numbers closely reflect the LEP Spanish-speaking population in the SJRRC’s service area (as noted in Factor 1), indicating that, overall, riders share similar demographics with local residents. Since the largest concentration of Limited English Proficient individuals in the SJRRC service area is Spanish speaking, Passenger Services staff—both onboard and in customer service—are the most likely to encounter LEP individuals. Additionally, staff are likely to interact with LEP individuals at ticket sales locations, connecting shuttle services, events, and public meetings.

Table 3: English Ability of Surveyed Riders (Respondent) Profile

English Ability	Percent of Respondents
Very Well	88%
Well	10%
Not well	1%
Not at all	0%

Source: ACE Passenger Survey (2023)

Table 4: Primary Language Spoken at Home of Surveyed Riders (Respondent) Profile

Primary Language Spoken at Home	Percent of Respondents
English	81%
Spanish	8%
Chinese	2%
Tagalog	2%
Other	8%

Source: ACE Passenger Survey (2023)

San Joaquin Regional Rail Commission provides a critical service, ACE Rail, for commuters from the Central Valley to major employment centers in the Bay Area. Approximately 88% of ACE riders depend on the service for their daily work commute (See Table 5). Additionally, 76% of riders indicated that they arrived by car and parked at the ACE boarding station, taking trips in the westward direction in the morning (See Table 6). Riders primarily use their vehicles for first-last mile connectivity, such as

driving to the station and parking before completing the majority of their commute by train. Despite having access to a personal vehicle, the majority still rely on ACE as their primary mode of transportation for their commute trip.

Table 5: Trip Purpose of Surveyed Riders (Respondent) Profile

Trip Purpose	Percent of Respondents
Commute to/from work	88%
Commute to/from school	6%
Visiting family/friends	3%
Personal Business	1%
Entertainment/recreation	0%
Shopping	0%
Other	0%

Source: ACE Passenger Survey (2023)

Table 6: Access Mode of Surveyed Riders (Respondent) Profile

Access Mode To ACE Boarding Station (Westward Direction)	Percent of Respondents (who made a round-trip)
Arrived by car and parked at station	76%
Dropped off	13%
Biked/Scootered	4%
Walked/Wheelchair	4%
Local bus	2%
Amtrak train	0%
App-based rideshare	0%
Other	1%

Source: ACE Passenger Survey (2023)

#### **FACTOR 4: The Resources Available to SJRRC and the Costs of Providing LEP Assistance**

The San Joaquin Regional Rail Commission is committed to ensuring that resources are used to reduce the barriers that limit access to its information and service by LEP Persons. Thus, SJRRC has assessed its available resources that could be used for providing LEP assistance, including determining how much a professional interpreter and translation service would cost on an as-needed basis, which of its documents would be the most valuable to be translated if the need should arise, and taking an inventory of available organizations that the Rail Commission could partner with for outreach and translation efforts. Additionally, SJRRC is committed to improving LEP access to information and services.

Based on the four-factor analysis, the Rail Commission developed its LEP Plan as outlined in the following section.

## Language Assistance Plan

In developing a Limited English Proficiency Plan, FTA guidance recommends the implementation of a Language Assistance Plan, which includes the following five elements:

- Identifying LEP individuals who need language assistance
- Providing language assistance measures
- Training staff
- Providing notice to LEP persons of available non-English assistance
- Monitoring and updating the LEP Plan

### 1) Identifying LEP Individuals Who Need Language Assistance

Rail Commission staff may identify a LEP person who needs language assistance by:

- Examine Passenger Services Agent (PSA) and Customer Service Representative (CSR) records for language assistance requests that have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed at future similar events
- When the Rail Commission sponsors an ACE event (e.g. – workshops, special trains, events, meetings, etc.), staff will greet participants as they arrive. By informally engaging participants in conversation, it is possible to informally gauge each attendee’s English proficiency.
- Have Language Identification Flashcards available at Rail Commission events near the registration table. Individuals self-identifying as persons not proficient in English may not be able to be accommodated with translation assistance at the event, but it will assist in identifying language assistance needs for future events
- Have Language Identification Flashcards on all rail cars and transit vehicles to assist staff in identifying specific language assistance needs of passengers. If such individuals are encountered, staff will be instructed to try to obtain contact information to give to Passenger Services Lead, or designated personnel for follow-up. CSRs will also be instructed to obtain contact information from LEP individuals they encounter, either in person or over the phone, recording passengers’ requests for language assistance in the customer service database.

Furthermore, based on the Four-Factor analysis findings, the most frequently encountered LEP population are Spanish speaking (8.02%), which exceeds the 5%

Safe Harbor Threshold. SJRRC will continue to provide language assistance of important public documentation in Spanish to address the community need.

## 2) Providing Language Assistance Measures

There are numerous language assistance measures available to LEP persons, including both oral and written language services. There are also various ways in which Rail Commission staff respond to LEP persons, whether verbally in person, by telephone, or in writing.

Rail Commission staff will assist a LEP person who needs language assistance by:

- Rail Commission will continue to network with local human service organizations that provide services to LEP individuals and seek opportunities to provide information on Rail Commission programs and services
- Rail Commission will strive to make bilingual assistance available at community events, public hearings and Board of Director meetings
- Placement of statements in notices and publications that interpreter services are available for these meetings, with 48-hour advance notice
- Survey staff annually on their experience concerning any contacts with LEP persons during the previous year
- Provide Language Identification Flashcards at each station, onboard the ACE, and in all shuttle vehicles
- Provide telephone information in English from 4:00a.m. to 8:45p.m. Monday through Friday, as part of SJRRC's Multicultural Facilities. The Rail Commission also has staff who speak Spanish, available upon request.
- Post the Rail Commission Title VI Policy, Title VI Complaint Form (Appendix A) in English and Spanish on the ACE rail website
- Provide group travel training to LEP persons with the assistance of bilingual staff
- Include language that Bilingual fluency in English and Spanish is desirable on PSA and CSA recruitment flyers and onboard recruitment posters
- The ACE website, [www.acerail.com](http://www.acerail.com), features Google Translate language service
- When an interpreter is needed for a language other than Spanish, in person or on the telephone, staff will attempt to access language assistance services from a professional translation service or qualified community volunteers. Professional translation services are available from the Northern California Translators Association ([www.ncta.org](http://www.ncta.org)). Also, a list will be developed from internal Rail Commission staff.

## 3) Training Staff

The San Joaquin Regional Rail Commission will continue to train staff on its role and responsibilities in providing meaningful access to services for LEP persons:

- Develop curriculum and corresponding PowerPoint to educate Rail Commission staff on the Title VI LEP requirements for providing meaningful access to services for LEP persons
- Provide staff with a description of language assistance services offered by the Rail Commission
- Provide staff with specific procedures to be followed when encountering a LEP person, including how to handle a potential Title VI/LEP complaint
- Instruct staff on the use of Language Identification Flashcards

#### 4) Providing Notice to LEP Persons

The San Joaquin Regional Rail Commission will provide both oral and written communications to LEP individuals as follows:

- ACE schedules and brochures, as well as all notices for public meetings, contain information informing potential travelers and meeting attendees that special services are available by contacting the Rail Commission
- Accommodate the passengers' needs through language translation provided by Rail Commission staff who speak languages other than English or through the Google translate tool available online
- Offer general information, such as operation hours of the Stockton Station (Administrative Offices), etc., on the customer service line (800-411-RAIL)
- Professionally translate the following vital documents into Spanish (vital documents are defined as those documents without which a person would be unable to access services) to ensure accuracy of information
  - ACE Schedule which has information on fares, accessibility, locations where discount tickets and passes are sold and general riding information
  - Interior stickers and posters at ACE Stations that display safety or system policy information
  - Online surveys
- Provide information in English and Spanish about Rail Commission's nondiscrimination policies and information on the local/federal complaint process and place on the ACE website and available at public meetings
- The following written communications should be made available upon request in both English and Spanish:
  - Temporary signs at ACE Stations informing passengers of any delays, schedule changes, or shuttle issues
  - Onboard "take one" flyers containing information about route changes, rider alerts, fare increases and public hearings
  - Interior cards/posters displaying special promotions

- Provide a statement on the Rail Commission website that SJRRC will make reasonable accommodations to translate ACE service-related documents into Spanish with seven days advance notice.

## 5) Monitoring and Updating the LEP Plan

This plan is designed to be flexible and should be viewed as a work in progress. As such, it is important to consider whether new documents and services need to be made accessible for LEP persons, and to monitor changes in demographics and types of services. The Rail Commission will review and update the LEP Plan as necessary during the development of their Title VI plan updates.

How the Rail Commission will examine and update the LEP Plan:

- Record and report on the number of LEP persons encountered annually through Rail Commission's Passenger Services
- Determine how the needs of LEP persons have been addressed
- Determine the current LEP population in the service area and whether the need for translation services has changed
- Determine whether local language assistance programs have been effective and sufficient to meet the need
- Determine whether the Rail Commission's financial resources are sufficient to fund language assistance resources needed
- Determine whether the Rail Commission and its contractor have fully complied with the goals of this LEP Plan
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals
- Obtain input from customers via Rail Commission's annual Passenger Satisfaction Survey

## Summary of Language Assistance Plan Findings

As a result of the Four-Factor analysis, the most commonly encountered limited English proficient speaking population in the San Joaquin Regional Rail Commission's service area are Spanish-speaking. Approximately 8.02% of the total population in the service area counties (Alameda, Santa Clara, and San Joaquin) are Spanish-speaking and LEP. The updated LAP will outline measures to support LEP individuals, including bilingual assistance, interpreter services, and translated materials. The Rail Commission will also train staff in available language assistance services and provide notice to LEP persons both oral and written. Additionally, the plan specifies that SJRRC

will continuously review and update the LAP as necessary, considering feedback from complaints received, survey responses, available financial resources, and other relevant factors.

# Appendix C: Public Participation Plan

# Public Participation Plan

**San Joaquin Regional Rail Commission  
(SJRRC)  
May 2024**

**949 E. Channel Street  
Stockton, California 95202  
(800) 411-RAIL  
Civilrights@sjrrc.com**





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## Introduction

The San Joaquin Regional Rail Commission (SJRRC) oversees the operation of the ACE, a commuter rail service connecting the Central Valley and the Bay Area. SJRRC is based in Stockton, California and serves a diverse region spanning Alameda, Santa Clara, San Joaquin, and Stanislaus counties. SJRRC is strongly committed to seeking and encouraging public participation in the overall regional transportation planning process and in the planning process for its individual projects. Public meetings, newsletters, fact sheets, surveys, email messages, social media, and web pages are just a few examples of the types of tactics SJRRC implements in its effort to solicit input from the public regarding agency services and initiatives.

## Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. San Joaquin Regional Rail Commission operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964.

One critical concern addressed by Title VI is the language barrier that Limited English Proficiency (LEP) persons face with respect to accessing information about and using transit service. Transit operators must ensure this group has adequate access to the agency's programs and activities, meaning that public participation opportunities should also be accessible to those who have a limited understanding of English (spoken and/or written).

## Executive Order 12989

The Rail Commission recognizes the importance of reaching out to and including traditionally under-represented populations (e.g. racial and ethnic minorities, low-income individuals, persons with limited English proficiency, and persons with disabilities) in decision-making. The SJRRC Public Participation Plan (PPP) has been designed to be inclusive of all populations in the SJRRC service area and includes a detailed public participation process, clear goals, and a variety of public participation methods to provide information and invite the public to give input throughout decision-making processes, and performance measures and objectives.

## Purpose of the Public Participation Plan

Public participation processes invite stakeholders to partake directly in agency decision-making, and express their concerns, desires and values. The SJRCC Public Participation Plan (PPP) serves as a roadmap to ensure the public has sufficient access to information and can provide meaningful input into decisions made regarding the future of ACE service. The PPP has been developed through research conducted by staff, inclusion of best practices methods, feedback from previous outreach and public participation activities, and insights provided by peer agencies with the goal of improving how the Rail Commission interacts with its customers on a daily basis, as well as in larger, intermittent service planning efforts.

This document discusses the strategies used to attain feedback for the public participation plan and the process of creating the public participation plan. This plan is to be used when San Joaquin Regional Rail Commission embarks upon service planning activities or other activities in which public participation plays a critical role in a successful outcome. Additionally, the Public Participation Plan serves as a "living document." The PPP is intended to continue to evolve to meet the changing needs of the

communities San Joaquin Regional Rail Commission serves through updates to actively address stakeholder concerns and requests.

## Goals and Guiding Principles

### Purpose of the PPP:

1. **To inform the public** about SJRRC's transportation issues and planning processes
2. **To establish the process** through which the public can express concerns, desires, and values
3. **To reach a wide range of the SJRRC's customers**, and increase the participation of under-represented populations
4. **To ensure the SJRRC's programs and activities** reflect the community values

The overall goal of SJRRC's Public Participation Plan is to establish a framework for achieving mutual understanding of project issues among stakeholders involved in and impacted by various projects and/or service changes. SJRRC engages in public outreach and executes various public involvement plans to ensure that its stakeholders—who include federal, state, and local officials, local residents and business owners and other interested parties receive information regarding the status of the relevant project or service change and participate in the decision-making and planning process. The outreach goals, objectives, and tactics for each project, policy and/or service change vary and are determined by staff during the development of the associated public involvement plan.

### San Joaquin Regional Rail System Overview

ACE is governed by the San Joaquin Regional Rail Commission and provides reliable transit options for commuters traveling between the Central Valley and major employment centers in the Bay Area. The service extends across a corridor of approximately 86 miles, with regional connections to Amtrak, Bay Area Rapid Transit (BART), Santa Clara Valley Transportation Authority (VTA) Light Rail, and local bus services. The service area is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the SJRRC service area unique. The Rail Commission operates four weekday round-trip rides across 10 stations with 8 trains. As

necessary, Caltrain also provides additional or modified train service for holidays or special events that occur year around.

## Public Participation Process

### Federal Laws and Regulations

Federal regulations and guidance advise that there must be early and continual involvement of elected officials, agency representatives, citizens and other interested parties throughout the transportation planning and programming process. Such regulations and guidance have directed SJRRC's public involvement efforts and efforts to improve access to SJRRC's transportation decision-making process by low-income, minority and Limited English Proficient (LEP) populations as required by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166 and related authority, Title VI Requirements and Guidelines for Federal Transit Administration (FTA) Recipients, Circular 4702.1B and Environmental Justice Policy Guidance for FTA Recipients, Circular 4703.1. The Public Participation Plan and all resulting public involvement plans created for current projects are developed to adhere to these requirements and advice.

### State and Local Laws and Regulations

San Joaquin Regional Rail Commission relies on multiple strategies to encourage participation by stakeholders, individuals, groups and organizations that comprise the public by developing its public involvement plans consistent with the public involvement strategies employed by the state and local governments.

Public involvement is a key component of the transportation planning process and is the responsibility of the local metropolitan planning organizations (MPOs) in developing local Transportation Improvement Programs (TIP). SJRRC cooperates with its local MPO in providing for public input and participation in the transportation planning process which is outlined in the Transportation Public Involvement Plan (TPIP) in accordance with the federal requirements described in 23 CFR Part 450.

### Limited English Proficiency

SJRRC engages limited English proficient (LEP) populations in its public participation processes through the use of its Limited English Proficiency Plan (LEP Plan). Here are examples of targeted outreach efforts to minority populations:

- Under this plan SJRRC provides notices regarding the public hearing in the identified and approved LEP languages.
- Notices regarding all Title VI meetings are posted in these identified languages. Additionally, SJRRC translates all meeting notices, presentations, and comment

in English and Spanish. This format allows LEP Spanish Speakers to actively participate in and leave comments for all Title VI presentations

- SJRRC has developed its LEP Plan to be consistent with Title VI of the Civil Rights Act of 1964, DOT's Title VI regulations (49 CFR part 21), FTA Title VI Circular 4702.1B, and Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons (70 FR 74087, December 14, 2005).

In developing this Public Participation Plan, SJRRC has taken reasonable steps to ensure that individuals who have limited-English proficiency have meaningful access to benefits, services, information, and other important portions of the Rail Commission's programs and activities.

SJRRC's LEP Plan consists of two main components. The first component is the Four Factor Analysis, which SJRRC has used to determine its key affected LEP populations. The second component is an Access Plan which addresses how SJRRC is to provide services to LEP individuals, train employees, and monitor and update the LEP Plan. To date SJRRC has identified Spanish speakers as the main LEP language population served by the ACE system. This is consistent with the previous Title VI Report submittal in September 2022 and the Four Factor Analysis has been prepared for the 2022-2025 LEP Plan. SJRRC already provides translation service to most of its customer touch points (vital website content, oral and written translation for service plan changes and targeted promotional materials) in Spanish. SJRRC will continue to provide this service under the updated LEP Language Access Plan.

SJRRC developed its LEP Language Access Plan based upon the results of the Four Factor Analysis. The Plan focuses on analyzing the points of potential contact and interactions with LEP individuals and communities. Some frequent touch points identified include conductors, passenger service agents, customer service agents, and various signage. Plan execution is focused on training staff to utilize the resources available to them, such as the telephone language line service and translated promotional material, as appropriate. SJRRC continuously monitors the program and evaluates the program for future update needs.

Members of LEP populations in particular are served through the use of translated documents, translated web pages on the San Joaquin Regional Rail Commission website and interpreters made available in person and on the telephone, staff will attempt to access language assistance services from a professional translation service or qualified community volunteers. Professional translation services are available from the Northern California Translators Association ([www.ncta.org](http://www.ncta.org)). Also, a list will be developed from internal Rail Commission staff.

# Public Participation Tools & Strategies

## Overview

Using the regulations and guidance provided in federal and state law, SJRRC staff will apply the principles and guidance set out in this document to inform its efforts to create public involvement plans that will ensure public participation in the decision-making process.

## Methodology and Public Participation Tools

SJRRC staff will evaluate the policy, program, study, or other activity for which public involvement is either required or desirable to determine the most appropriate methods for involving the public in the decision-making process. SJRRC staff is not limited to only those specific activities, and is encouraged to employ, within the resource limits of SJRRC, best practices for engaging the public.

As part of the public participation process considerations, certain tools and strategies will be utilized based on the change type: minor or major. Minor changes include service alerts, minor schedule changes, construction notices, and temporary closures. Major change types include construction project scoping, fare changes, new services, and major service changes. Additionally, public participation tools or strategies can vary depending on the project scope. Often many tools will be required. When choosing the appropriate tools, several factors should be considered such as:

- The number and type of stakeholders
- The geographic region of the project
- Available budget and resources
- Communication and language requirements
- Desired outcome and results
- Issues or concerns stakeholders will consider most pertinent

Table 1. Change Types

Major Changes	Minor Changes
Construction Project Scoping	Service Alerts
Fare Changes	Minor Schedule Changes
New Service	Construction Notice
Major Service Change	Temporary Closures

The following section details the tools and strategies for ensuring the public has access to the information it needs to participate in the Rail Commission’s planning and policy development efforts.

### 1. *ACE Rail Mobile App*

The ACE Rail Mobile App serves as a direct communication tool, providing riders with real-time updates on schedules, service changes, and alerts. As a user-friendly and cost-effective platform, the free app ensures that important information reaches stakeholders quickly and efficiently. In addition to posting notices and announcements, the mobile app includes translation services for limited English-speaking users.

### 2. *Social Media*

Currently, San Joaquin Regional Rail posts notices and announcements on ACE's social media, including Facebook, Instagram, and X (formerly Twitter).

Social media platforms allow users to have direct interaction with agency representatives for immediate interaction. Being relatively easy to use and less costly than other strategies, the Rail Commission can creatively circulate current and important information. In working with community partners and government entities, social media posts are easy to share and reach a wider audience. Live webcasting on these platforms allows staff to receive and answer questions in real time.

### 3. *Media Relations*

Media relations, or earned media, provides SJRRC with valuable, cost-effective publicity through new coverage, interviews, and community discussions. Additionally, ethnic media and local outlets can help reach minority communities. The Rail Commission can tailor messages to each audience, provide contact information for public inquiries, and, when appropriate, offer a multilingual spokesperson to enhance accessibility.

### 4. *ACE Customer Service and Information Line*

The San Joaquin Regional Rail Commission provides general information through its customer service and information line at (800) 411-RAIL. For project-specific inquiries or public feedback, this dedicated line serves as an accessible and convenient resource. Trained Customer Service Representatives will be equipped with relevant project details to assist callers effectively. Additionally, the Rail Commission will provide Spanish translation services as needed to ensure inclusive communication.

### 5. *Online ACE Website*

The Rail Commission oversees the ACE website ([www.acerail.com](http://www.acerail.com)), which provides specific updates and news on service alerts. The website allows stakeholders to review project details, submit feedback, and stay informed about

upcoming meetings and community engagement efforts. The website also features multilingual support and accessibility tools to ensure all riders can access critical information.

#### 6. *On-Board/Station Information Resources*

Riders and community members can access key information regarding service changes, fare changes, and public participation opportunities through on-board and station information resources. Printed materials such as handouts, seat-drop flyers, and pamphlets can be made available on trains and at stations, along with Spanish translations. Additionally, visual messaging and audio announcements can keep passengers informed, along with the Spanish translation.

#### 7. *Meetings*

The San Joaquin Regional Rail Commission (SJRRRC) issues formal notices and holds public hearings to engage community members in discussions about project changes. During these hearings, attendees are presented with an official statement outlining the proposed changes, and their comments are recorded for consideration. These hearings provide a platform for community members to voice their perspectives in a public setting. Additionally, open Board meetings and Board agendas, which are posted on the website, allow for further public feedback and comments. SJRRRC will provide translation services as needed to ensure accessibility for all participants.

#### 8. *Community Engagement Events*

Community Engagement Events provide an effective platform for direct interaction with stakeholders, especially during major ACE service changes. These events allow the Rail Commission to collect valuable feedback and gain insights from the community. Information tables, kiosks, and booths at public gathering spaces facilitate open communication and ensure that the public has easy access to relevant project details. Community engagement events also offer an opportunity for community members to ask questions, voice concerns, and engage with staff in a meaningful way. Additionally, project working groups during the plan development phase can be helpful to review documents and presentations to stakeholder groups can educate and solicit feedback. Spanish translators or bilingual staff will be available at these events to ensure accessibility for community members.

#### 9. *Surveys*

Surveys serve as an essential tool for gathering feedback from a wide range of stakeholders regarding major ACE changes. Surveys can be conducted in-person, in print, or online. All surveys will include appropriate translation

provisions. Participants will be recruited by interest, subject matter, industry, position and demographics. Recruitment methods may include outreach through the ACE website, social media posts and ads, flyers, posters and incentives to encourage participation.

Table 2. Public Participation Plan Outreach Strategies.

Recommended Strategies	Change Types (Minor/Major)	LEP Considerations	Notes
ACE Rail Mobile App	Minor/Major	Spanish translation available through app	Post notices and announcements
Social Media	Minor/Major	Post in both English and Spanish	Post notices on Facebook, Instagram, and X
Media Relations	Minor/Major	Offer information to Spanish media outlets as needed	Includes press release and staff interviews
Customer Service Phone Number	Minor/Major	Offer Spanish translation	Provide info to staff regarding change
ACE Website	Minor/Major	Google translation feature available	Post notices and announcements on website
On-Board/Station Information Resources	Minor/Major	Translate materials to Spanish	Printed signage, flyers, and audio messaging
Community Engagement Events	Major Only	Have Spanish translator or staff available	Includes stakeholder groups and community organizations
Surveys	Major Only	Translate survey to Spanish	Gather feedback on major recommendations

### Public Comment Process

SJRRC provides opportunities for public input regarding projects, studies, fare changes, major service changes, amendment of the disparate impact policy or disproportionate burden policy, and major service change policies by conducting public hearings or informational meetings as appropriate.

### *Meeting Locations and Logistics*

When SJRRC policy requires or staff determine that a public meeting or a public hearing is necessary and appropriate, the Rail Commission will determine the geographical areas in which meetings will be held in light of information developed in the LEP Language Access Plan and in the mapping and demographic research conducted in support of that effort, as well as in an effort to ensure that other traditionally underserved populations are included. SJRRC will also identify and contact Community Based Organizations (CBOs) located in the relevant areas to determine their interest in assisting SJRRC with reaching out to their clients and residents of the selected areas.

San Joaquin Regional Rail Commission will reach out to a broad range of community interests, which may include civic groups; business organizations; service providers for youth, families and persons with disabilities; schools, including those providing English as a Second Language programs; churches and faith-based organizations; senior centers; and community centers.

### *Notification Methods*

Community members shall be notified of opportunities to participate in meetings or otherwise share their opinions and ideas with SJRRC using an appropriate combination of public participation tools and strategies.

### *Translation Services*

Translated materials and interpretation services will be available upon request or when SJRRC staff determines necessary using current federal and state regulations and guidance. In response to community or individual requests for additional languages, additional translated materials and interpretation services shall also be provided.

### *Public Hearing*

When SJRRC policy, or SJRRC staff, following federal or state guidance, determines that a formal public hearing is to be held, the public hearing will consist of the following:

1. An information period will be provided to allow the SJRRC project team to explain the nature of the changes in service, detailing the reasoning behind the proposal to the public;
2. A public comment period will be provided to allow members of the public an opportunity to express their views on the topic at the hearing. SJRRC may either set limits on the length of time each person can speak to ensure all parties have ample time to share their view or, when the number of participants allows, conduct individual interviews with members of the public who wish to express their views. If the latter option is exercised, notes of the comments of the participants will be included in the transcript of the meeting;

3. Written comments regarding the service and/or fare changes being proposed will be considered;
4. SJRRC staff will be available at all public hearings to record comments from members of the public who prefer to provide their direct comment orally but not necessarily before a group; and
5. Public hearings will be of public record and open to all members of the public.

#### *Public Hearing Information Dissemination and Public Notification*

SJRRC will provide a written and oral explanation of the proposed changes to SJRRC policy, operational practice or other activities. The proposed changes will be available for public review and comment during the 30-day public comment period at the SJRRC offices or designated location. Public notice of the public hearing will be circulated to the area's media outlets within 30 days, and no less than five days prior to the actual hearing date; and must include the correct date, time location, and purpose of the hearing.

#### *Use of Public Comments*

SJRRC staff will take the views expressed by the citizens during the public hearing and 30-day comment period into consideration and make final recommendations to the SJRRC Board of Directors for a proper discussion and vote on the proposed changes or policies. Additional hearings may be arranged as appropriate. All comments received during the designated 30-day comment period will be considered when staff prepare their final recommendations and when the Board of Directors makes its decision.

#### *Sample Public Participation Outreach Plan Timeline*

1. SJRRC staff determines a public outreach effort is necessary and creates a public involvement plan for the project.
2. SJRRC reaches out to the community, particularly to Title VI, LEP, minority, and low- income Community Based Organizations, to identify places, times and locations for in- person and public meetings. The public involvement plan is modified, if necessary, to accommodate the needs and recommendations of the community.
3. The thirty-day formal comment period is held. Informal public meetings and/or public meetings are held, as determined in the public involvement plan.
4. Fifteen (15) days prior to the date of the public hearing, advertisements are placed, and announcements are made in the regional news media, on the ACE website and using other methods as appropriate.
5. No fewer than seven days before the SJRRC Board of Directors is scheduled to consider the issues under review, a summary report of the public comment, appended with copies and transcripts of the submitted public comment, will be

provided to the members of the SJRRC Board of Directors for review and consideration.

## Performance Measure and Objectives

### *Public Participation Outcomes*

San Joaquin Regional Rail Commission will work to provide the public and specific interested parties with the information and perspective necessary to provide thoughtful and considered comments that will assist SJRRC in setting policies and procedures that will ensure that it delivers high quality services to its customers and constituents.

SJRRC will evaluate and report on its efforts to provide opportunities to the public to participate in its decision-making processes, keep logs of contact with the public, particularly protected communities, and on the content and amount of the public comment received. Additionally, SJRRC will examine the results of its efforts, compare efforts with best practices, and modify future efforts to better reflect the desires of and enhance the ability of the public to participate in the decision-making process.

### *Summary of Outreach Efforts*

SJRRC is committed to a thorough and robust public participation process that employs best practices; respects and follows federal and state law, regulation, and guidance on public participation; utilizes state resources effectively; and results in a belief in the communities it serves and more broadly that SJRRC values the input of the community in its decision-making process. The Commission's Public Participation Plan is intended to be a living document that will be informed by best practices, successes, and lessons learned.

## Appendix D: Board Minutes

Minutes of Board Meeting where Title VI Program was approved will be attached here.

# SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of May 2, 2025

## STAFF REPORT

Item 7

**ACTION**

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### **Assembly Bill 2561 Report and Public Hearing on the Status of Vacancies and Recruitment and Retention for the San Joaquin Regional Rail Commission for the Calendar Year 2024**

#### Background:

Assembly Bill (AB) 2561, effective January 1, 2025, was introduced to address the challenge of job vacancies in local government, which can adversely affect the delivery of public services and employee workload. Among other requirements, the bill mandates that public agencies present the status of vacancies and recruitment and retention efforts during a public hearing before the agency's governing body at least once per fiscal year. The legislation is codified in Government Code section 3502.3.

To comply with AB 2561, public agencies, including the San Joaquin Regional Rail Commission (Rail Commission), must hold at least one (1) public hearing per fiscal year.

#### Discussion:

The Rail Commission currently employs 79 authorized budgeted regular full-time positions. All employees are unrepresented. The Executive Director and General Counsel are contracted under employment agreements. In addition, the Rail Commission employees two (2) full-time employees under contract.

For vacancy tracking purposes, this report includes all full-time budgeted positions that became vacant and were either filled or left unfilled during the 2024 calendar year. The Rail Commission does not have any part-time or seasonal staff.

In calendar year 2024, the Rail Commission hired 14 new employees into full-time positions. All positions are unrepresented.

The Rail Commission's annual staffing turnover rate for 2024 was 8.69%, with reasons that included voluntary resignation and involuntary termination of employment.

As an agency with limited resources and staff, the timely filling of vacant positions is of critical importance. The following provides a detailed breakdown of vacancies and hires during the 2024 calendar year:

2024 Vacancy Overview:

	<b>POSITION</b>	<b>NOTES ON STATUS</b>
1.	Administrative Assistant	Hired 2024 (backfilled vacancy from 2024)
2.	Administrative Analyst	Hired 2024 (backfilled vacancy from 2023)
3.	Chief Mechanical Officer	Hired 2024
4.	Contracts Specialist	Hired 2024
5.	Contracts Supervisor - Converted to Procurement and Contracts Supervisor	Active recruitment in progress 2025
6.	Executive Assistant	Preparing to post position 2025
7.	Facilities and Grounds Worker	Hired 2024
8.	Facilities Maintenance Technician - Converted to Facilities and Maintenance Specialist	Active recruitment in progress 2025
9.	Fiscal Technician - Revenue Focus Position - Converted to Accounting Assistant	Hired 2024
10.	Human Resources Coordinator	Preparing to post position 2025
11.	Human Resources Manager	Hired 2024
12.	IT Business Solutions Manager – Converted to Information Technology Manager	Hired 2024
13.	Information Technology Coordinator	Active recruitment in progress 2025
14.	Capital Program Liaison	Hired 2024
15.	Marketing Specialist	Internal promotion 2024
16.	Procurement Supervisor - Converted to Procurement and Contracts Supervisor (Merged into position #5)	Active recruitment in progress 2025
17.	Procurement Specialist	Hired 2024
18.	Procurement Specialist	Active recruitment in progress 2025
19.	Real Property Coordinator – Converted to Procurement and Contracts Assistant	Hired 2024
20.	Senior Market Research Coordinator	Cancelled
21.	Senior Public Relations Coordinator – Converted to Public Relations Manager	Hired 2025
22.	Senior Planner	Hired 2024
23.	Senior Planner	Hired 2024
24.	Transportation Research Analyst	Hired 2024
25.	Connecting Services Manager	Hired 2025 (backfilled vacancy from 2024)
26.	Accounting Assistant	Hired 2025 (backfilled vacancy from 2024)
27.	Passenger Services Representative	Hired 2025 (backfilled vacancy from 2024)
28.	Senior Project Manager	On hold
29.	Director of Planning and Construction – Converted to Director of Capital Programs	Hired 2025

Recruitment and Retention:

While the Rail Commission has experienced turnover in certain roles, the retention rate was 90% in 2024.

Attachments:

1. San Joaquin Regional Rail Commission Procedures in Compliance with Assembly Bill 2561 (Gov. Code Sec. 3502.3)
2. Government Code Section 3502.3

Fiscal Impact:

There is no fiscal impact associated with receiving this report and conducting the public hearing required under Government Code section 3205.3. However, addressing recruitment and retention issues may involve future budgets, which will be presented to the Board, as necessary.

Recommendation:

Staff recommends that the San Joaquin Regional Rail Commission Board make a motion to accept this report on the status of vacancies and recruitment and retention for calendar year 2024 in compliance with AB 2561.

**SAN JOAQUIN REGIONAL RAIL COMMISSION  
PROCEDURE REGARDING AB 2561**

San Joaquin Regional Rail Commission (Rail Commission) Administrative Procedure for Compliance with AB 2561 – Status of Vacancies, Recruitment and Retention

**Subject:** Procedures for the Public Hearing and Reporting on San Joaquin Regional Rail Commission Vacancies and Recruitment and Retention Efforts

Effective Date: May 2, 2025

**Purpose:** This procedure establishes the framework and requirements for holding public hearings and reporting on the San Joaquin Regional Rail Commission's workforce vacancies, recruitment, and retention efforts in compliance with Assembly Bill ("AB") 2561(codified at Gov. Code §3502.3) which became effective on January 1, 2025. The purpose is to ensure transparency, accountability, and responsiveness to community needs regarding the San Joaquin Regional Rail Commission's staffing and employment practices.

**Scope:** This procedure applies to San Joaquin Regional Rail Commission (Rail Commission) management and the Board of Directors.

**Definitions:**

**Public Hearing:** A formal noticed meeting that is open to the public, where Rail Commission staff present information and accept public comments on specific topics, as required by law.

**Vacancies:** Unfilled positions within the Rail Commission's workforce that require recruitment efforts to be adequately staffed.

**Recruitment:** The process of attracting, screening, and selecting qualified candidates for employment with the Rail Commission.

**Retention:** Efforts to maintain a stable and satisfied workforce by addressing the factors that contribute to stability in the workforce.

**Procedure Statement:** In accordance with AB 2561 (Gov. Code §3502.3), the Rail Commission is committed to holding a public hearing on Rail Commission vacancies, Rail Commission's recruitment and retention efforts, and any issues concerning the Rail Commission's policies, procedures, and recruitment activities that may lead to obstacles in the hiring process.

The Rail Commission Board will hold a public hearing at a noticed regular meeting at least once each fiscal year and provide reports on vacancies, recruitment, and retention efforts.

## **SAN JOAQUIN REGIONAL RAIL COMMISSION PROCEDURE REGARDING AB 2561**

### **Procedure Provisions:**

#### **1. Public Hearing Requirements:**

The Rail Commission shall conduct public hearings at least on an annual basis (once each fiscal year) to present information on vacancies, recruitment and retention efforts and issues with the policies, procedures, and recruitment activities that may lead to obstacles in the hiring process.

Public hearings shall be announced in advance by the posting of a meeting agenda of the Rail Commission in compliance with the Brown Act and provide an opportunity for members of the public to make comments either in writing or at the public hearing.

The Rail Commission shall ensure that each public hearing is adequately documented, with minutes and recordings made publicly available after Board approval of the same.

#### **2. Reporting Requirements:**

The Rail Commission shall present information on the following at the public hearing:

- i) The status of vacancies at the San Joaquin Regional Rail Commission for the prior calendar year.
- ii) Information on the San Joaquin Regional Rail Commission's recruitment and retention efforts during the previous calendar year.
- iii) Identification of any obstacles in the San Joaquin Regional Rail Commission's policies, procedures, and recruitment activities that may create challenges in the hiring process.

If the San Joaquin Regional Rail Commission prepares a report that includes the information described above, the San Joaquin Regional Rail Commission may elect to make the report available to the public via the San Joaquin Regional Rail Commission 's website or in print form prior to each public hearing.

#### **3. Responsibilities:**

The Rail Commission is responsible for overseeing compliance with this procedure and ensuring public hearings and reports meet the requirements outlined in AB 2561.

Rail Commission management shall coordinate with the Human Resources department to gather necessary data and ensure accurate reporting.

**SAN JOAQUIN REGIONAL RAIL COMMISSION  
PROCEDURE REGARDING AB 2561**

Human Resources Department: The Human Resources Department is responsible for compiling vacancy, recruitment, and retention data, and preparing reports in collaboration with San Joaquin Regional Rail Commission management.

**4. Monitoring and Review:**

The San Joaquin Regional Rail Commission Board shall review the effectiveness of this procedure on an annual basis and make revisions as necessary to ensure ongoing compliance with AB 2561 and alignment with best practices in public transparency.

**5. Compliance and Enforcement:**

The San Joaquin Regional Rail Commission will maintain records of all public hearings, reports, and related documents for a minimum of three (3) years, in compliance with public records requirements.

Revised: 05/02/2025

Appendices (if applicable):

1. AB 2561 Text.

**Assembly Bill No. 2561**

## CHAPTER 409

An act to add Section 3502.3 to the Government Code, relating to public employment.

[Approved by Governor September 22, 2024. Filed with  
Secretary of State September 22, 2024.]

## LEGISLATIVE COUNSEL'S DIGEST

AB 2561, McKinnor. Local public employees: vacant positions.

Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations and to consider fully presentations that are made by the employee organization on behalf of its members before arriving at a determination of policy or course of action.

This bill would, as specified, require a public agency to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year, and would entitle the recognized employee organization to present at the hearing. If the number of job vacancies within a single bargaining unit meets or exceeds 20% of the total number of authorized full-time positions, the bill would require the public agency, upon request of the recognized employee organization, to include specified information during the public hearing. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings.

The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement shall be made pursuant to these statutory provisions for costs mandated by the state pursuant to this act, but would recognize that a local agency or school district may pursue any available remedies to seek reimbursement for these costs.

*The people of the State of California do enact as follows:*

SECTION 1. The Legislature finds and declares as follows:

(a) Job vacancies in local government are a widespread and significant problem for the public sector affecting occupations across wage levels and educational requirements.

(b) High job vacancies impact public service delivery and the workers who are forced to handle heavier workloads, with understaffing leading to burnout and increased turnover that further exacerbate staffing challenges.

(c) There is a statewide interest in ensuring that public agency operations are appropriately staffed and that high vacancy rates do not undermine public employee labor relations.

SEC. 2. Section 3502.3 is added to the Government Code, to read:

3502.3. (a) (1) A public agency shall present the status of vacancies and recruitment and retention efforts during a public hearing before the governing board at least once per fiscal year.

(2) If the governing board will be adopting an annual or multiyear budget during the fiscal year, the presentation shall be made prior to the adoption of the final budget.

(3) During the hearing, the public agency shall identify any necessary changes to policies, procedures, and recruitment activities that may lead to obstacles in the hiring process.

(b) The recognized employee organization for a bargaining unit shall be entitled to make a presentation at the public hearing at which the public agency presents the status of vacancies and recruitment and retention efforts for positions within that bargaining unit.

(c) If the number of job vacancies within a single bargaining unit meets or exceeds 20 percent of the total number of authorized full-time positions, the public agency shall, upon request of the recognized employee organization, include all of the following information during the public hearing:

(1) The total number of job vacancies within the bargaining unit.

(2) The total number of applicants for vacant positions within the bargaining unit.

(3) The average number of days to complete the hiring process from when a position is posted.

(4) Opportunities to improve compensation and other working conditions.

(d) This section shall not prevent the governing board from holding additional public hearings about vacancies.

(e) The provisions of this section are severable. If any provision of this section or its application is held invalid, the invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

(f) For purposes of this section, "recognized employee organization" has the same meaning as defined in subdivision (a) of Section 3501.

SEC. 3. The Legislature finds and declares that Section 2 of this act, which adds Section 3502.3 to the Government Code, furthers, within the

meaning of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the purposes of that constitutional section as it relates to the right of public access to the meetings of local public bodies or the writings of local public officials and local agencies. Pursuant to paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the Legislature makes the following findings:

It is in the public interest, and it furthers the purposes of paragraph (7) of subdivision (b) of Section (3) of Article I of the California Constitution, to ensure that information concerning public agency employment is available to the public.

SEC. 4. No reimbursement shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code for costs mandated by the state pursuant to this act. It is recognized, however, that a local agency or school district may pursue any remedies to obtain reimbursement available to it under Part 7 (commencing with Section 17500) and any other law.

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**SAN JOAQUIN REGIONAL RAIL COMMISSION**  
Meeting of May 2, 2025

STAFF REPORT

**Item 8**

**INFORMATION**

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**Fiscal Year 2025/2026 San Joaquin Regional Rail Commission Work Program Preview**

Background:

On an annual basis, the San Joaquin Regional Rail Commission (Rail Commission) adopts a Work Program that serves to communicate the planned activities of the agency in the coming fiscal year, as well as outline the Operations and Capital Project Budget. Because the Rail Commission serves as the Managing Agency for the San Joaquin Joint Powers Authority (Authority), a brief description of the Work Program and Budget for the San Joaquins Intercity Rail Service is included. The Authority secures its own funding and directs spending on the San Joaquins service and programs, but the Rail Commission Budget must include these expenses and revenues on behalf of the Authority. In addition, the Authority designated the Rail Commission as the lead agency to implement all shared Valley Rail Program stations and facilities.

Staff will present the Fiscal Year 2025/2026 (FY25/26) Work Program and Budget at the June 6, 2025, Rail Commission meeting, and as a preview of that recommended action, staff will provide a comprehensive overview at the May 2, 2025, Rail Commission meeting. As staff prepares the recommended operations and capital budgets for presentation in June, the preview presentation will provide the framework for the work plan that supports the budgetary request. The FY25/26 Work Program includes a continued focus on the existing ACE trunkline service, restoring the San Joaquins to full pre-COVID services levels, and reprioritizing the delivery of the Valley Rail expansion according to the recent actions and direction provided by both the Rail Commission, Authority, and Station/Facilities Development Committee.

**FY25/26 Capital Project Preview**

The Rail Commission is committed to improving the ACE and San Joaquins services through targeted investments that will improve on-time performance, expand ridership, and deliver on regional and state-wide priorities. In FY25/26, the Rail Commission will continue to work on critical initiatives, including:

- Stockton Diamond, a megaproject that will grade-separate one of the most congested at-grade rail intersections in North America.
- Valley Rail, a broad portfolio of projects that will extend ACE south to Merced and extend ACE and San Joaquins to Sacramento.
- Cabral Annex, a new office space and purpose-built room for Rail Commission Board meetings.

The number of projects within the Rail Commission's Major Capital Program portfolio has grown in recent years. Delivering such a large, complex, and transformational program has come with serious challenges, including significant schedule delays and cost overruns.

However, it remains critically important to deliver projects and realize mobility, connectivity, safety, ridership, and service improvements for the residents of the San Joaquin Valley.

At the joint meeting in July 2024, the Rail Commission Board and San Joaquin Joint Powers Authority directed staff to reprioritize the Major Capital program delivery to accomplish the following goals:

1. Prioritize the completion of the Stockton Diamond project.
2. Pursue the earliest possible interim service delivery to the Stanislaus region, even if the full track and station projects are not complete.
3. Pursue earliest possible interim service delivery to the Sacramento region, provided this does not impede the priority for service to Stanislaus region.
4. Pursue new funding sources, bundle projects for cost savings, and transfer funds from projects that can be completed in later phases of the Valley Rail Program.
5. Rail Commission to consider the addition of Special Voting Members.

This Work Program is a response to the challenge from the joint Board to prioritize and deliver. Over the last year, Capital Projects staff have worked to streamline and improve project delivery and meaningfully evaluate the early interim service goals. In FY25/26, the combined Major Capital work effort will grow to \$229 million, as several key projects advance into construction.

## **Major Capital Projects**

The Major Capital Program includes the Valley Rail Program, Stockton Diamond, and other large capital projects with estimates over \$2 million or occurring over many fiscal years.

Stockton Diamond is a megaproject that will grade-separate one of the most congested at-grade rail intersections in North America. This is a high-priority project for many key stakeholders, including Union Pacific Railroad (UPRR), BNSF Railway (BNSF), California State Transportation Agency (Cal STA), the Federal Railroad Administration (FRA), San Joaquin Council of Governments (SJCOG), San Joaquin County, and the City of Stockton. The project will construct a flyover structure to allow the UPRR Fresno Subdivision to cross the BNSF Stockton Subdivision. This project will unlock train congestion throughout northern California and reduce train idling in the Stockton area.

Valley Rail is a transformational program bringing ACE and San Joaquins service and billions of dollars of investment to communities throughout the Central Valley. This program is vital to the state's short-term and long-term goals identified in the 2024 State Rail Plan and will transform mobility by providing new travel options and congestion relief to millions of people throughout Northern California.

The Valley Rail program will add 120 service miles across four (4) counties. The northern segment of Valley Rail will extend ACE and San Joaquins service to Sacramento, including six (6) new stations. The southern segment will extend ACE service to Stanislaus and Merced counties and construct eight (8) new stations.

## **Project Approval and Environmental Documentation (PA&ED)**

The Project Approval and Environmental Documentation (PA&ED) phase is the first phase of any project. During this phase, the scope of the project is defined, preliminary engineering is completed, and the environmental impacts of the project are studied pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Typically, this phase takes about two (2) years to complete and results in a fully-environmentally-certified project that may proceed into the final design and right-of-way phases.

Most Valley Rail projects have advanced past the PA&ED phase. However, PA&ED work during the upcoming fiscal year includes these projects:

- **Elk Grove Double Track:** This project will construct additional double-tracking between the rehabilitated Phillips Siding and the future Elk Grove Station siding. Together, these projects will complete seven (7) miles of double tracking, which will relieve rail congestion and allow for more reliable on-time performance. In FY 25/26, the Rail Commission will release the Draft Environmental Impact Report (EIR) for public comments, and begin developing the Final EIR
- **Pollock to South Sacramento Yard Extension:** This project will construct additional double-tracking between the rehabilitated Pollock siding and the UPRR South Sacramento Yard. In FY25/26, the Rail Commission plans to certify the Final EIR.

## **Plans, Specifications, and Estimates (PS&E)**

The Plans, Specifications, and Estimates (PS&E) phase includes most of the project's pre-construction work. Engineering firms develop the final engineering documents in coordination with key stakeholders, like the railroads and local city or county jurisdictions. Any necessary permits are obtained from local jurisdictions or regulatory agencies, to ensure their requirements can be incorporated into the engineering documents. Finally, the engineering firm and the Rail Commission work together by preparing bid documents and finalizing the Construction Schedule and Engineer's Cost Estimate. This phase typically takes three (3) to four (4) years, depending on the complexity of the project and feedback from stakeholders, and may occur simultaneously with right-of-way.

Many Valley Rail projects are currently in the PS&E phase. Below are some highlights from this FY25/26 work program:

- **Ceres Station, Layover, and Trackwork:** This project will construct the Ceres Station adjacent to Downtown Ceres, as well as a layover facility in Keyes north of Taylor Road. Over six (6) miles of double track will be constructed between Ceres and Keyes. As part of this project, the Rail Commission plans to complete the design for a temporary boarding platform at the Keyes Layover Facility.
- **Modesto Station and Track Extension:** This project will construct a station platform and pedestrian overcrossing in Downtown Modesto adjacent to the Modesto Transit Center. This project will also construct seven (7) miles of double tracking through the Modesto area to improve operational capacity.
- **Sacramento City College Station:** This project will construct a single-platform station in the UPRR right-of-way adjacent to Sacramento City College, with a direct connection to Sacramento Regional Transit's Blue Line light rail station. In FY25/26, the Rail Commission will award and execute the design contract for this transfer station.

## **Right of Way (ROW)**

During the Right-of-Way (ROW) phase, the Rail Commission secures legal access to the land necessary for project delivery. This includes identifying right-of-way needs, acquiring parcels, negotiating permanent easements and temporary construction easements, and relocating impacted utilities. The ROW phase can include construction and maintenance agreement with the host railroad which governs access to railroad-owned land during the project. It also provides for reimbursement to the railroad for any self-performed work, like track and signal construction. This phase may occur simultaneously with PS&E, and both must be completed before Construction can begin.

In some cases, the railroad will self-perform the entire project within existing right-of-way, resulting with the project completing in the ROW phase once the railroad concludes their work.

Below are some ROW highlights from this FY25/26 work program:

- Stockton Diamond: the Rail Commission will execute construction and maintenance agreements with the host railroads and finalize right-of-way certification with Caltrans, allowing the project to proceed with Construction.
- South Stockton Yard Crossovers: This project will create a set of universal crossovers in Stockton near the UPRR South Stockton Yard to improve train operations and mitigate some of the temporary construction challenges for the construction of the Stockton Diamond. In FY 25/26, ROW work will include UPRR self-performed track and signal construction. Stockton Wye: This project will create a wye connection between UPRR and BNSF in Stockton at the site of the existing Stockton Diamond to reduce train congestion at the site and allow passenger trains to move between Robert J. Cabral station and Stockton San Joaquin Street station. In FY25/26, BNSF will self-perform construction of the Stockton Wye.

## **Construction (CON)**

Construction is the final phase in project delivery and brings together the efforts from previous phases. The Rail Commission hires qualified construction contractors through a competitive bidding process. The Rail Commission also hires a Construction Management contractor who will manage, inspect, and provide oversight of the construction contractor. The Rail Commission's capital projects team remains actively involved, and the original engineering firm also provides design and engineering support when unexpected challenges occur. Construction can take anywhere from one (1) to three (3) years, depending on the specific scope of a project.

Below are some Construction highlights from this FY25/26 work program:

- Stockton Diamond: In FY25/26, the Rail Commission will issue bid documents and award a contract for construction.
- ACE Station Platform Extensions: The Rail Commission will extend five (5) existing passenger platforms to accommodate an eight-car ACE train and construct other improvements including passenger shelters. In FY25/26, the Rail Commission will procure a contractor and begin construction. Cabral Annex Building Expansion: The Rail Commission is constructing a new facility at the site of the former Western

Pacific Depot in Stockton, near the existing Robert J. Cabral Station. This facility will include parking for ACE passengers, administrative office space, and a meeting room for Rail Commission Board meetings. In FY 25/26, the Rail Commission will procure a contractor and begin construction.

- Channel Street Corridor Improvements: The Rail Commission has partnered with the City of Stockton to deliver a complete streets project on Channel Street in Stockton between Robert J. Cabral Station and the Downtown Transit Center. In FY25/26, this project will break ground.

## **Minor Capital Program**

The Minor Capital Program maintains and improves the Rail Commission's services utilizing smaller projects, typically less than \$2 million or anticipated to take less than two (2) fiscal years to complete. This program is divided into three (3) categories:

- ACE Minor Capital Projects, which pertain to ACE operations and services.
- Rail Commission Minor Capital Projects, which pertain to Rail Commission-owned property.
- San Joaquin Joint Powers Authority Minor Capital Projects, which pertain to San Joaquins stations, facilities and other projects.

This FY25/26 Work Program will include the following work:

- Public Information Display System (PIDS): ACE and San Joaquins will continue working with Capitol Corridor Joint Powers Authority to jointly procure a new unified on-board PIDS system. This modern system will provide real-time location, arrival times, and announcements to passengers.
- Signage and Wayfinding: This year, the Rail Commission will implement a pilot project to produce and install new signage at several stations. Phase 1 concluded last Fiscal Year with the delivery of a Recommendations Report.
- Facility and Station Improvements: The Rail Commission will continue to identify and implement minor station improvement projects, including painting, signage improvement, and repairs. These projects ensure that the system remains attractive, which is key for retaining and attracting ridership.

## **San Joaquin Joint Powers Authority Capital Program**

In an agreement between the Authority and the Rail Commission, the Authority designated the Rail Commission to lead the design and construction effort for the shared Valley Rail stations, track and facilities. At the same time, the Authority has several capital projects in support of the San Joaquins that it is managing. For additional information regarding the San Joaquin Joint Powers Authority and the San Joaquins service, the Draft 2025 SJJPA Business Plan is available at [www.sjjpa.com](http://www.sjjpa.com).

### **San Joaquin Joint Powers Authority Capital Project Highlights:**

- Merced Intermodal Track Connection Environmental Work: The Merced Intermodal Track Connection (MITC) is a connection for the San Joaquins to a planned integrated intermodal station slated for downtown Merced. The project will include a

new track connection from the BNSF corridor to the elevated Merced High-Speed Rail (HSR) station and a new platform alongside, which allows passengers to transfer between the San Joaquins and future high-speed rail service. The ACE platform will be at-grade underneath the structures.

- Madera Station Relocation: The existing Madera Station is located three (3) miles north of Madera. At its current location, the station experiences low ridership and has no fixed route connections. The Authority is working with local leaders in relocating the station to Avenue 12 to meet regional goals and improve ridership, and to connect to the planned California High Speed Rail station at the same location.
- Oakley Station Platform: The City of Oakley has advocated for a San Joaquins station for years and included a new station in its' revitalization efforts. BNSF, Amtrak, the Authority, and the City are working in partnership to construct a new station integrated into the downtown area. The City of Oakley is providing matching funds for the parking lot(s) and other station facilities. The city has completed its parking project. Work on the platform will break ground early in FY 25/26.

### **FY25/26 Planning Preview**

In FY25/26, the Rail Commission will continue planning efforts for expanded and improved ACE service, make progress on the Valley Rail Program, and secure strong support for ACE service improvements. It will also pursue additional funding for both ACE's capital and operational needs, manage and administer various grants and funding programs, and build and maintain partnership and positive working relationships with stakeholders, local and regional partners, as well as funding partners. Key focus areas include:

- Planning for ACE Expansion and Service Optimization.
- Long Term Valley Rail Expansion.
- Securing New Funding.
- Transportation for a Sustainable and Equitable Future in the San Joaquin Valley.
- Planning and Funding Support for Transition to Zero-Emission Operations.
- Coordinating with Valley Link.
- Key Coordination and Network Integration with California High-Speed Rail Authority (CHSRA).
- Grant Management and Compliance.

### **FY25/26 Operating Preview**

The Rail Commission's dedication to safety ensures the reliability of existing services and facilitates their expansion into new communities, fostering growth and accessibility. In FY25/2, ACE will continue to offer four (4) daily roundtrips from Downtown Stockton at the Robert J. Cabral Station to San Jose Diridon Station. Typically, ACE trains operate as a six-car train consist with a locomotive. However, in response to increased ridership and passenger feedback, three (3) trains now feature expanded consist sizes with additional equipment available as needed.

In FY24/25, ACE is forecasted to carry 815,442 passengers, which is a 20% increase from the previous fiscal year. On a daily basis, ACE is carrying an average of 3,169 riders. ACE ridership recovery has progressed over recent fiscal years. The year-over-year growth in ridership has been the result of marketing, outreach, and brand recognition, bringing new riders to the service. As ACE continues to grow its ridership, it is anticipated that a year-over-year growth performance will taper, as the service continues toward peak ridership. In FY25/26, ACE is forecasted to grow ridership by 13%, which would result in 921,449 riders (3,564 riders per day).

In addition, the FY25/26 ACE fare revenue forecast is \$7,000,000. The FY24/25 ACE fare revenue is projected to be \$6,500,000, which is 14% higher than the budgeted amount. As ridership recovers, ridership gains are comprised of passengers riding more frequently and new passengers being added into the service. Typically, as passengers ride more frequently, their average fare revenue per trip decreases as they opt for pass products offering fare savings.

To continue to grow ridership through new rider acquisition and encouraging existing riders to increase frequency of rides, operating trains on time is the most important service characteristic. ACE average endpoint On-Time Performance (OTP) in the first eight (8) months of FY24/25 was 90%. The Operations team will continue working with both UPRR and BNSF railroads in FY25/26 to continue to improve OTP.

In addition to OTP, there are several other operational areas of focus that help improve service performance, drive ridership, and improve passenger satisfaction. These key areas include safety and security, connecting services, facility maintenance and improvement, and special trains.

## **FY25/26 Equipment Services Preview**

Consistently delivering clean and reliable equipment is an important aspect of the passenger experience. To meet this goal, it is imperative to strategically plan for equipment needs in the immediate, near, and long term. The Equipment Services Department ensures that the ACE passenger rail equipment is maintained in a state of good repair, provides oversight of Commission's contract maintainer as part of the mechanical contract with Caltrans to maintain the San Joaquin and the Capitol Corridor Joint Powers Authority (CCJPA) Intercity Rail fleet and coordinates third-party work for other passenger rail agencies at the Rail Maintenance Facility (RMF) in Stockton.

In recent years, the Rail Commission has increased the utilization of the RMF and its workforce to become a hub of passenger rail activity in the Central Valley and Northern California. Below is a description of the projects currently underway and future projects that support maintaining and creating jobs while diversifying the Commission's revenue stream in the future. Key areas of focus include:

- Completing ACE Equipment Midlife Overhaul.
- Increasing the Utilization of the RMF through third-party contract work:
  - Caltrans Truck Overhaul Program = 88 State-Owned Rail Cars.
  - Assisting Caltrans on the conditional and final acceptance of the State procured Siemens Venture Cars used on the San Joaquins Intercity Service.

- Completing wheel truing for Passenger Rail Agencies.
- Assuming Mechanical Responsibility of the State-Owned Intercity rail fleet in Northern California.
- Planning for Future of Equipment Needs for ACE and San Joaquins Services.
- Planning for the new Clean Emission Technologies to meet the California Air Resources Board (CARB) – Zero Emission Locomotive Goals including:
  - Specifications for New propulsion Technology for Legacy ACE Locomotives.
  - Upgrading the RMF to allow alternative fuel vehicles to be maintained in Stockton.

## **FY25/26 Passenger Experience and Marketing Preview**

Looking ahead to FY25/26, marketing strategies will emphasize performance tracking, employer relations, expanded partnerships, and new advertising initiatives to ensure continued growth and service enhancement. These combined efforts will aid in reaching the forecasted ridership goal of 921,449(+13% YoY) and revenue goal of \$7,113,590 (+10% YoY) increase from the prior fiscal year.

- Advertising and Marketing Strategies: In FY25/26, the Rail Commission will execute a dynamic, research-driven marketing strategy to grow ridership through targeted media, local partnerships, and enhanced digital engagement.
- Communications and Public Relations: Strategic storytelling and proactive public relations will elevate ACE's profile as a trusted, sustainable transit option while reinforcing support for service expansion through media, stakeholder engagement, and community outreach.
- Employer Relations and Advocacy: The Rail Commission will deepen employer partnerships and advance advocacy efforts to increase commuter ridership and build broad-based support for ACE expansion and funding initiatives.
- Partnerships and Community Engagement: ACE will strengthen community ties and enhance visibility through strategic partnerships with event venues, local organizations, and regional institutions, expanding access to new audiences.
- Rider Engagement and Loyalty Initiatives: ACE will foster rider loyalty and improve the commuter experience through data-informed enhancements, interactive events, and a new digital loyalty program integrated into the mobile app.

**Performance Tracking:** A new digital ticketing system will power real-time analytics and predictive modeling, enabling data-driven decisions to optimize service delivery and demonstrate program impact.

### Fiscal Impact:

There is no fiscal impact.

### Recommendation:

This is an informational item. There is no action requested.