SAN JOAQUIN REGIONAL RAIL COMMISSION

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, June 6, 2025 – 9:30 am

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

Teleconference Location:

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.sjrrc.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@sjrrc.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 (SJRRC) 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 SJRRC Board is advised to have an interpreter or to contact SJRRC during regular business hours at least 48 hours prior to the time of the meeting so that SJRRC 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.

***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 **Vice-Chair Zuber**

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. Quarterly Safety Briefing **Cameron Paler**

4. 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.

5. Consent Calendar

5.1 Approve Minutes of San Joaquin Regional Rail Commission May 2, 2025 Meeting
(Regular and Special Voting Members) **ACTION**

5.2 Approve Minutes of May 7, 2025 Joint SJRRC-SJJPA Special Meeting
(Regular and Special Voting Members) **ACTION**

5.3 Adopt a Resolution Approving Agreements for Ongoing Shuttle Services for the ACE Service for Fiscal Year 2025/2026 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project, Including Approving any and all Amendments thereto within Her Spending Authority Related to the Projects with the Following Agencies: **ACTION**

a) Santa Clara Valley Transportation Authority - $2,851,093
b) Livermore-Amador Valley Transportation Authority – $300,452
c) Contra Costa County Transportation Authority – $98,807

(Regular and Special Voting Members)

5.4 Adopt a Resolution Approving Ongoing Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2025/2026 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Her Spending Authority **ACTION**

Vendor/Firm	Project Description	FY24/25 Amount	FY25/26 Approved Amount
TransitAmerica Services, Inc. (TASI)	Locomotive Fuel	$3,000,000	$2,600,000

Vendor/Firm	Project Description	Current Amount	Approved Amount	New Not to Exceed
LAVTA	Ticket Sales	$27,827	$25,750	$53,577
FRRC	ACE Community Assistance Program	$0	Consignment	$0
Masabi, LLC	ACE Mobile Ticket System	$39,600	$9,600	$49,200
Four Nines Technologies	Technical Assistance for Ticketing System	$272,450	$199,395	$471,845
J&S Building Maintenance	Janitorial Services	$289,140	$156,636	$445,776
PFM Financial Advisors LLC	On-Call Financial Advisor	$75,000	Time Extension Only	$75,000
Ghirardelli Associates, Inc.	Construction Management Services	$1,664,629	Time Extension Only	$1,664,629
HCI Systems, Inc.	Fire Alarm & Sprinkler Monitoring and Maintenance Services	$174,950	$43,100	$218,050
Legacy Mechanical & Energy Services, Inc.	HVAC & Water Treatment Maintenance Services	$150,243	$65,466	$215,709
T.Y. Lin International	Tuolumne River Bridge	$780,007	Time Extension Only	$780,007
Westwood Professional Services	Ripon Station	$4,008,022	Time Extension Only	$4,008,022
SENER Engineering and Systems, Inc.	Stanislaus River Bridge	$2,045,768	Time Extension Only	$2,045,768
Neumiller & Beardslee	Legal Services	FY24/25 budget	Time Extension Only	FY25/26 budget
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	$237,945	Time Extension Only	$237,945

(Regular and Special Voting Members)

5.5 Adopt a Resolution Approving an Agreement with PlanetBids, Inc. for E-Procurement Solutions System for an Amount Not-to-Exceed $43,500 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 **ACTION**
(Regular Voting Members Only)

5.6	Adopt a Resolution Approving an Agreement with PGH Wong Engineering, Inc. for Construction Management Software (Wong CMS) for an Amount Not-to-Exceed $222,000 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**
5.7	Adopt a Resolution Authorizing the Executive Director, or Her Designee, to Submit an Advance Payment Request to Caltrans in the Amount of $31.5 million in Transit and Intercity Rail Capital Program (TIRCP) Funds for the Stockton Diamond Grade Separation Project, Right-of-Way (R/W) Phase; and Authorizing the Executive Director to Negotiate, Award, and Execute any and All Agreements and Documents Related to the Advance Payment, Including any and All Amendments Thereto Within Her Spending Authority (Regular Voting Members Only)	**ACTION**
5.8	Quarterly Report Out of Agreements and Purchases over $100,000 Executed in the Third Quarter of Fiscal Year 2024/2025	**INFORMATION**
5.9	San Joaquin Regional Rail Commission and ACE Operating Expense Report	**INFORMATION**
5.10	ACE Monthly Fare Revenue	**INFORMATION**
5.11	ACE Ridership	**INFORMATION**
5.12	ACE On-Time Performance	**INFORMATION**
5.13	Washington Update	**INFORMATION**
5.14	Monthly Marketing and Outreach Report	**INFORMATION**
5.15	San Joaquin Regional Rail Commission Station/Facilities Development Committee Monthly Report Out	**INFORMATION**

6. **Adopt a Resolution Ratifying the Execution of Amendment 03 to the Agreement with Xenconsult, Inc. (dba Xentrans) for Wi-Fi System Support and Oversight Services, Increasing the Compensation Amount by $986,800 for a New Not-To-Exceed Amount of $1,866,227, Extending the term of the Agreement to April 30, 2030, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority** — **ACTION**
(David Lipari/Autumn Gowan)
(Regular and Special Voting Members)

7. **Adopt a Resolution Approving an Agreement with KP Public Affairs, LLC for Advancement and Outreach Services Agreement for an Amount Not-to-Exceed $2,093,115 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** — **ACTION**
(Ahdel Ahmed/Autumn Gowan)
(Regular and Special Voting Members)

8. **Adopt a Resolution Approving Amendment 04 to the Agreement with American Guard Services, Inc. for Security Services Increasing the Compensation Amount by $837,182 for a New Not-To-Exceed Amount of $3,206,311 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** — **ACTION**
(Cameron Paler/Autumn Gowan)
(Regular and Special Voting Members)

9. **Adopt a Resolution Approving an Agreement with WSP USA, Inc. for Construction Management Services for the Stockton Diamond Grade Separation Project for an Amount Not-to-Exceed $607,397 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** — **ACTION**
(Matt Freeman/Autumn Gowan) (Regular Voting Members Only)

10. **Presentation of the Draft Fiscal Year 2025/2026 Work Program and Operating Budgets: SJRRC Operating Budget ($61,351,934), ACE Operating Budget ($50,336,069), SJJPA Operating Budget ($109,141,098), and Combined Capital Budget ($194,418,909)** — **INFORMATION**
(Work Program Team)

11. ACE Student Ambassador Program Presentation **INFORMATION**
(Carmen Setness)

12. Board Member Comments

13. Ex-Officio Comments

14. Executive Director's Report

15. CLOSED SESSION
CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to Government Code Section 54956.8
Property: 1155 3rd Street, Oakland, Alameda County, California
Agency Negotiator: Stacey Mortensen, Executive Director
Negotiating parties: Morris Wright and Thomas McCoy
Under negotiation: Price and terms of payment
(Regular and Special Voting Members)

16. CLOSED SESSION
Threatened or Anticipated Litigation: Government Code §54956.9(e)(3); One Case; Conference with Legal Counsel regarding a Claim from Stronghold Engineering, Inc., Alleging Monetary Claims Regarding Project 22-R-1700, Regional Rail Maintenance Facility Expansion.
(Regular Voting Members Only)

17. Return to Open Session and Disclosure of Action
(Janice D. Magdich)

18. Adjournment
The next special meeting is scheduled for July 17, 2025 – 9:30 am

The next regular meeting is scheduled for August 1, 2025 – 9:30 am

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

Item 5.1 **ACTION**

Minutes of San Joaquin Regional Rail Commission May 2, 2025 Board Meeting

The regular meeting of the San Joaquin Regional Rail Commission (Rail Commission) was held at 9:30 am on May 2, 2025. Board Members attended this meeting via videoconference or in person.

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

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

2. Roll Call

Commissioners Present: Marchand, Salwan, Ding, Morowit, Vice-Chair Zuber, Chair Craig-Hensley

Commissioners Absent: Arriola, Fugazi

Ex-officios Present: Rosa De Leon Park (StanCOG), Diane Nguyen (SJCOG), Ken Baxter (SJRTD)

Commissioner Marchand joined the meeting remotely under the AB 2302 extension.

3. Public Comment

There were no public comments.

4. Consent Calendar **ACTION**

4.1 Minutes of San Joaquin Regional Rail Commission April 4, 2025 Meeting **ACTION**
(Regular and Special Voting Members)

4.2 Minutes of San Joaquin Regional Rail Commission April 22, 2025 Special Board Meeting **ACTION**
(Regular and Special Voting Members)

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 **ACTION**
(Regular and Special Voting Members)

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 (Regular and Special Voting Members)	**ACTION**
4.5	Rail Commission/ACE®/Capital Monthly Expenditure	**INFORMATION**
4.6	ACE® Monthly Fare Revenue	**INFORMATION**
4.7	ACE® Ridership	**INFORMATION**
4.8	ACE® On-Time Performance	**INFORMATION**
4.9	Washington Update	**INFORMATION**
4.10	Monthly Marketing and Outreach Support	**INFORMATION**

There were no public comments.

Commissioner Marchand abstained from item 4.2 due to his absence at the April 22, 2025 special meeting.

M/S/C (Morowit/Zuber) to approve Items 4.1-4.10 of the Consent Calendar as amended.

Passed and Adopted by the San Joaquin Regional Rail Commission on May 2, 2025, by the following vote to wit:

AYES:	6	Marchand, Salwan, Ding, Morowit, Vice-Chair Zuber, Chair Craig-Hensley
NOES:	0	
ABSTAIN:	0	
ABSENT:	2	Arriola, Fugazi

5.	**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** (Regular and Special Voting Members)	**ACTION**

Marques Cook gave a presentation on this item.

Commissioner Arriola joined the meeting under AB 2302 extension at 9:34 am.

Commissioner Morowit asked what the average price of a single ticket would be.

Mr. Cook stated that a single ticket is usually around $10-$15, with the highest ticket price being about $30.

Commissioner Morowit commended staff on their efforts, explaining the importance of getting vehicles off of the roads after large events.

Vice-Chair Zuber stated he would like to ensure the ticket purchasing process is simplified for the special trains.

Stacey Mortensen stated that the board approved a new ticketing and fare program at a previous board meeting, and it will allow for easier ticket use and purchasing upon implementation.

Chair Craig-Hensley asked if staff would be marketing the special trains fare program at the upcoming marketing event locations (Item 4.10).

Chair Craig-Hensley also asked if staff have looked into marketing to large employers and local government offices.

Mr. Cook highlighted the grassroots efforts which converse with large employers such as Lawrence Livermore National Labs, Google, etc.

Commissioner Marchand asked staff to look into tabling at the Livermore Street Fest in Downtown Livermore.

There were no public comments on this item.

M/S/C (Zuber/Morowit) to Authorize 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.

Passed and Adopted by the San Joaquin Regional Rail Commission on May 2, 2025, by the following vote to wit:

AYES:	7	Marchand, Salwan, Arriola, Ding, Morowit, Vice-Chair Zuber, Chair Craig-Hensley
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Fugazi

6. 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 **ACTION**
(Regular and Special Voting Members)

Samara Neal gave a presentation on this item.

There were no comments on this item.

M/S/C (Marchand/Zuber) to Update the San Joaquin Regional Rail Commission's Title VI Compliance Program and Adopt the San Joaquin Regional Rail Commission's 2025-2028 Title VI Compliance Program

Passed and Adopted by the San Joaquin Regional Rail Commission on May 2, 2025, by the following vote to wit:

AYES:	7	Marchand, Salwan, Arriola, Ding, Morowit, Vice-Chair Zuber, Chair Craig-Hensley
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Fugazi

7. 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 **ACTION**
(Regular Voting Members Only)

Angela Pugh gave a presentation on this item.

Chair Craig-Hensley asked if there were any challenges with staffing any positions.

Ms. Pugh stated there are no current positions posing challenges at this time.

M/S/C (Zuber/Morowit) to Accept 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.

Passed and Adopted by the San Joaquin Regional Rail Commission on May 2, 2025, by the following vote to wit:

AYES:	5	Arriola, Ding, Morowit, Vice-Chair Zuber, Chair Craig-Hensley
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Fugazi

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

The Work Program team gave a presentation on this item.

Commissioners Arriola and Morowit commended staff on their efforts.

Chair Craig-Hensley asked if the new ACE 02 train has been productive.

Nathan Alastra provided ridership data and confirmed the new ACE 02 train has been a great change for the service.

Ms. Mortensen addressed the Bay Area connecting services concerns.

Staff confirmed with Commissioners that the final acceptance of the Work Program and Budget will be presented at the July special meeting.

There were no public comments on this item.

This was an information item only.

9. Board Member Comments

Chair Craig-Hensley asked for a digital version of the Valley Rail Expansion program to share with other stakeholders easily.

10. Ex-Officio Comments

Rosa de Leon Park with StanCOG had no items to report.

Diane Nguyen with SJCOG announced updates to the Measure K initiatives and shared details about the upcoming One Voice® trip.

Ken Baxter with SJRTD announced the unveiling of the new Jose Hernandez bus wrap.

11. Executive Director's Report

Stacey Mortensen announced the 30-year anniversary of the first Rail Commission Board meeting and asked Tamika Smith to introduce the new Connecting Services Manager, Teri Hayes.

Chair Craig-Hensley suggested writing recognition letters to the communities in which each original board member sat.

12. CLOSED SESSION
CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to Government Code Section 54956.8
Property: 1155 3rd Street, Oakland, Alameda County, California
Agency Negotiator: Stacey Mortensen, Executive Director
Negotiating parties: Morris Wright and Thomas McCoy
Under negotiation: Price and terms of payment
(Regular and Special Voting Members)

13. CLOSED SESSION
CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to Government Code Section 54956.8
Properties: APN 007-0314-016, City of Sacramento, for a permanent access agreement and APN 010-0023-018, located at 1800 20th Street, City of Sacramento, for a temporary construction easement
Agency Negotiator: Tim McCloud, Senior Project Coordinator, for Monument
Negotiating party: Traci Canfield, Senior Manager TOC & Real Estate, for SacRT
Under negotiation: Price and payment terms
(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 announced the return to open session at 11:22 am. Ms. Magdich stated that Commissioner Arriola left the meeting at 11 am.

Ms. Magdich explained that for items 12 and 13, directions were given by the Commission to staff, and there were no other reportable actions.

Ms. Magdich also stated item 14 was for discussion only and there were no other reportable actions.

16. Adjournment

Chair Craig-Hensley adjourned the meeting at 11:24 am.

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

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

Item 5.2 **ACTION**

Minutes of Joint SJRRC-SJJPA May 7, 2025 Special Board Meeting

The special joint meeting of the San Joaquin Regional Rail Commission (Rail Commission) and San Joaquin Joint Powers Authority (Authority) was held at 10:30 am on May 7, 2025. Board Members attended this meeting via videoconference or in person.

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

Authority Chair Verboon called the meeting to order at 10:31 am and led the audience in the Pledge of Allegiance.

2. Safety Briefing **Brian Schmidt**

Brian Schmidt gave a safety briefing.

3. Roll Call

Rail Commissioners Present: Marchand, Arriola, Morowit, Vice-Chair Zuber, Chair Craig-Hensley

Commissioners Absent: Salwan, Ding, Fugazi

Ex-Officios Present: Diane Nguyen (SJCOG), Ken Baxter (SJRTD), Tom Dumas (Caltrans)

Authority Directors Present: Chiesa, Alternate Zuber, Alternate Rodriguez, Pedrozo, Valdez, Vice-Chair Burgis, Vice-Chair Hume, Chair Verboon

Directors Absent: Haubert, Shuklian

4. Public Comment

There were no public comments.

5. Consent Calendar

5.1 Adopt a Joint Resolution of the Authority and the Commission Authorizing the San Joaquin Regional Rail Commission, through its Executive Director to enter into a Memorandum of Understanding (MOU) with the Sacramento Transportation Authority (STA) Regarding Coordination of State Transportation Improvement Program (STIP) Funding Applications and Communication on the Federal Funding Program in Sacramento County, Subject to Approval of the MOU as to Form by General Counsel **ACTION**
(Authority Directors and Regular Voting Members of the Commission Only)

Director Shuklian joined the meeting at 10:34 am.

There were no public comments.

M/S/C (Authority Vice-Chair Hume/Commission Chair Craig-Hensley) to approve Item 5.1 of the Consent Calendar.

Passed and Adopted by the Joint SJRRC-SJJPA Board on May 7, 2025, by the following vote to wit:

Authority Directors:

AYES:	9	Chiesa, alternate Zuber, alternate Rodriguez, Shuklian, Pedrozo, Valdez, Vice-Chair Burgis, Vice-Chair Hume, Chair Verboon
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Haubert

Rail Commissioners:

AYES:	4	Arriola, Morowit, Vice-Chair Zuber, Chair Craig-Hensley
NOES:	0	
ABSTAIN:	0	
ABSENT:	2	Ding, Fugazi

6. Addressing Homelessness in the Rail Corridors: Focus on Stockton **INFORMATION**

Cameron Paler gave a presentation on this item.

Commissioner Marchand asked how staff gets around the Union Pacific Railroad (UP) Right-of-Way (ROW) trespassing guidelines set in place to address the issues being presented.

Mr. Paler stated that staff have letters from both UP and BNSF Railway allowing special access to space at and/or near the tracks, giving the joint task force the authority to address the issue at hand.

Authority Chair Verboon stated that homelessness is not a crime and that coordination between the different members of the joint task force is important in addressing these safety concerns.

Rail Commission Chair Craig-Hensley and Commissioner Morowit touched on their experiences with addressing homelessness in the rail corridors within their jurisdictions and stated it would be helpful for cities to share how they address these tasks with each other.

Commissioner Arriola encouraged the joint board to advocate and write letters to their representatives highlighting Senate Bill 569 Department of Transportation: homeless encampments.

Alternate Rodriguez asked if there was any staff reluctancy to request and apply for funds that could assist these collaborative solutions.

Mr. Paler stated there is no reluctancy.

Ryan Snow, a member of the public and frequent Amtrak rider, asked if staff has reached out to homeless shelters throughout the community to assist with these efforts.

Mr. Paler confirmed staff reaches out to shelters as a first approach and has found that a lot of occupants are unwilling or do not want to utilize the resources being made available.

This was an information item only.

7. Valley Rail Status Update **INFORMATION**

The Valley Rail Program Team gave a presentation on this item.

Stacey Mortensen shared staff's experience with finding different ROW programs to mimic and have found there are none. The Rail Commission is a pioneer when it comes to ensuring we utilize and allot funding before it is taken back.

Authority Vice-Chair Hume asked if other agencies returning funds frees up potential funding that can be used by the Rail Commission or the Authority.

Momo Tamaoki explained that funds that are given back from other agencies generally go back into the funding pool for the next program funding cycle and agencies would have to reapply for the funds the following cycle.

Authority Vice-Chair Hume asked if there was a possibility that the fully fledged vision for the Valley Rail program will not come to fruition.

Ms. Mortensen stated staff will continue to work on prioritization and bundling of projects to address sequencing issues and ensure timely completion.

Commissioner Marchand and Authority Chair Verboon urged staff to continue promoting the importance of rail and rail transit in the face of potential funding threats.

There were no public comments.

This was an information item only.

8. Passenger Experience Update **INFORMATION**

David Lipari gave a presentation on this item.

Mr. Snow raised questions about the cost and purpose of the name change.

Mr. Lipari explained the need for a flexible brand that can accommodate future co-branding and potential changes in service operators.

Alternate Rodriguez left the meeting at 12:00 pm.

This was an information item only.

9. The Rail Academy of Central California (TRACC) Update **INFORMATION**

Megan Craig gave a presentation on this item.

Director Pedrozo asked if there was any consideration to bring this program to the southern region in Stanislaus and Merced County.

Ms. Megan Craig explained that staff is working on growing the program throughout the corridor and beyond, with plans to bring synchronous learning online for additional opportunities for different students.

Authority Vice-Chair Burgis expressed her enthusiasm with the program and provided information on similar education and career prep centers within her jurisdiction.

Authority Chair Verboon asked how long the courses were.

Ms. Megan Craig explained the course extends over seven (7) months with two (2) cohorts graduating per year.

This was an information item only.

10. Board Member Comments

Rail Commission Chair Craig-Hensley asked San Joaquin Council of Governments' (SJCOG's) Executive Director, Diane Nguyen, to speak on the importance of multi-modal advocacy and strong communication with the new Federal administration.

Ms. Nguyen highlighted SJCOG's efforts in the One Voice® initiative, which aims to advocate for Federal funding for various transportation projects. Ms. Nguyen also expressed SJCOG's commitment to working together to achieve their goals.

Authority Vice-Chair Burgis provided a few details on the Ad Hoc Antioch Station working group's recent efforts.

11. Executive Director's Report

Ms. Mortensen announced the 30-year anniversary of the first Rail Commission board meeting and shared the recent advancements with the CEO recruitment efforts.

12. Adjournment

Authority Chair Verboon adjourned the meeting at 12:24 pm.

The next San Joaquin Regional Rail Commission regular meeting is scheduled for: June 6, 2025 – 9:30 am.

The next San Joaquin Joint Powers Authority regular meeting is scheduled for: May 16, 2025 – 10:30 am.

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 5.3 **ACTION**

Adopt a Resolution Approving Agreements for Ongoing Shuttle Services for the ACE Service for Fiscal Year 2025/2026 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project, Including Approving any and all Amendments thereto within Her Spending Authority Related to the Projects with the Following Agencies:

a) Santa Clara Valley Transportation Authority	**$2,851,093**
b) Livermore-Amador Valley Transportation Authority	**$300,452**
c) Contra Costa County Transportation Authority	**$98,807**

Background:
Shuttle services for ACE began with the start of train service in October 1998. The ACE shuttles provide an essential transit link by directly connecting passengers to employers, business parks, and other transit modes such as Bay Area Rapid Transit (BART). Passengers with a valid ACE ticket are entitled to use the shuttle services free of charge. The Agreements also provide for missed transit connections and alternate service options in case of an emergency (Bus Bridges).

Santa Clara Valley Transportation Authority (VTA) uses a combination of transit buses and Mid-size buses to provide service on eight (8) routes connecting with the ACE trains at the Santa Clara Great America Station. The VTA shuttle buses transport approximately 30% of total ACE ridership to major employment sites in Silicon Valley. The projected total operating cost is $2,951,093 for Fiscal Year (FY) 25/26. The projected ACE service portion of this cost is $2,851,093 (96%). Other regional funding and private funding sources fund the remaining 4%.

To date, for Fiscal Year 24/25, the shuttle program has transported over 193,000 riders on average per month, demonstrating its critical role in supporting ACE ridership and regional mobility.

While the inbound Connecting Services program is funded by the transit partners, the outbound services are jointly funded by the Rail Commission, Wheels, and VTA. The Great America Shuttles is the largest outbound program and has been jointly funded by the Rail Commission, Alameda County Transportation Commission (ACTC), VTA, and other Bay Area partners. Historically, through VTA, the Bay Area Air Quality Management District (BAAQMD) has contributed approximately $1M annually to the Great America shuttle services. However, BAAQMD has been signaling for several years that the focus of their funding programs was shifting, and it would not be supporting the shuttle program starting in FY24/25. The loss of BAAQMD funding creates a shortfall that has been temporarily funded by the MTC SB 125 program. The FY24/25 and FY25/26 SB 125 funding will cover the shortfall created by the reduction in the BAAQMD contribution. Over the course of FY25/26, staff will implement recommendations of the ACE Shuttle Optimization Study work completed in FY24/25 and coordinate with partner agencies to ensure the shuttle services are as financially sustainable and cost-effective as possible and pursue initiatives addressing long-term governance of ACE shuttle operations.

San Joaquin Regional Rail Commission and VTA staff are working together to identify new sources of funding and cost savings, including but not limited to the following:

- Private employer contribution.
- Assess each shuttle route for efficiency and possibly reduce shuttle stops along the routes, resulting in less travel time.

The Livermore-Amador Transportation Authority (LAVTA) operates two (2) routes for the ACE service: Route 54, which serves as the ACE shuttle from the Pleasanton ACE station to Bernal Business Park, Hacienda Business Park, and the Dublin/Pleasanton BART station, and Route 53 is a BART express bus. The BART express bus leaves Pleasanton ACE Station, makes one stop en route, and then continues via the highway to the West Dublin BART station. The bus also serves the employment centers surrounding Stoneridge Mall. The FY 25/26 projected operating cost is $500,753. The projected ACE service portion of this cost is $300,452 (60%). LAVTA funds the remaining 40%. In terms of ridership, these two (2) routes supported 28,526 boardings in the previous fiscal year.

To date, for FY 24/25, the Route 54 and express buses have already provided transportation to more than 18,000 passengers, reflecting continued demand for ACE-to-BART and employment center connections.

During full service, the Contra Costa County Transportation Authority operates three (3) buses for the ACE service. The routes serve Bishop Ranch and the San Ramon Transit Center from the Pleasanton Station. The FY 25/26 projected operating cost is $395,229.60. The projected ACE service portion cost is $98,807 (25%). Other regional funding sources provide the remaining 75%.

Over the past two (2) years, this service has provided transportation to more than 11,000 riders, highlighting its continued value to the corridor and regional connectivity.

Shuttle service costs are paid on an actual cost basis for services received.

Fiscal Impact:
Expenses and Revenues for the shuttle services contracts are identified in the Fiscal Year 2025/2026 Operating Budget under the ACE Shuttle Services line.

Recommendation:
Adopt a Resolution Approving Agreements for Ongoing Shuttle Services for the ACE Service for Fiscal Year 2025/2026 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project, Including Approving any and all Amendments thereto within Her Spending Authority Related to the Projects with the Following Agencies:

a) Santa Clara Valley Transportation Authority	$2,851,093
b) Livermore-Amador Valley Transportation Authority	$300,452
c) Contra Costa County Transportation Authority	$98,807

SJRRC RESOLUTION 24/25 -

RESOLUTION APPROVING AGREEMENTS FOR ONGOING SHUTTLE SERVICES FOR THE ACE SERVICE FOR FISCAL YEAR 2025/2026 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT, INCLUDING APPROVING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY RELATED TO THE PROJECTS WITH THE FOLLOWING AGENCIES:

A) SANTA CLARA VALLEY TRANSPORTATION AUTHORITY $2,851,093
B) LIVERMORE-AMADOR VALLEY TRANSPORTATION AUTHORITY $300,452
C) CONTRA COSTA COUNTY TRANSPORTATION AUTHORITY $98,807

WHEREAS, the ACE shuttles provide an essential transit link by directly connecting passengers to employers, business parks, and other transit modes such as Bay Area Rapid Transit (BART); and

WHEREAS, the Agreements also provide for missed transit connections and alternate service options in case of an emergency (Bus Bridges); and

WHEREAS, Santa Clara Valley Transportation Authority (VTA) uses a combination of transit buses and Mid-size buses to provide service on eight (8) routes connecting with the ACE trains at the Santa Clara Great America Station; and

WHEREAS, the projected total operating cost is $2,951,093 for Fiscal Year (FY) 25/26; and

WHEREAS, the projected ACE service portion of this cost is $2,851,093 (96%); and

WHEREAS, other regional funding and private funding sources fund the remaining 4%; and

WHEREAS, the loss of Bay Area Air Quality Management District (BAAQMD) funding creates a shortfall that has been temporarily funded by the MTC SB 125 program; and

WHEREAS, the FY24/25 and FY25/26 SB 125 funding will cover the shortfall created by the reduction in the BAAQMD contribution; and

WHEREAS, over the course of FY25/26, staff will implement recommendations of the ACE Shuttle Optimization Study work completed in FY24/25 and coordinate with partner agencies to ensure the shuttle services are as financially sustainable and cost-effective as possible and pursue initiatives addressing long-term governance of ACE shuttle operations; and

WHEREAS, the Livermore-Amador Transportation Authority (LAVTA) operates two (2) routes for the ACE service: Route 54, which serves as the ACE shuttle from the Pleasanton ACE station to Bernal Business Park, Hacienda Business Park, and the Dublin/Pleasanton BART station, and Route 53 is a BART express bus; and

WHEREAS, the FY 25/26 projected operating cost is $500,753; and

WHEREAS, the projected ACE service portion of this cost is $300,452 (60%); and

WHEREAS, LAVTA funds the remaining 40%; and

WHEREAS, during full service, the Contra Costa County Transportation Authority operates three (3) buses for the ACE service; and

WHEREAS, the FY 25/26 projected operating cost is $395,229.60; and

WHEREAS, the projected ACE service portion cost is $98,807 (25%); and

WHEREAS, other regional funding sources provide the remaining 75%; and

WHEREAS, shuttle service costs are paid on an actual cost basis for services received.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Approves Agreements for Ongoing Shuttle Services for the ACE Service for Fiscal Year 2025/2026 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project, Including Approving any and all Amendments thereto within Her Spending Authority Related to the Projects with the Following Agencies:

a) Santa Clara Valley Transportation Authority	$2,851,093
b) Livermore-Amador Valley Transportation Authority	$300,452
c) Contra Costa County Transportation Authority	$98,807

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission on this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 5.4 **ACTION**

Adopt a Resolution Approving Ongoing Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2025/2026 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Her Spending Authority

Vendor/Firm	Project Description	FY24/25 Amount	FY25/26 Approved Amount
TransitAmerica Services, Inc. (TASI)	Locomotive Fuel	$3,000,000	$2,600,000

Vendor/Firm	Project Description	Current Amount	Approved Amount	New Not to Exceed
LAVTA	Ticket Sales	$27,827	$25,750	$53,577
FRRC	ACE Community Assistance Program	$0	Consignment	$0
Masabi, LLC	ACE Mobile Ticket System	$39,600	$9,600	$49,200
Four Nines Technologies	Technical Assistance for Ticketing System	$272,450	$199,395	$471,845
J&S Building Maintenance	Janitorial Services	$289,140	$156,636	$445,776
PFM Financial Advisors LLC	On-Call Financial Advisor	$75,000	Time Extension Only	$75,000
Ghirardelli Associates, Inc.	Construction Management Services	$1,664,629	Time Extension Only	$1,664,629
HCI Systems, Inc.	Fire Alarm & Sprinkler Monitoring and Maintenance Services	$174,950	$43,100	$218,050
Legacy Mechanical & Energy Services, Inc.	HVAC & Water Treatment Maintenance Services	$150,243	$65,466	$215,709
T.Y. Lin International	Tuolumne River Bridge	$780,007	Time Extension Only	$780,007
Westwood Professional Services	Ripon Station	$4,008,022	Time Extension Only	$4,008,022
SENER Engineering and Systems, Inc.	Stanislaus River Bridge	$2,045,768	Time Extension Only	$2,045,768
Neumiller & Beardslee	Legal Services	FY24/25 budget	Time Extension Only	FY25/26 budget

Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	$237,945	Time Extension Only	$237,945

Background:
Annually, the San Joaquin Regional Rail Commission (Rail Commission) utilizes option years for applicable professional and contracted services agreements. The Agreements have been previously approved by the Board for the base term and pricing. The Rail Commission also has professional and contracted services that are ongoing, which require annual review and approval.

The following are recommended in the 2025/2026 fiscal year:

Vendor/Firm	Project Description	FY24/25 Amount	FY25/26 Approved Amount
TransitAmerica Services, Inc. (TASI)	Locomotive Fuel	$3,000,000	$2,600,000

In addition to the above, the following amendments or ongoing services are under $250,000 and within the Executive Director's Expenditure Authority for the 2025/2026 fiscal year:

Vendor/Firm	Project Description	Current Amount	Approved Amount	New Not to Exceed
LAVTA	Ticket Sales	$27,827	$25,750	$53,577
FRRC	ACE Community Assistance Program	$0	Consignment	$0
Masabi, LLC	ACE Mobile Ticket System	$39,600	$9,600	$49,200
Four Nines Technologies	Technical Assistance for Ticketing System	$272,450	$199,395	$471,845
J&S Building Maintenance	Janitorial Services	$289,140	$156,636	$445,776
PFM Financial Advisors LLC	On-Call Financial Advisor	$75,000	Time Extension Only	$75,000
Ghirardelli Associates, Inc.	Construction Management Services	$1,664,629	Time Extension Only	$1,664,629
HCI Systems, Inc.	Fire Alarm & Sprinkler Monitoring and Maintenance Services	$174,950	$43,100	$218,050
Legacy Mechanical & Energy Services, Inc.	HVAC & Water Treatment Maintenance Services	$150,243	$65,466	$215,709
T.Y. Lin International	Tuolumne River Bridge	$780,007	Time Extension Only	$780,007
Westwood Professional Services	Ripon Station	$4,008,022	Time Extension Only	$4,008,022

SENER Engineering and Systems, Inc.	Stanislaus River Bridge	$2,045,768	Time Extension Only	$2,045,768
Neumiller & Beardslee	Legal Services	FY24/25 budget	Time Extension Only	FY25/26 budget
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	$237,945	Time Extension Only	$237,945

To enter into the above amendments, staff coordinated with the consultants to confirm or negotiate option year pricing. Procurement and Contracts staff reviewed the final pricing for all amendments and deemed them fair and reasonable.

Fiscal impact:
Expenses and Revenues for this year of the listed contracts are identified in the Fiscal Year 2025/2026 SJRRC/ACE and SJJPA Operating Budgets. Contracts with future years' will be included in the SJRRC/ACE and SJJPA Operating Budget, which will be brought before the Board for consideration as part of the annual approval process.

Recommendation:
Adopt a Resolution Approving Ongoing Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2025/2026 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Her Spending Authority.

Vendor/Firm	Project Description	FY24/25 Amount	FY25/26 Approved Amount
TransitAmerica Services, Inc. (TASI)	Locomotive Fuel	$3,000,000	$2,600,000

Vendor/Firm	Project Description	Current Amount	Approved Amount	New Not to Exceed
LAVTA	Ticket Sales	$27,827	$25,750	$53,577
FRRC	ACE Community Assistance Program	$0	Consignment	$0
Masabi, LLC	ACE Mobile Ticket System	$39,600	$9,600	$49,200
Four Nines Technologies	Technical Assistance for Ticketing System	$272,450	$199,395	$471,845
J&S Building Maintenance	Janitorial Services	$289,140	$156,636	$445,776
PFM Financial Advisors LLC	On-Call Financial Advisor	$75,000	Time Extension Only	$75,000
Ghirardelli Associates, Inc.	Construction Management Services	$1,664,629	Time Extension Only	$1,664,629

HCI Systems, Inc.	Fire Alarm & Sprinkler Monitoring and Maintenance Services	$174,950	$43,100	$218,050
Legacy Mechanical & Energy Services, Inc.	HVAC & Water Treatment Maintenance Services	$150,243	$65,466	$215,709
T.Y. Lin International	Tuolumne River Bridge	$780,007	Time Extension Only	$780,007
Westwood Professional Services	Ripon Station	$4,008,022	Time Extension Only	$4,008,022
SENER Engineering and Systems, Inc.	Stanislaus River Bridge	$2,045,768	Time Extension Only	$2,045,768
Neumiller & Beardslee	Legal Services	FY24/25 budget	Time Extension Only	FY25/26 budget
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	$237,945	Time Extension Only	$237,945

SJRRC RESOLUTION 24/25 -

RESOLUTION APPROVING ONGOING PROFESSIONAL AND CONTRACTED SERVICE AGREEMENTS AND PROFESSIONAL AND CONTRACTED SERVICE AMENDMENTS FOR FISCAL YEAR 2025/2026 AS LISTED BELOW AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECTS INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

Vendor/Firm	Project Description	FY24/25 Amount	FY25/26 Approved Amount
TransitAmerica Services, Inc. (TASI)	Locomotive Fuel	$3,000,000	$2,600,000

Vendor/Firm	Project Description	Current Amount	Approved Amount	New Not to Exceed
LAVTA	Ticket Sales	$27,827	$25,750	$53,577
FRRC	ACE Community Assistance Program	$0	Consignment	$0
Masabi, LLC	ACE Mobile Ticket System	$39,600	$9,600	$49,200
Four Nines Technologies	Technical Assistance for Ticketing System	$272,450	$199,395	$471,845
J&S Building Maintenance	Janitorial Services	$289,140	$156,636	$445,776
PFM Financial Advisors LLC	On-Call Financial Advisor	$75,000	Time Extension Only	$75,000
Ghirardelli Associates, Inc.	Construction Management Services	$1,664,629	Time Extension Only	$1,664,629
HCI Systems, Inc.	Fire Alarm & Sprinkler Monitoring and Maintenance Services	$174,950	$43,100	$218,050
Legacy Mechanical & Energy Services, Inc.	HVAC & Water Treatment Maintenance Services	$150,243	$65,466	$215,709
T.Y. Lin International	Tuolumne River Bridge	$780,007	Time Extension Only	$780,007
Westwood Professional Services	Ripon Station	$4,008,022	Time Extension Only	$4,008,022
SENER Engineering and Systems, Inc.	Stanislaus River Bridge	$2,045,768	Time Extension Only	$2,045,768
Neumiller & Beardslee	Legal Services	FY24/25 budget	Time Extension Only	FY25/26 budget
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	$237,945	Time Extension Only	$237,945

WHEREAS, annually, the San Joaquin Regional Rail Commission (Rail Commission) utilizes option years for applicable professional and contracted services agreements; and

WHEREAS, the Agreements have been previously approved by the Board for the base term and pricing; and

WHEREAS, the Rail Commission also has professional and contracted services that are ongoing, which require annual review and approval; and

WHEREAS, the following are recommended in the 2025/2026 fiscal year:

Vendor/Firm	Project Description	FY24/25 Amount	FY25/26 Approved Amount
TransitAmerica Services, Inc. (TASI)	Locomotive Fuel	$3,000,000	$2,600,000

WHEREAS, in addition to the above, the following amendments or ongoing services are under $250,000 and within the Executive Director's Expenditure Authority for the 2025/2026 fiscal year:

Vendor/Firm	Project Description	Current Amount	Approved Amount	New Not to Exceed
LAVTA	Ticket Sales	$27,827	$25,750	$53,577
FRRC	ACE Community Assistance Program	$0	Consignment	$0
Masabi, LLC	ACE Mobile Ticket System	$39,600	$9,600	$49,200
Four Nines Technologies	Technical Assistance for Ticketing System	$272,450	$199,395	$471,845
J&S Building Maintenance	Janitorial Services	$289,140	$156,636	$445,776
PFM Financial Advisors LLC	On-Call Financial Advisor	$75,000	Time Extension Only	$75,000
Ghirardelli Associates, Inc.	Construction Management Services	$1,664,629	Time Extension Only	$1,664,629
HCI Systems, Inc.	Fire Alarm & Sprinkler Monitoring and Maintenance Services	$174,950	$43,100	$218,050
Legacy Mechanical & Energy Services, Inc.	HVAC & Water Treatment Maintenance Services	$150,243	$65,466	$215,709
T.Y. Lin International	Tuolumne River Bridge	$780,007	Time Extension Only	$780,007
Westwood Professional Services	Ripon Station	$4,008,022	Time Extension Only	$4,008,022

SENER Engineering and Systems, Inc.	Stanislaus River Bridge	$2,045,768	Time Extension Only	$2,045,768
Neumiller & Beardslee	Legal Services	FY24/25 budget	Time Extension Only	FY25/26 budget
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	$237,945	Time Extension Only	$237,945

WHEREAS, to enter into the above amendments, staff coordinated with the consultants to confirm or negotiate option year pricing; and

WHEREAS, Procurement and Contracts staff reviewed the final pricing for all amendments and deemed them fair and reasonable.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Approves Ongoing Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2025/2026 as Listed Below and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Her Spending Authority

Vendor/Firm	Project Description	FY24/25 Amount	FY25/26 Approved Amount
TransitAmerica Services, Inc. (TASI)	Locomotive Fuel	$3,000,000	$2,600,000

Vendor/Firm	Project Description	Current Amount	Approved Amount	New Not to Exceed
LAVTA	Ticket Sales	$27,827	$25,750	$53,577
FRRC	ACE Community Assistance Program	$0	Consignment	$0
Masabi, LLC	ACE Mobile Ticket System	$39,600	$9,600	$49,200
Four Nines Technologies	Technical Assistance for Ticketing System	$272,450	$199,395	$471,845
J&S Building Maintenance	Janitorial Services	$289,140	$156,636	$445,776
PFM Financial Advisors LLC	On-Call Financial Advisor	$75,000	Time Extension Only	$75,000
Ghirardelli Associates, Inc.	Construction Management Services	$1,664,629	Time Extension Only	$1,664,629
HCI Systems, Inc.	Fire Alarm & Sprinkler Monitoring and Maintenance Services	$174,950	$43,100	$218,050
Legacy Mechanical & Energy Services, Inc.	HVAC & Water Treatment Maintenance Services	$150,243	$65,466	$215,709

T.Y. Lin International	Tuolumne River Bridge	$780,007	Time Extension Only	$780,007
Westwood Professional Services	Ripon Station	$4,008,022	Time Extension Only	$4,008,022
SENER Engineering and Systems, Inc.	Stanislaus River Bridge	$2,045,768	Time Extension Only	$2,045,768
Neumiller & Beardslee	Legal Services	FY24/25 budget	Time Extension Only	FY25/26 budget
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	$237,945	Time Extension Only	$237,945

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission on this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 5.5 **ACTION**

Adopt a Resolution Approving an Agreement with PlanetBids, Inc. for E-Procurement Solutions System for an Amount Not-to-Exceed $43,500 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

Background:
In 2018, the San Joaquin Regional Rail Commission (Rail Commission) procured an e-procurement solutions system to replace the manual process of its procurement activities. The Rail Commission's main objective was to explore a web-based software that would increase efficiencies, accuracy, and productivity of its procurement process from pre-solicitation, pre-award, award, and contract management processes. Through the process, PlanetBids, Inc. (PlanetBids) was awarded the contract, which expires on June 30, 2025.

Throughout the duration of the contract, PlanetBids has proven to be an asset to the agency for many reasons:

1. Increased Efficiency and Transparency
   - PlanetBids simplifies the procurement process by offering a single platform for bid management, evaluations, contract management, and insurance management. This increases efficiency and allows staff to manage processes and communicate with the public throughout the solicitation process. It also allows contract and insurance management post-award.

2. Centralized Documentation and Record-Keeping
   - By utilizing PlanetBids, the Rail Commission has one location for all procurement-related documents, making it easy to access historical records, contract details, and supplier communications in one location. This ensures compliance with legal requirements, audits, and minimizes the risk of lost or misplaced information.

3. Enhanced Communication and Collaboration
   - The platform provides robust communication tools that allow Rail Commission staff to communicate with the public. The ability to easily share updates, ask questions, and track progress fosters greater collaboration and helps to resolve potential issues before they escalate.

4. Standardization of Procurement Processes
   - PlanetBids allows the Rail Commission to standardize their procurement procedures across multiple departments. This helps ensure consistency, reduce errors, and promote best practices across the Rail Commission. Whether for small purchases or large-scale procurements, having a unified system streamlines operations and reduces the chances of confusion or miscommunication.

5. Cost Savings and Resource Optimization
   - By automating key procurement tasks such as bid submissions, contract management, and proposal evaluations, PlanetBids has significantly reduced administrative overhead. This allows staff to allocate resources more effectively, saving both time and money in the long run. PlanetBids provides a library of other public solicitations released by public agencies throughout the country. This resource allows staff to pool for information or possible partnerships.

6. Flexibility and Scalability
   - PlanetBids is scalable and ensures that as procurement needs expand, the platform can grow with the Rail Commission without the need to switch systems or disrupt operations. PlanetBids supports the Rail Commission in being more organized, transparent, and efficient. This is vital for maintaining fairness, fostering positive relationships, and ensuring that resources are used most effectively.

Non-Competitive Procurement:
Section 7.1 of the Rail Commission's Procurement Manual sets forth the criteria allowing for sole source purchases. Pursuant to Sections 7.1.1.3 "The sole source must be the only known source of supply with the capability of meeting the bona fide specification requirements." And 7.1.1.5 "[Where] [t]here are other sources of supply but because of financial, schedule, performance, and other factors a single source of supply is immune from effective competition. Such an immunity is created when the award to a different contractor would create a waste of SJRRC funds resulting from a substantial increase in support costs, a substantial schedule delay not owing to poor planning by SJRRC, an unacceptable technical risk towards completion of a project (or continuation of a warranty), or substantial increases in lifecycle costs."

A waste of funds would result in a substantial increase in support/staff costs if the Rail Commission were to solicit. PlanetBids has become an integral software and resource to the Rail Commission. Transferring to another e-procurement platform would cause a substantial increase in costs for staff to have to transfer the data and convert to a new platform. It would also burden the public by having vendors transfer to a new platform.

Rail Commission staff, in accordance with the procedures set forth in Section 7.1.2 of the Procurement Manual, have determined that these agreements qualify as non-competitive procurements.

This new agreement will be for an initial term of three (3) years and will be renewed annually based on performance and rates reviews. The annual renewals would come to the Board each year as part of the annual Budget approval process.

Fiscal Impact:
Expenses and Revenues for the first year of the Agreements are identified in the Fiscal Year 2025/2026 Operating Budget under the SJRRC/ACE/SJJPA Professional Services – General line. Future years' costs will be brought before the Board for consideration as part of the annual Budget approval process.

Recommendation:

Adopt a Resolution Approving an Agreement with PlanetBids, Inc. for E-Procurement Solutions System for an Amount Not-to-Exceed $43,500 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.

SJRRC RESOLUTION 24/25 -

RESOLUTION APPROVING AN AGREEMENT WITH PLANETBIDS, INC. FOR E-PROCUREMENT SOLUTIONS SYSTEM FOR AN AMOUNT NOT-TO-EXCEED $43,500 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

WHEREAS, in 2018 the San Joaquin Regional Rail Commission (Rail Commission) procured an e-procurement solutions system to replace the manual process of its procurement activities; and

WHEREAS, through the process, PlanetBids, Inc. (PlanetBids) was awarded the contract which expires on June 30, 2025; and

WHEREAS, throughout the duration of the contract, PlanetBids has proven to be an asset to the agency for many reasons:

1. Increased efficiency and transparency; and
2. Centralizes documentation and record-keeping; and
3. Enhanced communication and collaboration; and
4. Standardization of procurement processes; and
5. Cost savings and resource optimization; and
6. Flexibility and scalability; and

WHEREAS, Rail Commission staff, in accordance with the procedures set forth in Section 7.1.2 of the Procurement Manual, have determined that these agreements qualify as non-competitive procurements; and

WHEREAS, this new agreement will be for an initial term of three (3) years and will be renewed annually based on performance and rates reviews.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Approves an Agreement with PlanetBids, Inc. for E-Procurement Solutions System for an Amount Not-to-Exceed $43,500 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 this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 5.6 **ACTION**

Adopt a Resolution Approving an Agreement with PGH Wong Engineering, Inc. for Construction Management Software (Wong CMS) for an Amount Not-to-Exceed $222,000 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

Background:
In 2022 the San Joaquin Regional Rail Commission (Rail Commission) determined the need for construction management software (CMS) to support the Valley Rail Program and other construction projects. Utilizing a CMS can greatly improve the efficiency, transparency, and effectiveness of construction projects by providing necessary tools to manage the construction phase of a project. The software can help reduce costs, streamline workflows, enhance communication, and ensure timely and successful project delivery. The Rail Commission's main objective was to explore a web-based software that would increase efficiencies, accuracy, and productivity. The software would also help project managers, contractors, and teams manage tasks like budgeting, scheduling, resource allocation, collaboration, document management, and more.

Through the process, PGH Wong Engineering, Inc. (PGH Wong) was awarded a contract for use of their software, Wong CMS, which expires on June 30, 2025.

Throughout the duration of the contract, PGH Wong has proven to be an asset to the agency for many reasons:

1. Project Organization and Tracking
    - Construction projects involve multiple teams, tasks, and deadlines. With construction management software, all project-related information is centralized, making it easier to organize tasks and track progress in real-time.
2. Improved Collaboration
    - Allows for better collaboration between staff, project managers, contractors, and subcontractors.
    - Real-time updates ensure that everyone is on the same page and can quickly address any issues.
3. Cost Control and Budget Management
    - Construction projects often have fluctuating costs due to unexpected changes or delays. Construction management software helps track budgets and expenses, making it easier to identify cost overruns early and take corrective actions.
    - Tools for estimating, invoicing, and billing help project managers keep the project within budget.
4. Scheduling and Resource Management
    - Construction management software includes scheduling tools that track progress and keep the project manager informed on status.
5. Document Management and Compliance
    - The software helps manage essential documents like blueprints, contracts, permits, field

instructions, and safety plans. Centralized document storage means that everyone involved can access the correct and updated information at any time.
- It also aids in compliance by providing a digital record of all construction activities, which is helpful for inspections or audits.

6. Risk Management
   - Construction projects inherently involve a certain level of risk. Wong CMS includes tools for risk identification, assessment, and mitigation.
   - By tracking issues, safety incidents, and delays, project managers can be proactive in addressing potential risks.
7. Real-Time Reporting and Analytics
   - Wong CMS provides data-driven insights through customizable reports and dashboards, allowing managers to make informed decisions.
   - Reports can include daily reports, project progress, financial performance, resource usage, safety compliance, and more.
8. Mobile Access
   - Wong CMS is able to be used through any device with internet access. This means information can be updated in real time and on-site.
9. Improved Client Satisfaction
   - By keeping projects on track, within budget, and transparent with regular updates, construction management software can help improve client relationships. The Rail Commission can receive timely updates and have access to relevant reports, ensuring that they stay informed throughout the project.

<u>Non-Competitive Procurement:</u>
Section 7.1 of the Rail Commission's Procurement Manual sets forth the criteria allowing for sole source purchases. Pursuant to Sections 7.1.1.3 "The sole source must be the only known source of supply with the capability of meeting the bona fide specification requirements." And 7.1.1.5 "[Where] [t]here are other sources of supply but because of financial, schedule, performance, and other factors a single source of supply is immune from effective competition. Such an immunity is created when the award to a different contractor would create a waste of SJRRC funds resulting from a substantial increase in support costs, a substantial schedule delay not owing to poor planning by SJRRC, an unacceptable technical risk towards completion of a project (or continuation of a warranty), or substantial increases in lifecycle costs."

A waste of funds would result in a substantial increase in support/staff costs if the Rail Commission were to solicit. PGH Wong Engineering, Inc. has become an integral software and resource to the Rail Commission. Transferring to another Construction Management platform would cause a substantial increase in costs for staff having to transfer the data and convert to a new platform. It would also burden the public by having vendors transfer to a new platform.

Rail Commission staff, in accordance with the procedures set forth in Section 7.1.2 of the Procurement Manual, have determined that these agreements qualify as non-competitive procurements.

This new agreement will be for an initial term of three (3) years and will be renewed annually based on performance and rates reviews. The annual renewals would come to the Board each year as part of the annual Budget approval process.

Licenses assigned to consultants are charged to the applicable Capital Project. Licenses assigned to Rail Commission staff are charged to the Operating Budget.

Fiscal Impact:
Expenses and Revenues for the contract are identified in the Fiscal Year 2025/2026 Operating Budget under the SJRRC/ACE Project Management Services and Supplies – Professional Services General Line and the Fiscal Year 2025/2026 Capital Budget. Future years will be included in the SJRRC/ACE Operating and Capital Budget, which will be brought before the Board for consideration as part of the annual approval process.

Recommendation:
Adopt a Resolution Approving an Agreement with PGH Wong Engineering, Inc. for Construction Management Software (Wong CMS) for an Amount Not-to-Exceed $222,000 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.

SJRRC RESOLUTION 24/25 -

RESOLUTION APPROVING AN AGREEMENT WITH PGH WONG ENGINEERING, INC. FOR CONSTRUCTION MANAGEMENT SOFTWARE (WONG CMS) FOR AN AMOUNT NOT-TO-EXCEED $222,000 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

WHEREAS, in 2022 the San Joaquin Regional Rail Commission (Rail Commission) determined the need for construction management software (CMS) to support the Valley Rail Program and other construction projects; and

WHEREAS, utilizing a CMS can greatly improve the efficiency, transparency, and effectiveness of construction projects by providing necessary tools to manage the construction phase of a project; and

WHEREAS, through the process, PGH Wong Engineering, Inc. (PGH Wong) was awarded a contract for use of their software, Wong CMS, which expires on June 30, 2025; and

WHEREAS, throughout the duration of the contract, PGH Wong has proven to be an asset to the agency for many reasons:

1. Project organization and tracking; and
2. Improved collaboration; and
3. Cost control and budget management; and
4. Scheduling and resource management; and
5. Document management and compliance; and
6. Risk management; and
7. Real-time reporting and analytics; and
8. Mobile access; and
9. Improved client satisfaction; and

WHEREAS, Rail Commission staff, in accordance with the procedures set forth in Section 7.1.2 of the Procurement Manual, have determined that these agreements qualify as non-competitive procurements; and

WHEREAS, this new agreement will be for an initial term of three (3) years and will be renewed annually based on performance and rates reviews.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Approves an Agreement with PGH Wong Engineering, Inc. for Construction Management Software (Wong CMS) for an Amount Not-to-Exceed $222,000 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 this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 5.7 **ACTION**

Adopt a Resolution Authorizing the Executive Director, or Her Designee, to Submit an Advance Payment Request to Caltrans in the Amount of $31.5 million in Transit and Intercity Rail Capital Program (TIRCP) Funds for the Stockton Diamond Grade Separation Project, Right-of-Way (R/W) Phase; and Authorizing the Executive Director to Negotiate, Award, and Execute any and All Agreements and Documents Related to the Advance Payment, Including any and All Amendments Thereto Within Her Spending Authority

Background:
In October 2024, the San Joaquin Regional Rail Commission (Rail Commission) and the San Joaquin Joint Powers Authority (Authority) were awarded $70.8 million in Transit and Intercity Rail Capital Program (TIRCP) funding for the Bridging Rail Initiatives, Technology, and Education (BRITE) Program. BRITE represents a comprehensive approach to modernization of California's passenger rail system to significantly reduce greenhouse gas (GHG) emissions, vehicle miles travelled (VMT), and highway congestion. Improvements to a critical rail bottleneck in Stockton will enable the expansion of passenger rail service through the Valley Rail Program and the intention to connect ACE and Amtrak San Joaquins to the California High-Speed Rail (CHSR) Early Operating Segment (EOS) in Merced. The Stockton Diamond Grade Separation Project (Project) is one of the components of BRITE, with $55 million programmed for right-of-way and construction phases of the project.

Stockton Diamond Grade Separation:
The Project will improve passenger, commuter, and freight rail mobility in the growing San Joaquin Valley and Northern California Megaregion. The Project will also enable job and economic growth in a region that plays a critical role in the United States' vast transportation network. The Project will improve the operational efficiency of the regional rail network by eliminating conflicting train movements at the Stockton Diamond. The Project will enable growth to continue at the Port of Stockton and will help facilitate the future expansion of San Joaquins intercity rail service as well as the expansion of ACE.

An advanced payment would allow the Rail Commission to execute the Construction and Maintenance (C&M) agreements with the railroads and to execute the utility relocation agreements so that the utilities that are impacted by the Project can be relocated in advance of major construction. For the C&M agreements and the utility relocation agreements, the railroads and utilities require initial upfront payments at the time of the execution of the agreements to cover items, including but not limited to, material, mobilization, construction submittals, temporary traffic control, and so on.

The Rail Commission will need $31.5 million to cover the initial payments and six (6) months of progress payments for the utility relocations and the C&M agreements. The C&M agreements and railroad work are anticipated to require $23 million, and the utility relocation work is anticipated to require $8.5 million. Since the Rail Commission does not have the ability to cover these payments with other funding sources, the advanced payment is needed for the Rail Commission to make timely payments to the railroads and the utility companies for progress payments and for the required upfront payments for material procurement.

The Rail Commission is anticipated to expend a total of $91,847,560 in the FY 2025/26 budget cycle, and the current TIRCP grant is executed on a reimbursement basis.

The Rail Commission is requesting from the California Department of Transportation (Caltrans) an allocation of $45 million of TIRCP Cycle 7 funds for the right-of-way (R/W) phase with an advanced payment of $31.5 million. Approval of this resolution to allow advance payment of TIRCP funds, which will ensure the Rail Commission is able to meet project milestones and preserve sufficient liquidity to meet capital project needs for the Project.

Fiscal Impact:
There is no fiscal impact for submitting the advance payment request to Caltrans.

Recommendation:
Adopt a Resolution Authorizing the Executive Director, or Her Designee, to Submit an Advance Payment Request to Caltrans in the Amount of $31.5 million in Transit and Intercity Rail Capital Program (TIRCP) Funds for the Stockton Diamond Grade Separation Project, Right-of-Way (R/W) Phase; and Authorizing the Executive Director to Negotiate, Award, and Execute any and All Agreements and Documents Related to the Advance Payment, Including any and All Amendments Thereto Within Her Spending Authority.

SJRRC RESOLUTION 24/25 -

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR, OR HER DESIGNEE, TO SUBMIT AN ADVANCE PAYMENT REQUEST TO CALTRANS IN THE AMOUNT OF $31.5 MILLION IN TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) FUNDS FOR THE STOCKTON DIAMOND GRADE SEPARATION PROJECT, RIGHT-OF-WAY (R/W) PHASE; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE ADVANCE PAYMENT, INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, in October 2024, the San Joaquin Regional Rail Commission (Rail Commission) and the San Joaquin Joint Powers Authority (Authority) were awarded $70.8 million in Transit and Intercity Rail Capital Program (TIRCP) funding for the Bridging Rail Initiatives, Technology, and Education (BRITE) Program; and

WHEREAS, the Stockton Diamond Grade Separation Project (Project) is one of the components of BRITE, with $55 million programmed for right-of-way and construction phases of the project; and

WHEREAS, the Project will improve passenger, commuter, and freight rail mobility in the growing San Joaquin Valley and Northern California Megaregion; and

WHEREAS, an advanced payment would allow the Rail Commission to execute the Construction and Maintenance (C&M) agreements with the railroads and to execute the utility relocation agreements so that the utilities that are impacted by the Project can be relocated in advance of major construction; and

WHEREAS, the Rail Commission will need $31.5 million to cover the initial payments and six (6) months of progress payments for the utility relocations and the C&M agreements; and

WHEREAS, the C&M agreements and railroad work are anticipated to require $23 million, and the utility relocation work is anticipated to require $8.5 million; and

WHEREAS, the Rail Commission is requesting from the California Department of Transportation (Caltrans) an allocation of $45 million of TIRCP Cycle 7 funds for the right-of-way (R/W) phase with an advanced payment of $31.5 million; and

WHEREAS, approval of this resolution to allow advance payment of TIRCP funds will ensure the Rail Commission is able to meet project milestones and preserve sufficient liquidity to meet capital project needs for the Project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Authorizing the Executive Director, or Her Designee, to Submit an Advance Payment Request to Caltrans in the Amount of $31.5 million in Transit and Intercity Rail Capital Program (TIRCP) Funds for the Stockton Diamond Grade Separation Project, Right-of-Way (R/W) Phase; and Authorizing the Executive Director to Negotiate, Award, and Execute any and All Agreements and Documents Related to the Advance Payment, Including any and All Amendments Thereto Within Her Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission on this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 5.8 **INFORMATION**

Quarterly Report Out of Agreements and Purchases over $100,000 Executed in the Third Quarter of Fiscal Year 2024/2025

Background:
In March 2022, the San Joaquin Regional Rail Commission (Rail Commission) approved the Expenditure Authority for the Executive Director and Staff Directors, which repealed previous resolutions and increased the approval threshold from $75,000 to $250,000. Agreements, amendments, and purchases over $250,000 are brought to the Board for approval and authorization of the Executive Director to award and execute.

The March 2022 action also increased the amount required to be reported to the Board to include contracts and purchases over $100,000 and under the Executive Director's threshold of $250,000. The actual number of contracts and purchases that fall within that amount is small due to staff reporting most items to the Board regardless of the amount.

Please refer to Attachment A for a list of agreements, amendments, and purchases that fall into the range of $100,000 and $250,000 that were executed during the third quarter of FY24/25 (January 1, 2025 – March 31, 2025).

Staff will continue to report to the Board on a quarterly basis the previous quarter's contracts and purchases.

Fiscal Impact:
There is no fiscal impact. Expenses and Revenues for these agreements, amendments, and purchases are identified in the Fiscal Year 2024/2025 Operating and Capital Budgets.

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

Item 5.8 Attachment A
Agreements and Purchases
$100,000 - $250,000
FY2425 Q3

PO/Agreement Number	Vendor Name	Description	Type of Purchase	Amount	New Not to Exceed (if applicable)	Effective Date	Operating or Capital
11078	United Automotive LLC	Relocation Claim for Natomas Station	Relocation Fees	$ 53,200	N/A	5/12/2025	Capital
19R0308009	Mark Thomas & Company, Inc	Amendment 09 - PS&E - Ceres Station	Professional Services	$ 243,270	$ 6,712,233	3/6/2025	Capital
19R1805	Siegfried Engineering, Inc.	Amendment 05 - PS&E - East Channel Street Improvements	Professional Services	$ 84,616	$ 648,514	3/4/2025	Capital
23R0818001	Rail Surveyors and Engineers, Inc.	Amendment 01 - PS&E - Newark/Albrae Siding Connection Project	Professional Services	$ 247,495	$ 1,232,358	3/12/2025	Capital
23R1101	Four Nines Technologies	Ticketing System Consulting Services	Professional Services	$ 199,395	$ 471,845	4/8/2025	Operating

SAN JOAQUIN REGIONAL RAIL COMMISSION AND ACE
OPERATING EXPENSE REPORT
MARCH 2025
75% of Budget Year Elapsed

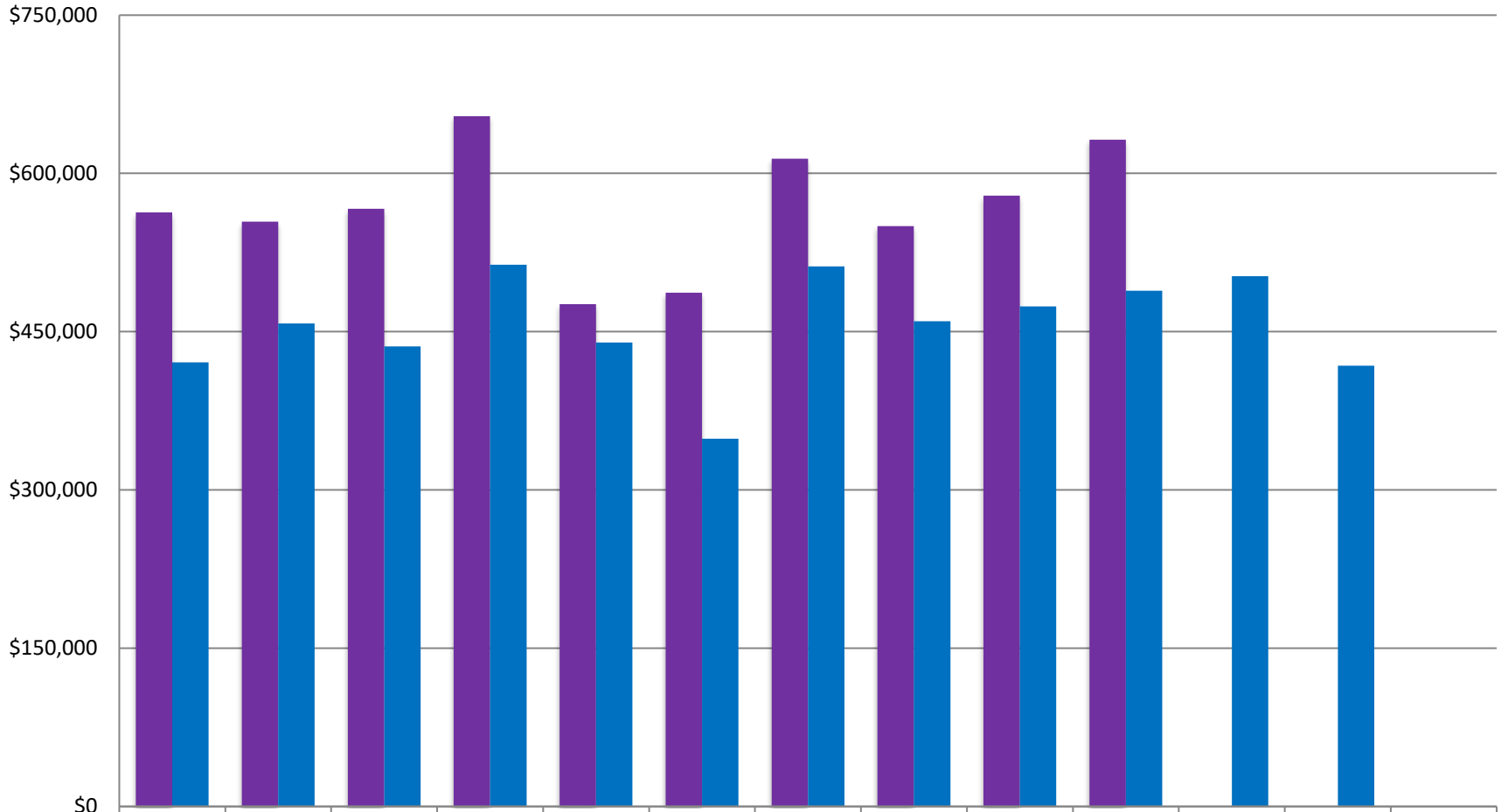
OPERATING EXPENSES	SJRRC FY 24-25 ALLOCATION	EXPENSE THRU MAR 2025	% SPENT TO DATE	ACE FY 24-25 ALLOCATION	EXPENSE THRU MAR 2025	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	$ 5,369,127	$ 3,821,768	71%	$ 5,146,940	$ 3,743,087	73%
Contracted Services Subtotal	$ 724,435	$ 234,390	32%	$ 29,652,395	$ 20,577,361	69%
Shuttle Services				$ 2,677,033	$ 2,007,775	75%
Capital Access				$ 3,242,516	$ 2,431,887	75%
Capital Maintenance				$ 4,500,000	$ 3,375,000	75%
TOTAL OPERATING EXPENSES	$ 6,093,561	$ 4,056,158	67%	$ 45,218,885	$ 32,135,110	71%

OPERATING EXPENSES	SJRRC - OTHER MANAGING ACTIVITIES FY 24-25 ALLOCATION	EXPENSE THRU MAR 2025	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	$ 318,047	88,844	28%
Contracted Services Subtotal	$ 90,355,174	$ 12,290,938	14%
TOTAL CONTRACTED SERVICES EXPENSES	$ 90,673,221	$ 12,379,782	14%

*SJRRC - 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 MAR 2025	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	$ -	-	0%
Contracted Services Subtotal	$ 620,000	$ 100,151	16%
TOTAL CONTRACTED SERVICES EXPENSES	$ 620,000	$ 100,151	16%

Fare Revenue

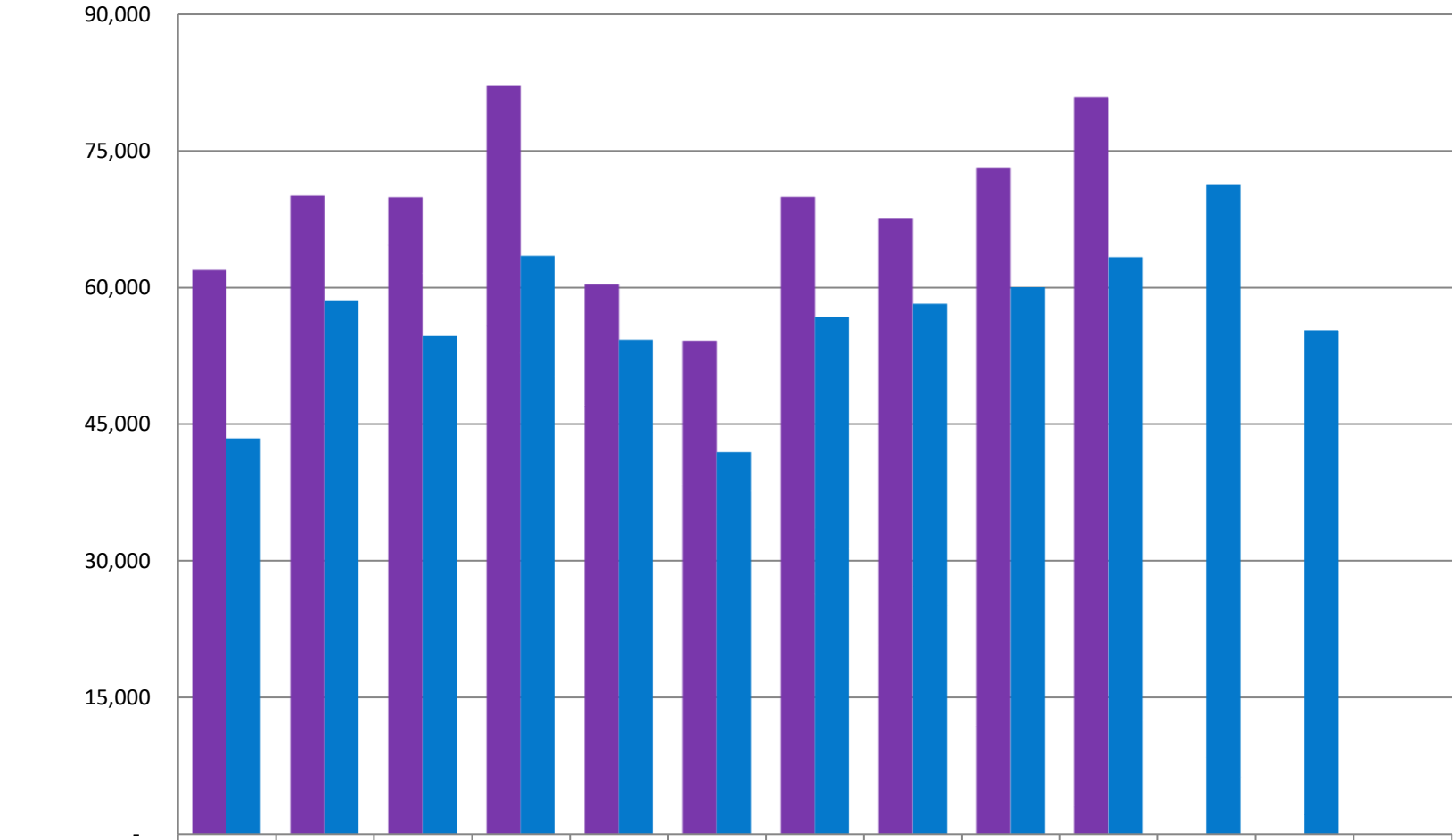


	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	FY TOTAL
FY 24-25 Revenue	$563,073	$554,275	$566,474	$654,322	$475,942	$486,864	$613,911	$550,131	$578,934	$631,923	$-	$-	$5,675,850
FY 23-24 Revenue	$420,901	$457,738	$436,072	$513,376	$439,812	$348,624	$511,980	$459,873	$474,017	$488,783	$502,497	$417,750	$5,471,425

% of Budget Year Elapsed: 83%
FY 24-25 % of Budgeted Fare Revenue Received to Date: 94.1%
Projected Annual Fare Revenue (includes Amtrak Thruway Service and Special Event Train): $6,033,000.00

F1

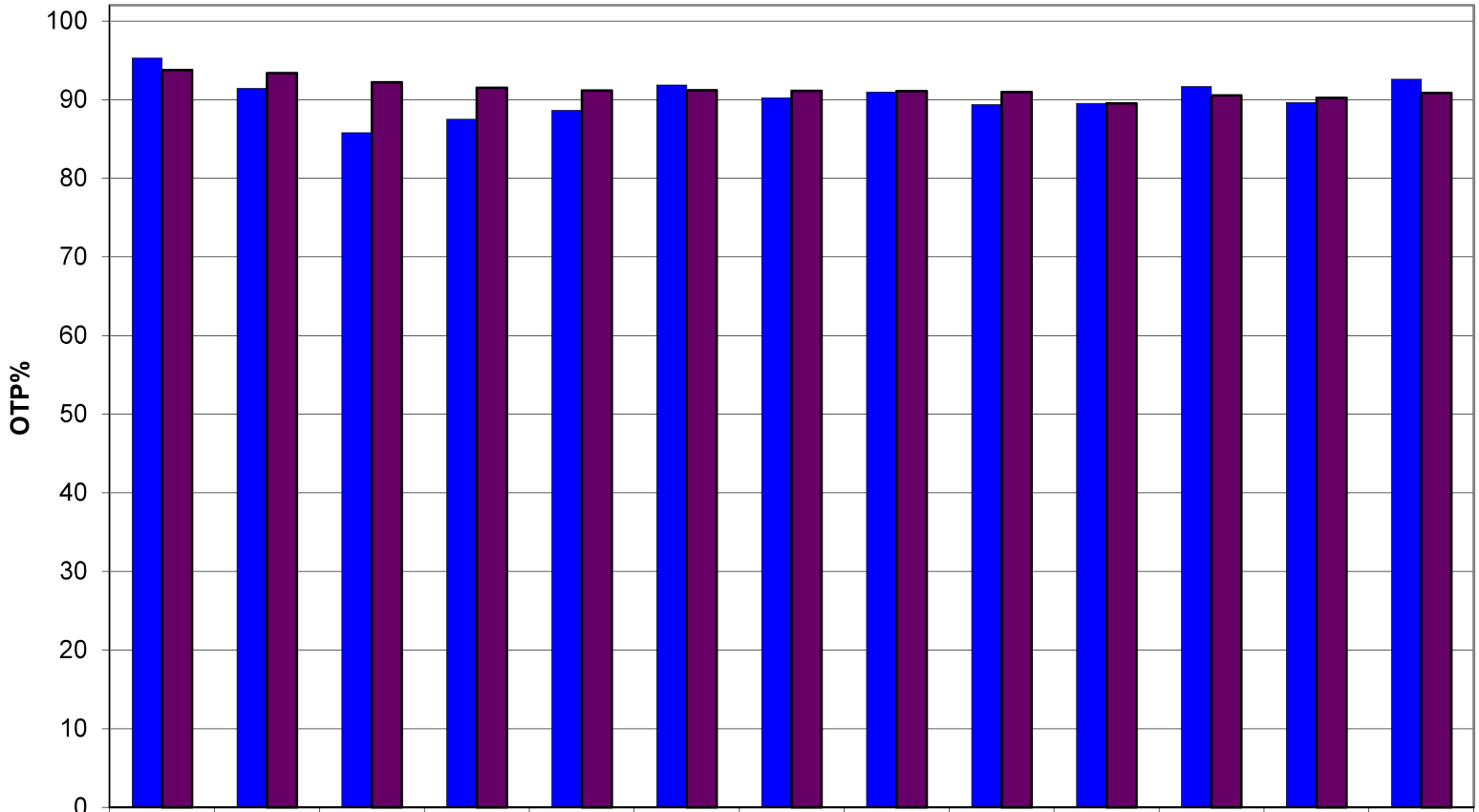
Ridership



	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 Ridership	61,892	70,039	69,845	82,128	60,312	54,120	69,879	67,496	73,119	80,829	-	-	689,659
FY 23-24 Ridership	43,446	58,581	54,667	63,464	54,293	41,955	56,770	58,216	60,036	63,326	71,300	55,297	681,351

R1

ACE ON TIME PERFORMANCE



	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Monthly OTP %	95.29	91.43	85.81	87.5	88.64	91.88	90.22	90.97	89.38	89.53	91.67	89.63	92.61
YTD OTP %	93.77	93.37	92.2	91.52	91.15	91.22	91.11	91.1	90.96	89.53	90.55	90.24	90.87

TAI GINSBERG & ASSOCIATES, LLC

TO: San Joaquin Regional Rail Commission (SJRRC)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for MAY 2025
DATE: May 31, 2025

THE TRUMP ADMINISTRATION/EXECUTIVE BRANCH

May 2, 2025. President Donald Trump released his proposed **FY 2026 Budget Request** (aka skinny budget), **via a 46-page letter to House and Senate Appropriations Committee leaders**. Overall, the proposed base discretionary Defense/Non-Defense request is $1.450 trillion. Within the overall budget request defense spending increases by 13 percent, and appropriations for the Department of Homeland Security increases by nearly 65 percent, while in contrast non-defense spending (education, transportation and public health et al.) is reduced to $557.4 billion from $720.5 billion (a reduction of $163 billion or 22.6 percent). It is hoped that a fully more fleshed-out budget will soon be released.

	2025 Enacted [1]	2026 Request	2026 Request Less 2025 Enacted Dollar	2026 Request Less 2025 Enacted Percent
Base Discretionary Funding	**1,613.1**	**1,450.0**	**-163.1**	**-10.1%**
Defense	*892.6*	*892.6*	---	---
Non-Defense [2]	*720.5*	*557.4*	*-163.1*	*-22.6%*

Regarding transportation the President's letter notes the following funding proposals:

- A Federal Aviation Administration (FAA) increase to "Operations" by $13.8 billion (an increase of $359 million over FY 2025) for air traffic controller hiring and salary increases;
- A FAA increase of $4 billion for National Airspace System upgrades;
- An Infrastructure for Rebuilding America Program (INFRA) increase of $770 million, on top of the $1.5 billion provided by the IIJA;
- A Rail Safety and Infrastructure Grants proposal of $500 million to improve the safety and efficiency of the passenger and freight rail network;
- A Shipbuilding and Port Infrastructure program proposal of which $105 million is for the Assistance to Small Shipyards Program and $550 million for the Port Infrastructure Development Program;
- An Essential Air Service Program reduction of $300 million from FY 2025 (the EAS program subsidizes commercial air service to rural airports);
- A Harbor Maintenance Trust Fund spending reduction of $1.071 billion;
- A Corps WIFIA Program is reduction of $7 million;
- Cuts funding for the Transportation Security Administration by $247 million;
- Ends tax incentives for **electric vehicle and battery manufacturers**/cancels $6 billion in IIJA funds for EV charger programs; and,
- Cuts $15 billion cuts to renewable energy, carbon capture.

Note: Politico reports that US DOT Secretary Sean Duffy has confirmed that the department will conduct a mass layoff, known as a reduction in force or RIF — but the earliest it will occur is late May. Update 5/9/25: A federal judge in California blocked US DOT from carrying out reductions in force, or RIFs for 14 day through May 23.

TRUMP - 2025 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the April 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
Robert **Gleason**	Nominee to be Director of the Amtrak Board of Directors for a term of 5-years.	**Nominated**: received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 3/10/25. **Hearing in Commerce Comm. on 5/13/25. Nomination approved in Comm. on 5/21/25. Senate floor vote has not been scheduled.**
Sean **McMaster**	Nominee to be Administrator of the Federal Highway Administration.	Received in the Senate and referred to the Committee on Environment & Public Works on 3/10/25. **Hearing in S. E&PW Comm. on 5/14/25.**
Marcus **Molinaro**	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. 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. **A Senate floor vote has not been scheduled.**
David **Fink**	Nominee to be Administrator of the Federal Railroad Administration.	Received in the Senate and referred to the Committee on Commerce on 1/20/25. **Hearing in Commerce Comm. on 5/13/25. Nomination approved in Comm. on 5/21/25. A Senate floor vote has not been scheduled.**

Note: On May 5, 2025, the Trump Administration removed the **Alvin Brown (Democrat)**, the Vice Chair of the **National Transportation Safety Board**. The Chairman and Vice Chairman are both designated by the president and serve for three years; although, NTSB terms are for five years. No more than three of the five members may be from the same political party. Brown joined the board in March 2024 and his term was slated to run through 2026.

Note: On May 1, 2025, **Drew Feeley** was appointed FRA Deputy Administrator and will serve as Acting Administrator until the President Trump's nominee (David Fink) is confirmed. Feeley was most recently staff director at the House Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Note: On April 28, 2025, the Trump Administration named **Ha Nguyen McNeill** as Deputy Administrator of the Transportation Security Administration. In January, President Trump forced the resignation of TSA Administrator David Pekoske. The **TSA Administrator** position remains vacant.

APPROPRIATIONS/BUDGET - HOUSE/SENATE THUD APPROPRIATIONS STATUS

On May 22, 2025, the House passed, after contentious hours-long negotiations, the "**One Big Beautiful Bill Act**" (HR 1) **by a vote of 215 to 214**, with two Republicans voting nay and one Republican member voting present – all Democrats voted nay. The voluminous 1,118-page bill is the bedrock of President Trump's domestic policy agenda which includes notable campaign promises such as extending the 2017 tax cuts and no taxes on tips/overtime. Earlier, House Speaker Mike Johnson (R-LA) had set the lofty goal of passing the reconciliation bill before the Memorial Day recess, which most political analysts found as a skeptical goal; nevertheless, the Speaker achieved the seemingly impossible (notwithstanding an arm-twisting Capitol Hill visit on 5/20 by the President to persuade borderline House Republicans to support the measure).

The One Big Beautiful Bill Act now heads to the Senate where it will be modified by a 53-47 Republican majority, and then passed-back to the House (or resolved in conference) for consideration/passage. Senate Republicans are likely to revisit the House proposed Medicaid reforms, the SALT provision (may cut it by 50%), further cuts to spending, and debate on how high to increase the debit limit (lower than $4 trillion per Senator Rand Paul (R-KY), and other provisions. The Senate is aiming for a July 4 deadline; although, that deadline could slip. ***[Republicans (House/Senate/POTUS) are utilizing the budget reconciliation process to advance the package through Congress.***

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) For reference, see the Congressional Budget Office Reconciliation page here].

One Big Beautiful Bill Act – Selected Key Provisions of the House-Passed Bill

- Makes permanent President Trump's 2017 tax cuts (due to expire at the end of the year), and specifies marginal tax rates of 10%,12%, 24%, 32%, 35%, and 37%;
- Includes a $40,000 State and Local Tax (SALT) deduction cap for individuals making $500,000 <;
- Adds roughly $3 trillion to the debt including interest over the next decade (**Committee for a Responsible Federal Budget**);
- Increases grants (reimbursement) to states ($12 billion) for border security, and allocates $46.5 billion toward completing a border wall, and $4 billion to hire additional Border Patrol agents;
- Increases the $36.1 trillion debt limit by $4 trillion;
- Ends several green-energy tax credits by 2028 as opposed to 2031;
- Phases-out several electric vehicle tax credits (2 different $7,500 tax credits and a $4,000 tax credit) by the end of 2025/2026, and phases-out credits for producing or investing in renewable energy sources such as solar and wind by 2028 as opposed to 2031;
- Requires Medicaid recipients (childless adults (aged 19-64) without disabilities) to work 80 hours per month or volunteer; overall, a reduction in Medicaid of $700^{+} billion;
- Increases Defense spending by $150 billion over the next decade;
- Includes $12.5 billion for air traffic control system modernization;
- Ensures that electric vehicles are contributing to the Highway Trust Fund **($64.2 billion added**) by requiring a $250 annual fee for EVs and a $100 annual fee for hybrids. ***[The federal fuel tax of 18.4 cpg has remained unchanged since 1993.]***

See the CBO Cost Estimate on Transportation and Infrastructure **here**.

May 9, 2025. Department of the Treasury Secretary Scott Bessent **sent a letter** to House Speaker Mike Johnson (R-LA) regarding an update on the debt limit situation. The letter stated that after reviewing April receipts, "there is a reasonable probability that the federal government's cash and extraordinary measures will be exhausted in August while Congress is scheduled to be in recess. Therefore, I respectfully urge Congress to increase or suspend the debt limit by mid-July, before its scheduled break, to protect the full faith and credit of the United States."

May 12, 2025. The US Department of Treasury issued its **Monthly Treasury Statement Receipts and Outlays of the United States Government For FY 2025 Through April 30, 2025**. The government scored a **$258 billion surplus in the month of April 2025** (the seventh month of FY 2025) with **total April receipts reaching $850 billion** against **April outlays of $592 billion**. The cumulative FY deficit through FY 2025 as of April 30, (7 months of FY 2025) was $1.049 trillion. ***The impact of large individual tax deposits resulted in budget receipts of $850 billion and a surplus of $258 billion***. As of May 23, 2025, the Public Debt Held by the Public was $28.863 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 $7.352 trillion for a total **Public Debt Outstanding of $36.215 trillion**.

May 8, 2025. The Congressional Budget Office (CBO) issued their "**Monthly Budget Review: April 2025**." The CBO estimated that the federal budget deficit totaled $1.1 trillion in the first seven months of FY 2025. That amount is $196 billion more than the deficit recorded during the same period last FY. Revenues increased by $146 billion (or 5 percent), and outlays rose by $342 billion (or 9 percent).

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

May 21, 2025. The Senate Committee on Commerce, Science, & Transportation convened a Full Committee Executive Session to consider several nominations, including: **David Fink**, of New Hampshire, to be Administrator of the Federal Railroad Administration, and Nomination of **Robert Gleason**, of Pennsylvania, to be Director of the Amtrak Board of Directors. Both nominees were approved, Fink by a vote of 15-13 and Gleason by a vote of 16-12. **Committee Link**.

May 20, 2025. The House Appropriations Committee, Subcommittee on Homeland Security held a hearing to discuss and receive testimony pertaining to, "Oversight Hearing – The Transportation Security Administration." TSA Acting Administrator Ha Nguyen McNeill is a witness. **Committee Link and Testimony**.

May 15, 2025. The Senate Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development held a hearing to discuss and receive testimony pertaining to, "A Review of the President's Fiscal Year 2026 Budget Request for the Department of Transportation." **Committee Link and Testimony**.

May 14, 2025. The House Committee on Transportation and Infrastructure held a Member Day hearing (Committee on Transportation and Infrastructure Member Day) for Members of the House of Representatives to testify on priorities that are important to their individual districts. **Committee Link**.

May 14, 2025. The Senate Committee on Environment and Public Works held a Full Committee hearing to consider several nominations, including: Sean McMaster (**testimony**) to be Administrator of the Federal Highway Administration, and Adam Telle to be Assistant Secretary of the Army for Civil Works. **Committee Link**.

May 14, 2025. The House Committee on Appropriations, Subcommittee on Transportation and Housing held a hearing to discuss and receive testimony pertaining to, "Budget Hearing – US Dept. of Transportation." US DOT Secretary Seand Duffy is a witness. **Committee Link and Testimony**.


David Fink

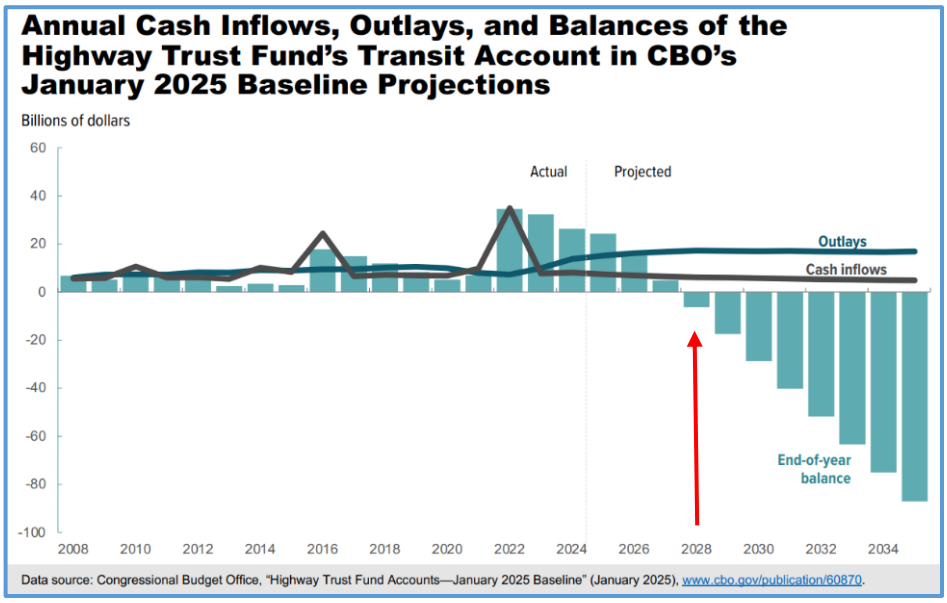

Robert Gleason

May 13, 2025. The Senate Committee on Commerce, Science, & Transportation convened a nominations hearing for nominees of the Federal Railroad Administration, Amtrak Board of Directors, and the Department of Commerce. Nominees include: **Mr. David Fink**, of New Hampshire, to be Administrator of the Federal Railroad Administration, and **Mr. Robert Gleason**, of Pennsylvania, to be Director of the Amtrak Board of Directors. **Committee Link**. The nominees testified and answered questions in their own behalf. ***[Fink affirmed to lawmakers that he would uphold a rule requiring two-person train crews.]***

May 8, 2025. The Senate Committee on Appropriations held a hearing to discuss and receive testimony pertaining to, "A Review of the President's Fiscal Year 2026 Budget Request for the Department of Homeland Security." **Committee Link and Testimony**.

May 7, 2025. The Congressional Budget Office (CBO) released a slide deck entitled, "**The Federal Environment for Surface Transportation Infrastructure**." The Congressional Budget Office projects that the balance in both the highway and transit accounts of the Highway Trust Fund will be exhausted in 2028.

The slide deck also details public spending for transportation and water infrastructure. Noted nearby is a slide detailing projected balances of the Highway Trust Fund. HTF chart (to right) to accompany prior-page May 7, 2025 CBO factoid.



May 7, 2025. Thirty-two Members of the House of Representatives **sent a letter** to House leadership laying out their conditions for supporting a reconciliation bill, reiterating that it should "adhere to the House framework" by including at least $2 trillion in budgetary savings or fewer tax cuts. The Committee for a Responsible Federal Budget issued a statement saying, "Both the House and Senate have come up with plans to pass tax cuts and defense and border security spending increases without requiring equal amounts of offsets. They would allow $3 to $7 trillion in new debt—making it one of the largest deficit increases in history—while relying on unrealistic economic growth assumptions and budget gimmicks to paper over the extent of the additional borrowing." The statement continued, "We absolutely should not pass any legislation that adds to the debt, and we encourage lawmakers to focus instead on a plan to reduce the national debt while fully offsetting any tax cuts or spending increase."

May 6, 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, "America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance." The hearing focused on ways to improve the efficiency and effectiveness of federal rail assistance. Members will examine the opportunities and challenges that grant applicants encounter in utilizing Federal Railroad Administration (FRA) and other Department of Transportation (DOT) rail discretionary grant programs and the potential for reform in the upcoming surface transportation reauthorization bill. **Committee Link and Testimony**.

April 30, 2025. The Commuter Rail Coalition (CRC) **dispatched a letter** to House Committee on Transportation and Infrastructure Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) presenting a list of policy principles for consideration during deliberations of the upcoming surface transportation reauthorization. CRC priorities include: re-evaluating (extending) the time allowed for commuter railroads to meet the federal liability cap adjustment; an allowance for commuter rail agencies seeking a federal source of discretionary revenue under the Consolidated Rail Infrastructure and Safety Improvement Program (CRISI, and to evaluate the Surface Transportation Board's authority over Amtrak agreements with commuter rail, i.e. so that the STB can adjudicated disputes between the commuter railroads and Amtrak. See the letter for additional CRC policy priorities.

April 29-30, 2025. On April 30, the House Transportation and Infrastructure Committee held a Full Committee markup that considered their portion of the reconciliation package. The proposal is just one part of a larger budget package that Congressional Republicans are drafting under an expedited legislative process known as reconciliation. **The approved package** included: ▰ a $250 annual registration fee on electric cars and light trucks; ▰ a $100 annual registration fee on hybrid cars and light trucks (both fees indexed to inflation and paid into the Highway Trust Fund),

■ a $12.5 billion allocation to the Federal Aviation Administration (FAA) for the modernization of ATC technology, and ■ a rescission of unobligated funds and elimination of seven unnecessary Green New Deal style programs ($4 billion) created in the Inflation Reduction Act (IRA). ***An earlier version of the bill included a $20 fee on all other cars and light trucks; that fee is no longer in the bill.*** The American Road & Transportation Builders Association (ARTBA) reports that, if enacted, it will mark the first time in over 20 years the HTF will be augmented by user-fee revenues. ARTBA also noted that $275 billion in General Fund transfers have been needed over the last 17 years to sustain the HTF. The House T&I's measure will be combined with legislation from other committees into a larger reconciliation package, which is scheduled for consideration by the full House in late-spring or early summer. Committee Democrats did not vote for the measure and in a press-release stated, "T&I Democrats could not vote for today's legislation, which is part of a larger package to cut hundreds of millions of dollars for Medicaid, slash food assistance for children and raise the debt by more than $14 trillion to give billionaires like Elon Musk $7 trillion in tax cuts." ***[Earlier, on April 29, 2025, the House T&I Committee Chairman Sam Graves (R-MO) released details of their proposed revenue and spending package (Budget Reconciliation Proposal) – Committee Print and Amendment in the Nature of the Substitute to the Committee Print).]*** Update 5/13/25. The Congressional Budget Office (CBO) released a cost estimate of the House Committee on Transportation and Infrastructure (here) stating, "In CBO's estimation, the reconciliation recommendations of the House Committee on Transportation and Infrastructure would decrease deficits by $36.6 billion over the 2025-2034 period."

SELECTED CONGRESSIONAL "TRANSPORTATION-RELATED" BILLS – MAY

SENATE BILLS – MAY			
S 1711 Press Release Article	J. Cornyn (R-TX) "Safeguarding Transit Operations to Prohibit (STOP) China Act." Protects domestic transit operations & supply chains from malign Chinese influence by preventing any appropriated funds to the US DOT from being awarded to grantees for the purchase of Chinese govt. transit buses/rail cars. Introduced 5/12/25.	SJRES 49 Article	R. Wyden (D-OR) "National Emergency Designation on Global Tariffs." Resolution that would effectively end the reciprocal and 10 percent baseline tariffs put in place by President Donald Trump in early April. Failed by a vote of 50-49 upon Vice President voting yea on 4/30/25.
S 1532 Press Release Article	M. Crapo/R. Wyden (R-ID) Expands the Short Line Railroad Tax Credit (45G Tax Credit)- increases the per mile credit cap from $3,500 to $6,100; indexes the per mile credit cap for inflation; and updates the track eligible for the credit to match modern maps. Introduced 4/30/25. ***[Mike Kelly introduced companion bill HR 516 in the House on 1/16/25.]***		
HOUSE BILLS - MAY			
HR 3586	M. Fischbach (R-MN) To establish limitations on advanced payments for bus rolling stock. Introduced 5/23/25.	HR 3572	D. Valadao (R-CA) To make projects in certain counties eligible for funding under the rural surface transportation grant program. Introduced 5/21/25.
HR 3505	D. Beyer (D-VA) To direct the Secretary of Transportation to establish a grant program to facilitate the installation, on certain infrastructure, of evidence-based suicide deterrents, including suicide prevention nets and barriers. Introduced 5/20/25.	HR 1	J. Arrington (R-TX) "One Big Beautiful Bill" Act." Reconciliation bill changing to the tax code, reduces or increases spending for various federal programs, increases the statutory debt limit, and otherwise addresses agencies and programs throughout the federal government. Introduced 5/20/25. **Passed the House by a vote of 215-214 on 5/22/25.**
HR 3449 Press Release	H. Johnson (D-GA) "Stronger Communities Through Better Transit Act." The bill would authorize $20 billion annually for FY2025-FY2028, and create a new formula grant program to support the operating costs of public transportation and certain associated capital costs. Introduced 5/16/25.	HR 3440	L. Gillen (D-NY) To include roundabouts as eligible projects under the surface transportation block grant program. Introduced 5/15/25.
HR 3360	K. Mullin (D-CA) To conduct a study on the effect of driver-controlled technology in motor vehicles with respect to severe traffic injuries and traffic fatalities. Introduced 5/13/25.	HR 3338	B. Fitzpatrick (R-PA) To eliminate certain fuel excise taxes and impose a tax on greenhouse gas emissions to provide revenue for maintaining and building American infrastructure. Introduced 5/13/25.

HR TBA Press Release & Bill Summary	S. Graves (R-MO) "Fixing Emergency Management for Americans (FEMA) Act of 2025." The bill restores FEMA's original status as an independent agency, reporting directly to the President and overseen by its own Inspector General. Introduced 5/8/25.	HR 3232 Press Release	S. Cohen (D-TN) To authorize appropriations for the Federal-State partnership for intercity passenger rail grant program. The bill would reauthorize both the FSP program and the Corridor ID program with $7.5 billion between Fiscal Years 2027 and 2031.Introduced 5/7/25.
HR 3194 Press Release	J. Moolenaar (R-MI) "Lifting Overburdensome Commerce Obstructions and Motives Actor or the LOCOMOTIVES Act." Revises Section 209 of the CAA to close a loophole, which allows the California Air Resources Board to request waivers from the EPA, requiring interstate trains to abide by environmental standards stricter than those of the federal government. Introduced 5/5/25.	HJ RES 88 Article EPA Press Release Article	J. Joyce (R-PA) Provides congressional disapproval (Cong. Review Act) regarding EPA's decision (Advanced Clean Cars II (ACC2) – Approved in December 2024) to approve a waiver granted to California allowing the State to ban the sale of gas-powered vehicles by 2035. **Passed the House by a vote of 246-164 on 5/1/25. Passed the Senate by a vote of 51-44 on 5/22/25.**
HJ RES 89 EPA Press Release	J. Obernolte (R-CA) Provides congressional disapproval regarding EPA's decision (Omnibus Low-NOx Emissions Rule – Approved in December 2024) to allow California to implement its most recent nitrogen oxide (NOx) engine emission standards. **Passed the House by a vote of 225-196 on 4/30/25. Passed the Senate by a vote of 49-46 on 5/22/25.**	HJ RES 87 Article EPA Press Release	J. James (R-MI) Provides congressional disapproval regarding EPA's decision (Advanced Clean Trucks (ACT) – Approved in March 2023) to approve a waiver granted to California allowing the State to mandate the sale of zero-emission trucks. **Passed the House by a vote of 231-191 on 4/30/25. Passed the Senate by a vote of 51-45 on 5/22/25.**

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

See Addendum A. - 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
IIJA (Bipartisan Infrastructure Law - BIL) Airtable	Fields Are Sortable
IIJA Funding Status	Report on amount of IIJA Obligated
IIJA Spending (State by State)	Search Award Data/DEFC/Select Z & 1
US DOT Discretionary Grants Dashboard	Sortable Fields via **ALL** Government Dept.
FHWA BIL Competitive Grant Pgms. Matrix	Multiple Columns of Information
Pedestrian/Bicycle Funding Opportunities Matrix	Activity Type to Tie With Program Type
FTA Competitive/Formula Grant Programs	FTA IIJA Grant Opportunities
Project Readiness Checklist/Disc. Grants	Support for Grant Applicants
FRA Competitive Discretionary Grant Pgms.	FRA Page – List of Opportunities
Inflation Reduction Act Tracker	Database for Funding Opportunities
Trails as Resilient Infrastructure	Guidebook | December 2023
FRA Webinars	Webinar Recordings/Technical Asst.
FRA Discretionary Grant Program Tool	Tool to Winnow-Down Grants to Best Fit
FRA Upcoming Publications - CY 2025	See Page One
FRA Rail Program Delivery Video Series	Click on drop-down chevron

Month Est.	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
Spring 2025	Bus Pgms.: Bus Facilities/Low or No Emission Grants - NOFO on 5/15/25	FTA
Spring 2025	All Stations Accessibility Program	FTA
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

May 14, 2025. The Federal Transit Administration (FTA) issued a **Notice of Funding Opportunity** (NOFO – and **here**) making available $1.5 billion in total competitive grants for **FY 2025 Low or No Emission Grant Program** (**here** - $1.1 billion) and **FY 2025 grants for Buses and Bus Facilities Programs** (**here** - $398 million). FTA is publishing a joint NOFO because these two programs have overlapping eligibilities and must be implemented on the same timeline. The Low-No Program funds will be awarded competitively for the purchase or lease of buses that use low- or no-emission propulsion technologies, including related equipment or facilities, and the Bus Program funds will be awarded competitively to purchase, rehabilitate, or lease buses and related equipment, and to construct, purchase, rehabilitate, or lease bus-related facilities. In general, the maximum Federal share is 80 percent. There are two exceptions; see NOFO. Program links for Low or No Emission Grant Program **here**, and Grants for Buses and Bus Facilities Program **here**. **Applications are due by July 14, 2025**.

May 8, 2025. The US DOT Office of Under Secretary for Policy **re-issued** a **Notice of Funding Opportunity (NOFO)** making available $20 million under the **FY 2024 (Tier 2) Regional Infrastructure Accelerator (RIA) Program**. RIA grants assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program. The size of individual awards will be determined by the number of RIAs selected and the funding needed for each to meet the Program objectives. The Bureau anticipates providing cooperative agreements in the range of $975,000 to $2 million to establish between six and ten new RIAs. Eligible applicants include, U.S. public entities including state, multi-state, county, municipalities, MPOs, regional transportation planning organizations, Tribal governments, and others. There is no requirement for cost sharing or matching the cooperative agreement funds. The NOFO has been revised to remove references to rescinded Executive Orders and align it with new Executive Orders. **The application due date is June 16, 2025**.

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

May 27, 2025. The Federal Highway Administration (FHWA) issued a **Final Rule** rescinding a rule issued on October 24, 2008, regarding the Projects of National and Regional Significance Evaluation and Rating. The rule established evaluation, rating, and selection guidelines for funding proposed Projects of National and Regional Significance and the FHWA has determined that those rules are unnecessary and are to be rescinded in full. **The Final Rule becomes effective on May 30, 2025**.

May 16, 2025. The US DOT, Office of the Secretary issued a **Notice Establishing a US DOT Advisory Board/Soliciation of Nominations for Membership**. The Advisory Board is intended to provide strategic vision and high-level guidance to modernize and enhance the United States transportation systems. The Board will be continuing, but subject to renewal every two years. The Board is expected to meet quarterly. The Secretary, in consultation with the Board, may create subcommittees to work on specific tasks. Unless otherwise required by law or approved by the Secretary, all meetings will be held virtually. The Board shall report to the Secretary and shall consist of approximately ten members, representing a range of industry leaders and experts across key sectors of transportation, including aviation, logistics, infrastructure, construction, finance, and legal affairs. Members will serve two-year terms but may be reappointed. **The deadline for nominations for Committee members must be received on or before June 2, 2025**.

May 15, 2025. The US DOT, Office of the Secretary published a **Notice of Proposed Rulemaking** (NPRM – and **here**) proposing to reinstate and expound upon procedural reforms for the Department's rulemakings, guidance documents, and enforcement actions rescinded by a final rule published by the Department on April 2, 2021, "Administrative Rulemaking, Guidance, and Enforcement Procedures." Accordingly, this proposed rule would revise and update the Department's internal policies and procedures relating to the issuance of rulemaking documents. In addition, the NPRM proposes updates to the Department's procedural requirements governing the review and clearance of guidance documents, and the initiation and conduct of enforcement actions, including administrative enforcement proceedings and judicial enforcement actions brought in Federal court. **Comments must be received by June 16, 2025**.

May 12, 2025. The Federal Highway Administration (FHWA) published a **Final Rule/Correction** correcting a clerical error in a final rule that appeared in the Federal Register on April 18, 2025. The final rule repealed a requirement that State departments of transportation and metropolitan planning organizations (MPO) establish declining carbon dioxide (CO2) targets for the greenhouse gas (GHG) measure and report on progress toward the achievement of the target. **The final rule is effective May 19, 2025**.

May 7, 2025. The Association of American Railroads (AAR) filed **comments** in response to US DOT's April 3, 2025, Request for Information (RFI), "Ensuring Lawful Regulation; Reducing Regulation and Controlling Regulatory Costs." AAR has also prepared an **extensive list** (Appendix: Table of AAR Ideas for Reducing Regulatory Burdens) of regulations and guidance that should be repealed, replaced, or modified. One such suggestion is that the Crew Size regulation should be repealed because the "regulation significantly and unjustifiably impedes innovation by acting as a barrier to technological improvements, slowing research and development in modern technologies that can enhance productivity and provide other benefits, including benefits to safety." The Biden administration's crew staffing rule mandates a minimum of two crew members per train in perpetuity.

GOVERNMENT NOTICES/REPORTS/NEWS ARTICLE

May 23, 2025. The Congressional Research Service (CRS) issued a report entitled, "**Transportation Security: Background and Issues for the 119th Congress**." Transportation security has been a major policy focus since the terrorist attacks of September 11, 2001. A key challenge facing Congress is how to implement and finance a system of deterrence, protection, and response that effectively reduces the likelihood and mitigates the consequences of attacks without interfering with travel, commerce, and civil liberties.

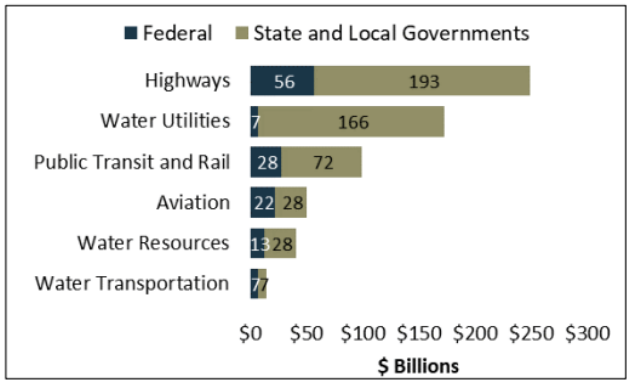
May 23, 2025. The National Academies Sciences Engineering Medicine released a report entitled, "**The Future of Commuter Rail in North America**." The report examines the history of commuter rail in North America, evaluates current trends, presents constraints, reviews case studies, and explores strategies—including alternative approaches to service schedules, simplified fare structures, and infrastructure options—to address changing goals and circumstances at the agency, regional, and national levels in the United States and Canada.

May 22, 2025. The Government Accountability Office (GAO) issued a report entitled, "**Transportation Grants: Applicants Cited Benefits of Combined Application, but DOT Should Improve Transparency**." The US DOT combined some processes for 3 such grants into the Multimodal Project Discretionary Grant program. The US DOT stated that it combined the applications in part to streamline the process for applicants. In response to a GAO survey, MPDG applicants for fiscal year 2023-2024 funding cited several improvements resulting from combining the three applications. A majority of respondents who had applied for DOT grants previously found the combined process to be beneficial and found it easier to apply for multiple grants.

Respondents also generally indicated that DOT's application materials were helpful and easy to understand. Although survey respondents were largely positive about the combined application process, some reported challenges, including having sufficient staff expertise and staff capacity to complete the application. DOT announced $5.6 billion in grant awards for the FY 2023-2024 funding round. See highlights paper **here**.

May 20, 2025. The Congressional Research Service (CRS) issued a report entitled, "**Infrastructure Investment and the Federal Government**." The current federal role in infrastructure investment is important but limited in size and scope. More contentious are the optimal level of infrastructure investment, the effectiveness of this investment, and the appropriate role of the federal government.

Figure 1. Public Spending on Transportation and Water Infrastructure, 2023



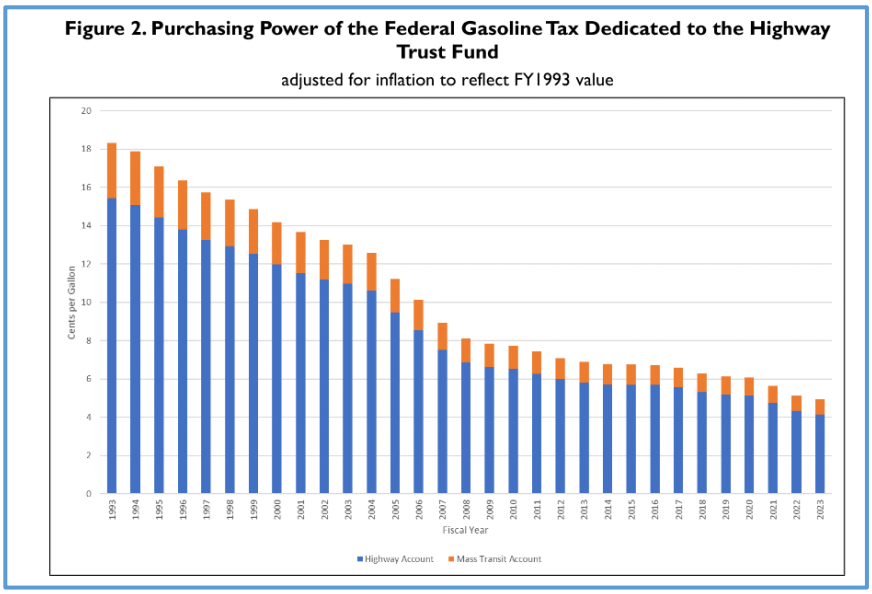
May 15, 2025. The Congressional Research Service (CRS) issued a report entitled, "**Surface Transportation Devolution: Shifting Responsibility to States and Localities**." Surface transportation "devolution" refers to shifting most current federal responsibility for building and maintaining highways and public transportation systems from the federal government to states and localities. Devolution legislation has been introduced in many Congresses since the mid-1990s, supported by Members who regard the federal government as being overinvolved in surface transportation. Under such proposals, the federal taxes that now support surface transportation programs, mostly fuels taxes, would be reduced in line with the shift of responsibility to states and local governments

May 15, 2025. The American Association of State Highway and Transportation Officials (AASHTO) unanimously **approved six policy resolutions** that detail the organization's positions on key issues as Congress begins to work on renewing critical surface transportation reauthorization legislation. The resolutions were as follows: AASHTO Reauthorization Policy on Safety, AASHTO Reauthorization Policy on Funding, Finance, and Innovation, AASHTO Reauthorization Policy on Project Delivery, AASHTO Reauthorization Policy on Federal-Aid Highway Program, AASHTO Reauthorization Policy on Public Transportation, and AASHTO Reauthorization Policy on Rail Transportation. Those resolutions dovetail with the broad **vision statement and three core policy principles** regarding surface transportation reauthorization legislation also unanimously adopted by AASHTO's board in April.

May 15, 2025. The American Public Transportation Association (APTA) issued a **Policy Brief** stating that public transportation ridership recovered to 85 percent of pre-pandemic levels in April 2025. Bus and demand response ridership lead the recovery, at 86 and 93 percent of 2019 levels respectively. Small cities and rural areas have recovered to 88 percent of pre-pandemic ridership levels. Public transit ridership was 7.7 billion total trips in 2024, a 7 percent increase from 2023 to 2024. Rail modes have recovered to 72 percent of 2019 levels, with continued growth expected. Also, see APTA 2024 Fact Book **here**.

May 15, 2025. The US Government Accountability Office (GAO) published testimony entitled, "**Federal Aviation Administration: Key Provisions in the 2024 Reauthorization Act and Related GAO Work**." The U.S. national airspace system is the busiest and most complex in the world, with over 45,000 flights per day. The Federal Aviation Administration Reauthorization Act of 2024 directs FAA on how the agency is to ensure its safety and efficiency. The testimony provides an overview of key areas of the Act, GAO's open recommendations to FAA in these areas, and the work GAO is doing in response to several provisions in the Act. The statement draws from several GAO reports completed since fiscal year 2020. Highlights **here**.

May 14, 2025. The Congressional Research Service (CRS) issued an updated 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. When adjusted for inflation, the purchasing power of highway account revenue has varied over time. Purchasing power was greatest from the mid-1990s to the mid-2000s. The purchasing power of highway account revenue generally began to decline in FY2007. In FY2023, the purchasing power of its revenue was the lowest since FY 1984.

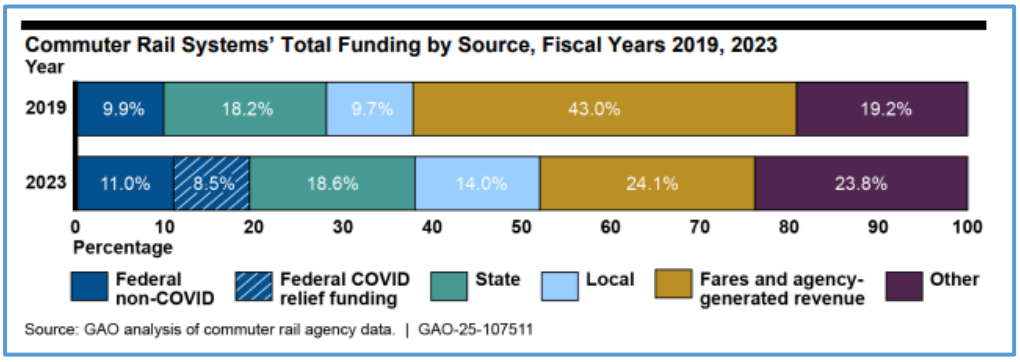


May 14, 2025. The US DOT Office of Inspector General (OIG) issued a report entitled, "**FRA Needs To Improve Its Inspection and Data Collection Processes to Effectively Oversee Compliance with the Roadway Worker Protection Regulation**." The OIG found that: 1.) FRA is performing fewer RWP-related inspections, and available data are not effectively used to inform RWP oversight or planning, 2.) FRA monitors railroads' compliance with some on-track safety program (OTSP) requirements but does not document comprehensive reviews, and 3.) FRA took RWP enforcement actions but published incorrect closed case data in recent Annual Enforcement Reports (AERs).

May 7, 2025. ARTBA's Board of Directors unanimously approved a consensus/forward-looking set of policy recommendations to shape the next federal surface transportation bill.

Developed over eight months by a Reauthorization Task Force representing all eight ARTBA membership divisions and several state chapter affiliates, the report presents a unified and outcome-focused vision for modernizing America's highways, bridges, and transit systems. Download the report, "**Moving America Forward: A Blueprint for Strategic Highway & Public Transit Investment**."

May 7, 2025. The Government Accountability Office (GAO) published a report entitled, "**Commuter Rail: Most Systems Struggling to Recover Ridership Following the COVID-19 Pandemic**." During the COVID-19 pandemic, many riders stopped using public transit. Commuter rail, an alternative to driving between suburbs and city centers, was hit particularly hard.



As of December 2024, a majority of the nation's 31 commuter rail systems were running at close to pre-pandemic levels. But most systems continued to face lower ridership and higher operating costs. Increases in federal funding since 2019 helped offset lower fare revenue. Data from GAO's survey of commuter rail systems show that fare revenue from riders was 31 percent lower in fiscal year 2023 for all systems, compared to 2019. See Highlights Paper **here**.

May 7, 2025. The Safe Streets and Roads for All (SS4A) program recorded three public "How to Apply" webinars in April. The webinars focused on developing a Safety Action Plan; Supplemental Planning and Demonstration activities; and Implementation Grants. Please visit the **SS4A website to access the webinar recordings and presentations**.

May 6, 2025. The US DOT **announced** that the department has approved another 180 infrastructure grants. The press release noted, "The latest grants, which total more than $3.2 billion, are part of the unprecedented backlog of more than 3,200 projects the previous administration announced but did not execute. Since assuming office, Secretary Duffy and the US DOT have approved a total of 329 grants, or roughly 10 percent of the Biden–Buttigieg backlog." The latest series of 180 grants approved are outlined below. A more detailed breakdown of each grant can be found **here**. On May 14, US DOT approved another 76 grants totaling more than 607 million. The approved projects can be found **here**.

May 6, 2025. The Government Accountability Office (GAO) published a report entitled, "**Highway Funding: Information on Variables for Potential New Formula Grant Programs**." As Congress develops new surface transportation legislation, it could create new formula programs. The GAO surveyed current recipients (31 selected highway program funding recipients) and others, who suggested multiple variables that Congress could consider using to distribute funding in potential formula programs. Highlights paper **here**.

May 5, 2025. A new report from the Mineta Transportation Institute was released entitled, "**Using Toll Revenues for Transit: It Can and Should be Done**." Roadway pricing is a widely used strategy to manage congestion and its associated impacts including increased travel times and pollution. When implemented efficiently, tolling not only improves traffic flow but also generates revenue that exceeds the costs of operating the toll facility. The report addresses both the policy rationale and legal framework for using toll revenues to fund transit operations.

May 5, 2025. The American Association of State Highway and Transportation Officials (AASHTO) **submitted comments to US DOT** regarding the US DOT **Request for Information (RFI)** 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." AASHTO noted in the letter, "USDOT should consider the impact of regulations that are redundant, create duplicative processes, and do not reflect the intent of Congress as written in statute." AASHTO article **here**. Likewise, the Commuter Rail Coalition (CRC) **submitted a letter** to the docket detailing their priorities in reducing regulations.

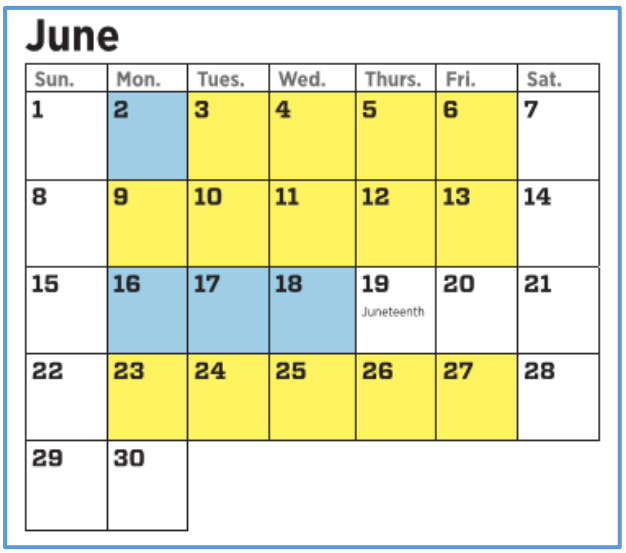
May 5, 2025. The Federal Transit Administration (FTA) **announced** the availability of FY 2025 full-year funding detailed in apportionment tables that specify funding to states, urbanized areas, and Tribal governments based on statutory formulas. The tables reflect funding made available via the Full-Year Continuing Appropriations and Extensions Act, at the FY 2025 funding levels from October 1, 2024 through September 30, 2025. In total, $20 billion in FY 2025 funds were made available to support public transportation.

May 2, 2025. U.S. Transportation Secretary Sean P. Duffy **announced** that the Department terminated seven woke university grants totaling $54 million. These grants were used to advance a radical DEI and green agenda that were both wasteful and ran counter to the transportation priorities of the American people.

April 28, 2025. The Federal Transit Administration (FTA) is alerting transit agencies that the National Highway Traffic Safety Administration (NHTSA) issued two recall notifications regarding certain **Gillig, LLC (Gillig) 2023-2024 Low Floor** and **2022-2023 Nova Bus Low Floor Series (LFS) transit buses**. The hardware for high voltage batteries poses a risk of a short circuit leading to fire. Gillig and Nova Bus will replace the batteries, free of charge. Owner notification letters are expected to be mailed April 30, 2025 by Gillig, and May 27, 2025 by Nova Bus. Owners may contact Gillig customer service at 1-800-735-1500 and Nova Bus customer service at 1-800-350-6682.

UPCOMING CONGRESSIONAL CALENDAR – JUNE

The Senate will convene for votes on June 2, 2025, and the House will convene for votes on June 3, 2025.

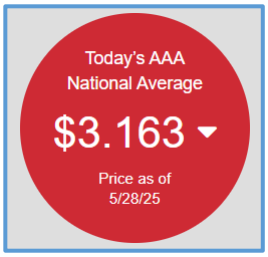


UPCOMING DEADLINES/EVENTS

2025

FY 2025	**Transit Training Schedule**;
May 28-31	**Designing Cities 2025** (Washington, D.C.);
June 11	Congressional Baseball game;
June 19-22	US Conference of Mayors – Summer Meeting (Tampa, FL);
June 27-28	**High-Speed Rail Seminar** (San Francisco, CA);
June 29-July 2	APTA Rail Conference (San Francisco, CA);
July 14-15	**12th Annual Nat'l. Workshop for State/Local Transportation Advocates** (Wash., D.C.);
July 15-17	ARTBA 37th Annual Public-Private Partnerships Conference (Washington, D.C.);
July 19-22	**Transit Board Members & Board Administrators Seminars** (Kansas City, MO);
August 3-6	**APTAtech 2025** (Miami, FL);
August 3-7	NCSL Legislative Summit (Boston, MA);
August 10-13	**Sustainability/Operations Planning & Scheduling Workship** (Denver, CO);
August 17-20	**American Public Works Association PWX 2025** (Chicago, IL);

September 14-19 NCSL Legislative Leaders Symposium (Iceland);
September 21-24 2025 NASAO Annual Convention & Trade Show (Anchorage, AK);
November 17-20 AASHTO Annual Meeting (Salt Lake City, UT).



SCUTTLEBUTT/ICYMI

May 28, 2025. The Automobile Association of America (AAA) national average gas price can be found **here** (price per gallon as of 5/28/25). One month ago, the average price for regular gas per gallon was $3.149 and one year ago the average price was $3.585 per gallon.

May 13, 2025. A coalition of 20 state attorneys general has filed two federal lawsuits over a threat to withhold transportation and disaster relief funds unless the states agree to comply with the Trump administration's immigration policies. ***[Background: US DOT Secretary Sean Duffy issued a letter announcing that US DOT would cut off funding to any state that refuses to comply with the administration's immigration agenda.]*** The **complaint** against the US DOT/Sean Duffy is "to prevent the Trump Administration from trying to strongarm them into participating in federal immigration enforcement by threatening to cut off billions of dollars in transportation funding if they refuse to comply." The plaintiff's request that the Court enforcement of Immigration Conditions is unconstitutional and to issue an injunction prohibiting the Defendants from withholding or terminating federal funding.

May 12, 2025. The **Transportation Investment Advocacy Center** (TIAC) posted that, "Thirty-nine states introduced 154 bills related to transportation investment in the first four months of 2025, according to the latest analysis from ARTBA's Transportation Investment Advocacy Center (ARTBA-TIAC). Twelve bills have already been signed into law." While these numbers will likely grow throughout the year, many states have reached introduction and crossover deadlines. The number of new bills will slow while progress is made on existing measures. Seventeen states have advanced legislation out of the first chamber.

May 7, 2025. Amtrak is eliminating 450 positions as it aims to cut annual costs by $100 million. The "reduction-in-force process" eliminated 250 current positions and closed another 200 open ones that Amtrak had been looking to fill, representing about 10 percent of its managerial staff.

May 7, 2025. California and 16 other Democratic-led States **Filed a Complaint** against the Trump Administration (US DOT/FHWA) "**for unlawfully withholding billions of dollars in funding approved by bipartisan majorities in Congress for electric vehicle (EV) charging infrastructure**." A provision of the IIJA appropriated $5 billion for National Electric Vehicle Infrastructure (NEVI) formula program to facilitate a national network of electric vehicle charging infrastructure across the states, making clean cars accessible and convenient for more consumers and markets. On February 6, 2025, the FHWA notified States via letter ("FHWA Letter") that it had taken three actions to categorically and indefinitely "suspend" the NEVI Formula Program. The FHWA informed the States that "no new obligations may occur under the NEVI Formula Program until the updated final NEVI Formula Program Guidance is issued and new State Plans are submitted and approved. The lawsuit seeks declaratory and injunctive relief barring the FHWA from revoking or withholding NEVI funds or approvals, along with attorneys' fees, costs, and any other relief the court deems appropriate. See a copy of the preliminary injunction to preserve the status quo ad litem **here**.

May 1, 2025. The Department of Labor **announced** (and **here**) it is reviewing the Biden administration's 2024 worker classification guidance, which directs employers on how to determine whether a worker is an employee or independent contractor (gig workers). In the meantime, the agency will not be enforcing the previous guidance.

A number of lawsuits are pending in federal courts challenging the legality of the rule entitled Employee or Independent Contractor Classification Under the Fair Labor Standards Act (FLSA), 89 Fed. Reg. 1638, ("2024 Rule" - **Final Biden Rule**), which outlined the framework for determining employee or independent contractor status under the FLSA. In light of the DOL's announcement that it will no longer enforce the Biden Rule, these pending lawsuits may be dismissed. Gig workers are primarily found in sectors like ridesharing, food delivery, and other freelance or temporary work arrangements.



May 1, 2025. Orange County Transportation Authority (OCTA) **issued an update** on the rail stabilization work in taking place in San Clemente, California. The press release noted, "Crews made significant progress this week in the ongoing emergency work to stabilize the coastal rail line in San Clemente, which is scheduled to remain closed to passenger rail service for approximately five more weeks. Crews are focused on the most vulnerable areas in San Clemente to reinforce the coastal rail line and protect it from the effects of sliding bluffs and coastal erosion. Significant progress has been on work to repair riprap in Area 1. The bulk of this week's work consisted of removing the remaining spans of the city's damaged Mariposa Point pedestrian bridge in Area 3. Each steel span was approximately 80 feet long and weighed 20,000 pounds." ***[OCTA has been working with Metrolink, Amtrak Pacific Surfliner and other stakeholders to find a long-term solution to the ongoing erosion of the coastal rail corridor.]*** Latest update **here**.

April 30, 2025. Operation Lifesaver **announced** six industry leaders to its **Board of Directors**. The newly appointed Board members are: 1.) Michael Cook, Assistant Vice President Systems Safety, BNSF Railway Company; 2.) Rodney Doerr, Vice President & Chief Safety Officer, Union Pacific Railroad; 3.) Matthew McClaren, Vice President Safety & Environment, Canadian National Railway; 4.) Randy Noe, Assistant Vice President Regulatory Affairs, Norfolk Southern Corporation; 5.) Jim Schwichtenberg, Vice President & Chief Safety Officer, CSX Transportation; and 6.) Alan Stouder, Ohio Operation Lifesaver State Coordinator, OLI National Advisory Council (NAC) Co-Chair and State Coordinator Regional Representative for Regional 2.

□□□

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

TG&A
TAI GINSBERG & ASSOCIATES, LLC

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS
(TG&A SCORECARD for CY 2025)

5/28/2025		TYPE	NOFO		NOFO $s	APPLICATION	NOFO $			
DEPT/AGENCY	NOFO TITLE	(NOFO / AWARD)	ISSUANCE DATE	NOFO URL	MADE AVAILABLE	DEADLINE	AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
USDA	FY 2025 Rural Transportation Systems Grant Program	NOFO	1/6/2025	NOFO URL	750,000	4/7/2025	TBD	TBD	TBD	
	Higher Blends Infrastructure Incentive Program (HBIIP)	NOFO	6/28/2023	NOFO URL		9/30/2024	537,000,000	AWARD URL	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	NOFO URL	9,000,000	2/5/2025	TBD	TBD	TBD	
	FY 2025 Aviation Maintenance Technical Workers Workforce Development Pgm.	NOFO	1/7/2025	NOFO URL	9,000,000	2/5/2025	TBD	TBD	TBD	
FHWA	FY 2023 Active Transportation Infrastructure Investment Program (ATIIP)	NOFO/AWARD	3/19/2024	NOFO URL	44,550,000	6/17/2024	44,500,000	AWARD URL	1/7/2025	List of Awardees
	FY 2024 – 2026 Garrett A. Morgan Technology/Transportation Education Pgm.	NOFO	1/7/2025	NOFO URL	300,000	1/10/2025	TBD	TBD	TBD	
	Charging and Fueling Infrastructure Discretionary Grant Opportunity (Round 2) Pgm.	NOFO/AWARD	5/30/2024	NOFO URL	1,321,200,000	9/11/2024	635,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2024 Competitive Highway Bridge Program	NOFO	1/14/2025	NOFO URL	250,000,000	3/13/2025	TBD	TBD	TBD	
	FY 2025 Innovation Management Pgm. (AIM)	NOFO	1/15/2025	NOFO URL	1,800,000	2/3/2025	TBD	TBD	TBD	
FRA	FY 2025 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	12/31/2024	NOFO URL	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	NOFO URL	1,148,809,580	9/23/2024	1,100,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2021-2024 Restoration and Enhancement Grant Program	NOFO/AWARD	7/12/2024	NOFO URL	153,845,680	9/30/2024	146,000,000	AWARD URL	1/10/2025	List of Awardees
DEPT. OF LABOR										
FTA	FY 2025 Low or No Emission Grant Program	NOFO	5/15/2025	NOFO URL	1,100,000,000	7/14/2025	TBD	TBD	TBD	
	FY 2025 Grants for Buses and Bus Facilities Programs		5/15/2025	NOFO URL	398,000,000	7/14/2025	TBD	TBD	TBD	
MARAD	FY 2025 Port Infrastructure Development Program (PIDP)	NOFO	1/31/2025	NOFO URL	450,000,000	4/30/2025	TBD	TBD	TBD	
	FY 2025 Small Shipyard Grants Program (SSG)	NOFO	4/2/2025	NOFO URL	8,750,000,000	5/15/2025	TBD	TBD	TBD	
	FY 2025 United States Marine Highway Program (USMHP) Program	NOFO	5/16/2025	NOFO URL	14,042,621	7/15/2025	TBD	TBD	TBD	
NHTSA / FMCSA	FY 2025 High Priority Program-Commercial Motor Vehicle (HP-CMV)	NOFO	5/22/2025	NOFO URL	46,600,000	6/20/2025	TBD	TBD	TBD	Re-issued on 5/22/25.
	FY25 High Priority Program – Innovative Technology Deployment (HP-ITD)	NOFO	5/22/2025	NOFO URL	40,000,000 to 70,000,000	6/20/2025	TBD	TBD	TBD	Re-issued on 5/22/25.
	FY 2025 Commercial Motor Vehicle Operator Safety Training Program (CMVOST)	NOFO	5/22/2025	NOFO URL	5,000,000	6/20/2025	TBD	TBD	TBD	
OPERATION LIFESAVER										
DHS / FEMA	FY 2024 Building Resilient Infrastructure and Communities (BRIC) Program	NOFO	1/7/2025	NOFO URL	750,000,000	4/18/2025	TBD	TBD	TBD	
	FY 2024 Flood Mitigation Assistance Program	NOFO	1/7/2025	NOFO URL	600,000,000	4/18/2025	TBD	TBD	TBD	
	FY 2024 Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program	NOFO	5/20/2025	NOFO URL	324,000,000	7/3/2025	TBD	TBD	TBD	
	FY 2024 Fire Prevention and Safety (FP&S) Grant Program	NOFO	5/20/2025	NOFO URL	32,400,000	7/3/2025	TBD	TBD	TBD	
US DOT	FY 2024-FY 2026 Reconnecting Communities Pilot (RCP) Program	NOFO/AWARD	7/3/2024	NOFO URL	607,000,000	9/30/2024	544,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2025/2026 MPDG - Rural Surface Transportation Grant Program (Rural)	NOFO/AWARD	3/26/2024	NOFO URL	780,000,000	5/6/2024	785,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2025 Rebuilding American Infrastructure w/Sustainability/Equity Grant Pgm.-RAISE	NOFO	11/1/2024	NOFO URL	1,500,000,000	N/A	N/A	N/A	N/A	
	Round 1:	NOFO/AWARD				12/2/2024	1,320,000,000	AWARD URL	1/10/2025	List of Awardees
	Round 2:					1/30/2025	TBD	TBD	TBD	2 Rounds to utilize the $1.5 b. pot.
	FY 2024 Rural and Tribal Assistance Pilot Program (RTA) - US DOT	NOFO	12/18/2024	NOFO URL	27,000,000	4/17/2025	TBA	TBD	TBD	
	FY 2025 Safe Streets and Roads for All Funding (SS4A) Program	NOFO	3/29/2025	NOFO URL	982,260,493	6/26/2025	TBA	TBD	TBD	
	FY 2024 (Tier 2) Regional Infrastructure Accelerator (RIA) Program (Re-issued)	NOFO	5/8/2025	NOFO URL	20,000,000	6/16/2025	TBA	TBD	TBD	Re-issued to conform to Exec. Orders

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 5.14 **INFORMATION**

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.

June 2025

Recent and Upcoming Outreach Events Overview:

Event	Date	Type
Livermore State of the City	May 22, 2025	Networking
Stockton State of the City	June 10, 2025	Networking
CoolOC Annual Eco Fair	June 14, 2025	Networking
Manteca Chamber Installation Dinner	June 20, 2025	Networking
MTI: Annual Awards Banquet	June 21, 2025	Networking
Fremont State of the City	June 25, 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 June 6, 2025

STAFF REPORT

Item 5.15 **INFORMATION**

San Joaquin Regional Rail Commission Station/Facilities Development Committee Monthly Report Out

Background:
The San Joaquin Regional Rail Commission Station/Facilities Development Committee (Committee) was established by the San Joaquin Regional Rail Commission (Rail Commission) to delegate decision-making on the stations and facilities associated with the Valley Rail Program to a small group of elected officials affected by the service expansion. The state statutory deadlines for new rail service to Ceres and Merced/Natomas require a focused effort and significant coordination with numerous cities within three counties.

The four-member Committee includes representatives from Stanislaus, San Joaquin, and Sacramento counties. Leo Zuber (Ripon) was appointed and serves as Chair and Lisa Craig-Hensley (Lodi) was appointed and serves as Vice-Chair of the Committee.

In July of 2024, the Rail Commission requested that staff provide monthly summaries to the Board of Committee activities. Attached are approved meeting minutes from the Committee's February 7, 2024 meeting. The May 2, 2025, meeting minutes will be presented to the Committee for approval at their next scheduled meeting and will be included as an information item on the Rail Commission's Consent Calendar following approval.

Fiscal Impact:
There is no fiscal impact.

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

SAN JOAQUIN REGIONAL RAIL COMMISSION
STATION/FACILITIES DEVELOPMENT COMMITTEE
Meeting of May 2, 2025

Item 3.1 **ACTION**

Minutes of Committee Meeting February 7, 2025

The regular meeting of the Station/Facilities Development Committee (Committee) was held at 10:00 am on February 7, 2025. Committee Members attended this meeting in person.

1. Call to Order and Roll Call **Chair Zuber**

Chair Zuber called the meeting to order at 10:00.

Board Members Present: Chiesa, Vice-Chair Craig-Hensley, Chair Zuber

Board Members Absent: Hume

2. Public Comment

There were no public comments.

3. Consent Calendar

3.1 Approve Minutes of Committee Meeting December 6, 2025. **ACTION**

There were no public comments.

M/S/C (Craig-Hensley/Chiesa) to approve Item 3.1 of the Consent Calendar.

Passed and Adopted as amended by the San Joaquin Regional Rail Commission Station/Facilities Development Committee on February 7, 2025, by the following vote to wit:

AYES:	3	Chiesa, Vice-Chair Craig-Hensley, Chair Zuber
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Hume

4. Adopt a Motion Establishing a New Regular Meeting Date and Time of the First Friday of Every Month at 11:30 AM **ACTION**

Jackie Miramontes gave a presentation on this item.

M/S/C (Chiesa/Craig-Hensley) to Establish a New Regular Meeting Date and Time of the First Friday of Every Month at 11:30 AM.

Passed and Adopted by the San Joaquin Regional Rail Commission Station/Facilities Development Committee on February 7, 2025, by the following vote to wit:

AYES:	3	Chiesa, Vice-Chair Craig-Hensley, Chair Zuber
NOES:	0	
ABSTAIN:	0	
ABSENT:	1	Hume

5. CLOSED SESSION

Pursuant to Government Code Section 54956.8
Property: Acquisition of Additional Railroad Right-of-Way and Tracks (Trackage Rights) within the Valley Rail Project Corridor, including but not limited to Sacramento Subdivision between El Pinal near Stockton (Mile Post 95) and Natomas (Mile Post 147); Fresno Subdivision Between El Pinal in Stockton (Mile Post 83) and the Lathrop UP Connection (Mile Post 84.5); and Fresno Subdivision Between the Lathrop UP Connection (Mile Post 84.5) and Turlock (Mile Post 129)
Agency Negotiator: Stacey Mortensen, Executive Director
Negotiating Party: Union Pacific Railroad Company, a Delaware corporation
Under negotiation: Price and payment terms

6. Return to Open Session and Disclosure of Action

The Committee returned to Open Session at 10:53 am and Janice D. Magdich announced the item was for discussion only and no reportable action was taken.

7. Committee Member Comments

There were no comments.

8. Adjournment

Chair Zuber adjourned the meeting at 10:54 am.

The next regular meeting is scheduled for:
March 7, 2025 – 11:30 am

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 6 **ACTION**

Adopt a Resolution Ratifying the Execution of Amendment 03 to the Agreement with Xenconsult, Inc. (dba Xentrans) for Wi-Fi System Support and Oversight Services, Increasing the Compensation Amount by $986,800 for a New Not-To-Exceed Amount of $1,866,227, Extending the term of the Agreement to April 30, 2030, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority

Background:
The current Wi-Fi system on the ACE trains was procured in 2020 to replace a legacy system that had been deployed in 2011 and had deteriorated significantly, which required that it either be replaced or upgraded. The solution included new hardware, software, installation, and oversight support. Nomad Digital is contracted to provide the hardware, software, and installation under a separate agreement.

In April 2020, the San Joaquin Regional Rail Commission (Rail Commission) Board approved a five (5) year contract with Xenconsult, Inc. (Xentrans) to oversee the Wi-Fi system on the ACE trains. Xentrans is contracted to ensure the solution is specified properly, delivered as contracted, and operates within set performance metrics. Xentrans operates as an "extension of staff" for the participating agencies providing technical expertise and Tier 1 support of the final solution.

The contract expired April 30, 2025. Due to unforeseen delays and scheduling constraints, staff was unable to present this Amendment to the Commission for approval before the contract expiration date and therefore seeks ratification of the execution of Amendment 03, exercising the second five (5) year phase of the agreement to continue services.

The overall cost structure of the ACE Wi-Fi is as follows:

Wi-Fi Oversight, Service, and Support	
Annual Cost	Total Cost for five (5) Years
$197,360	$986,800

Procurement Approach:
The amendment was handled in accordance with the Rail Commission's Procurement Manual. This amendment was effective May 1, 2025, and shall continue until April 30, 2030, unless extended in writing.

Procurement and Contracts Staff have confirmed that the price of the amendment is fair and reasonable and that the additional services are reasonable and necessary.

Fiscal Impact:
Expenses and Revenues for the first year of the Agreement are identified in the Fiscal Year 2025/2026 Operating budget under the ACE Contracted Services – Wi-Fi line. Future years' costs will be brought before the Board for consideration as part of the annual Budget approval process.

Recommendation:

Adopt a Resolution Ratifying the Execution of Amendment 03 to the Agreement with Xenconsult, Inc. (dba Xentrans) for Wi-Fi System Support and Oversight Services, Increasing the Compensation Amount by $986,800 for a New Not-To-Exceed Amount of $1,866,227, extending the term to April 30, 2030, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority.

SJRRC RESOLUTION 24/25 -

RESOLUTION RATIFYING THE EXECUTION OF AMENDMENT 03 TO THE AGREEMENT WITH XENCONSULT, INC. (DBA XENTRANS) FOR WI-FI SYSTEM SUPPORT AND OVERSIGHT SERVICES, INCREASING THE COMPENSATION AMOUNT BY $986,800 FOR A NEW NOT-TO-EXCEED AMOUNT OF $1,866,227, EXTENDING THE TERM OF THE AGREEMENT TO APRIL 30, 2030, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT INCLUDING APPROVING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, the current Wi-Fi system on the ACE trains was procured in 2020 to replace a legacy system that had been deployed in 2011 and had deteriorated significantly, which required that it either be replaced or upgraded; and

WHEREAS, Nomad Digital is contracted to provide the hardware, software, and installation under a separate agreement; and

WHEREAS, in April 2020, the San Joaquin Regional Rail Commission (Rail Commission) Board approved a five (5) year contract with Xenconsult, Inc. (Xentrans) to oversee the Wi-Fi system on the ACE trains; and

WHEREAS, Xentrans is contracted to ensure the solution is specified properly, delivered as contracted, and operates within set performance metrics; and

WHEREAS, Xentrans operates as an “extension of staff” for the participating agencies providing technical expertise and Tier 1 support of the final solution; and

WHEREAS, the contract expired April 30, 2025; and

WHEREAS, due to unforeseen delays and scheduling constraints, staff was unable to present this Amendment to the Commission for approval before the contract expiration date and therefore seeks ratification of the execution of Amendment 03, exercising the second five (5) year phase of the agreement to continue services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Ratifies the Execution of Amendment 03 to the Agreement with Xenconsult, Inc. (dba Xentrans) for Wi-Fi System Support and Oversight Services, Increasing the Compensation Amount by $986,800 for a New Not-To-Exceed Amount of $1,866,227, Extending the term of the Agreement to April 30, 2030, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission on this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 7 **ACTION**

Adopt a Resolution Approving an Agreement with KP Public Affairs, LLC for Advancement and Outreach Services Agreement for an Amount Not-to-Exceed $2,093,115 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

Background:
To strengthen outreach, advocacy, and community engagement for the Valley Rail Program, the San Joaquin Regional Rail Commission (Rail Commission) issued a Request for Proposals for Advancement and Outreach Services. The goal of this effort is to support the successful delivery of the Valley Rail Project by enhancing stakeholder communications, building regional and statewide support, and helping secure critical funding. The agreement also includes legislative and policy strategy support to help ensure the project is well-positioned in future state and federal funding opportunities. This work is essential to elevating Valley Rail as a key transportation solution for California's growing and underserved regions.

1. Stakeholder Outreach & Engagement: Engaging stakeholders and community champions is essential to building local and regional support for Valley Rail.
    - Strong outreach helps boost public buy-in and enhances the program's credibility when competing for funding and resources.
    - The Rail Commission will tailor messaging to reflect local priorities and identify opportunities to activate key stakeholders who can speak to the benefits of the project.
    - Letters of support will be coordinated to strengthen funding applications, while outreach will be aligned with broader mobility and transit planning initiatives.
    - Ongoing monitoring and strategic advisement will help ensure Valley Rail remains a priority in regional and statewide transportation discussions.

2. Legislative & Advancement Support: Effective legislative strategy and relationship-building are critical to securing the funding and policy support necessary to expand Valley Rail and ensure its long-term success.
    - The Rail Commission will pursue bipartisan engagement with state and local officials, municipalities, transportation agencies, and rail advocacy groups to position the program as a strategic infrastructure investment. This work includes tracking legislative and policy developments at both the state and federal levels to identify emerging opportunities and challenges.
    - Additionally, the Rail Commission will maintain and strengthen relationships with business groups, affordable housing advocates, environmental organizations, and community leaders to keep Valley Rail front and center in transportation conversations.

3. Funding Identification: Diversifying funding sources is key to reducing financial risk, accelerating project delivery, and ensuring sustainable operations.

- The Rail Commission will proactively research and pursue a range of funding streams, including state and federal grants, regional sales tax measures, infrastructure bonds, and public–private partnerships.
- Through collaboration with transportation agencies and local partners, the team will develop funding strategies and proposals that align with shared goals and generate mutual benefits for the Valley Rail Program and the communities it serves.

4. Public Engagement & Awareness: Public engagement is a cornerstone of equitable and responsive transit development.
    - The Rail Commission will launch a comprehensive outreach strategy that complies with Title VI and prioritizes engagement with underserved communities. This strategy will include multilingual communications, community partnerships, and targeted digital campaigns.
    - To gather actionable feedback for service planning, the Rail Commission will also host regular workshops, both virtual and in person, and conduct rider surveys twice a year.
    - Earned media strategies and outreach campaigns will be used to highlight milestones and build public enthusiasm and trust.

5. Leveraging Key Milestones: Celebrating project milestones is critical to maintaining momentum and demonstrating progress to stakeholders and the public.
    - Upcoming events such as groundbreakings, ribbon-cuttings, service expansions, and grant announcements will be leveraged to build awareness and reinforce confidence in the project.
    - The Rail Commission will coordinate event planning, media outreach, and the development of creative assets to amplify these achievements. A growing library of photos, videos, and case studies will support continued communications and ensure broad visibility across news, partner, and social platforms.

<u>Procurement Approach:</u>
On January 24, 2025, the Rail Commission released a Request for Proposals (RFP) for Advancement and Outreach Support Services, via vendor portal PlanetBids. In addition to PlanetBids, a Notice Inviting Proposals was also shared with surrounding Chambers of Commerce, certified Disadvantaged Business Enterprise (DBE) firms, and posted on the online transit-focused newsletter, TransitTalent.com, which directed interested proposers to PlanetBids. Sixty-seven firms showed interest by registering on PlanetBids and either viewing or downloading the RFP documents.

On the due date of February 27, 2025, four (4) proposals were received from the following firms:

- Brownstein Hyatt Farber Schreck, LLP – Sacramento, CA
- BusySeed, Inc. – New York, NY
- KP Public Affairs, LLC – Sacramento, CA
- VRPA Technologies, Inc. – Fresno, CA

The proposals received were reviewed for completeness and responsiveness. Three (3) of the four (4) proposals were deemed responsive and were evaluated by a panel consisting of the Rail Commission Staff.

Following the initial evaluation of the written proposals, all firms were invited for interviews and presentations.

The firms were evaluated on their presentations and responses to the evaluation panel's questions. After the interviews, staff combined the scores from the written proposals and interviews to determine the final score and ranking.

Based on the final score and ranking, the firms are listed in order of rank:

- KP Public Affairs, LLC
- Brownstein Hyatt Farber Schreck, LLP
- VRPA Technologies, Inc.

The Rail Commission and KP Public Affairs, LLC negotiated and agreed to an exact scope and price.

The agreement will be effective upon execution by both parties. The base contract amount of $2,093,115 is for five (5) years. Once the base term is concluded, the Rail Commission will be able to utilize two (2) one-year option periods. The option years are at the sole discretion of the Rail Commission, which will be negotiated in advance.

The Notice of Intent to Award was published on May 19, 2025. Pursuant to the approved and adopted protest procedure, the proposal protest period will close on June 3, 2025, at 2:00 P.M. PDT. No Proposal Protests were received at the time of this staff report. Staff will provide an update if needed at the Board meeting.

Fiscal Impact:
Expenses and Revenues for the contract are identified in the Fiscal Year 2025/2026 Operating Budget under the SJRRC/ACE Project Management – Professional Services Legislative line. Future years' costs will be included in the SJRRC/ACE Operating Budget, which will be brought before the Board for consideration as part of the annual approval process.

Recommendation:
Adopt a Resolution Approving an Agreement with KP Public Affairs, LLC for Advancement and Outreach Services Agreement for an Amount Not-to-Exceed $2,093,115 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.

SJRRC RESOLUTION 24/25 -

RESOLUTION APPROVING AN AGREEMENT WITH KP PUBLIC AFFAIRS, LLC FOR ADVANCEMENT AND OUTREACH SERVICES AGREEMENT FOR AN AMOUNT NOT-TO-EXCEED $2,093,115 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

WHEREAS, to strengthen outreach, advocacy, and community engagement for the Valley Rail Program, the San Joaquin Regional Rail Commission (Rail Commission) issued a Request for Proposals for Advancement and Outreach Services; and

WHEREAS, engaging stakeholders and community champions is essential to building local and regional support for Valley Rail; and

WHEREAS, ongoing monitoring and strategic advisement will help ensure Valley Rail remains a priority in regional and statewide transportation discussions; and

WHEREAS, through collaboration with transportation agencies and local partners, the team will develop funding strategies and proposals that align with shared goals and generate mutual benefits for the Valley Rail Program and the communities it serves; and

WHEREAS, the Rail Commission and KP Public Affairs, LLC negotiated and agreed to an exact scope and price.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Approves an Agreement with KP Public Affairs, LLC for Advancement and Outreach Services Agreement for an Amount Not-to-Exceed $2,093,115 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 this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

STACEY MORTENSEN, Secretary

SAN JOAQUIN REGIONAL RAIL COMMISSION

LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 8 **ACTION**

Adopt a Resolution Approving Amendment 04 to the Agreement with American Guard Services, Inc. for Security Services Increasing the Compensation Amount by $837,182 for a New Not-To-Exceed Amount of $3,206,311 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

Background:
In July 2022, the San Joaquin Regional Rail Commission (Rail Commission) Board took action by entering into a three-year contract with American Guard Services, which includes two optional one-year extensions. This contract is pivotal in enhancing the safety and security of Rail Commission-owned stations and facilities while providing essential security services and patrols.

The scope of work outlines comprehensive security measures for after-hours and holiday periods, specifically designed to protect Rail Commission properties, passengers, and employees. A standout feature of this agreement is the implementation of real-time tracking for security guards, significantly enhancing oversight and accountability.

Since implementing security services at the stations, the Rail Commission has seen meaningful improvements, including enhanced protection for passenger vehicles. This proactive strategy is essential for safeguarding the well-being of our Rail Commission facilities, staff, and the passengers who rely on the Rail Commission for safe and secure travel.

Amendment 01 was executed in October 2023, at $477,165, to implement enhanced security measures by deploying round-the-clock guard services at the Stockton Cabral station to ensure safety and protection for all patrons and staff. Additionally, this amendment provided dedicated 8-hour overnight security services at the Rail Maintenance Facility to safeguard equipment and oversee operations during non-peak hours.

Amendment 02 was executed in December 2023, at $35,273, at the request of the City of Livermore for an increase in the hours of coverage at the Livermore Amador Valley Transit Authority (LAVTA) Wheels Station in Livermore, CA. This amendment included an additional four (4) hours of coverage daily from Monday to Friday at the Livermore Station.

Amendment 03 was executed in March 2025, at $27,931 to increase guard patrol services by adding an additional 8-hour roving patrol guard and a marked security vehicle to conduct inspections of Rail Commission-owned facilities and stations.

Staff recommends utilizing the first option year of the agreement to continue services with American Guard Services, Inc.

Procurement Approach:
The amendment was handled in accordance with the Rail Commission's Procurement Manual. Procurement and Contracts Staff reviewed and confirmed the price of the amendment to be fair and reasonable.

This Amendment 04 to the agreement with American Guard Services, Inc. will be to utilize option year one (1) of the contract for Fiscal Year (FY) 2025/2026. This fourth amendment to the agreement with American Guard Services Inc. will increase the current contract amount of $2,369,129 by adding $837,182, resulting in a new Not-to-Exceed Amount of $3,206,311. The effective date is July 1, 2025, with an end date of June 30, 2026, unless extended in writing.

Fiscal Impact:
Expenses and Revenues for the contract are identified in the Fiscal Year 2025/2026 Operating Budget under the SJRRC/ACE Contracted Services – Security Services/Safety Programs. Future years' costs will be brought to the Board as part of the annual budget approval process.

Recommendation:
Adopt a Resolution Approving Amendment 04 to the Agreement with American Guard Services, Inc. for Security Services Increasing the Compensation Amount by $837,182 for a New Not-To-Exceed Amount of $3,206,311 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.

SJRRC RESOLUTION 24/25 -

RESOLUTION APPROVING AMENDMENT 04 TO THE AGREEMENT WITH AMERICAN GUARD SERVICES, INC. FOR SECURITY SERVICES INCREASING THE COMPENSATION AMOUNT BY $837,182 FOR A NEW NOT-TO-EXCEED AMOUNT OF $3,206,311 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

WHEREAS, in July 2022, the San Joaquin Regional Rail Commission (Rail Commission) Board entered into a three-year contract with American Guard Services, including two optional one-year extensions; and

WHEREAS, this contract is pivotal in enhancing the safety and security of Rail Commission-owned stations and facilities while providing essential security services and patrols; and

WHEREAS, the scope of work outlines comprehensive security measures for after-hours and holiday periods, specifically designed to protect Rail Commission properties, passengers, and employees; and

WHEREAS, since implementing security services at the stations, the Rail Commission has seen meaningful improvements, including enhanced protection for passenger vehicles; and

WHEREAS, this proactive strategy is essential for safeguarding the well-being of our Rail Commission facilities, staff, and the passengers who rely on the Rail Commission for safe and secure travel; and

WHEREAS, Amendment 01 was executed in October 2023, at $477,165 to implement enhanced security measures by deploying round-the-clock guard services at the Stockton Cabral station to ensure safety and protection for all patrons and staff; and

WHEREAS, Amendment 02 was executed in December 2023, at $37,831 at the request of the City of Livermore for an increase in the hours of coverage at the Livermore Amador Valley Transit Authority (LAVTA) Wheels Station in Livermore, CA; and

WHEREAS, Amendment 03 was executed in March 2025, at $27,931 to increase guard patrol services by adding an additional 8-hour roving patrol guard and a marked security vehicle to conduct inspections of Rail Commission-owned facilities and stations; and

WHEREAS, the amendment was handled in accordance with the Rail Commission’s Procurement Manual. Procurement and Contracts Staff reviewed and confirmed the price of the amendment to be fair and reasonable.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Approves Amendment 04 to the Agreement with American Guard Services, Inc. for Security Services Increasing the Compensation Amount by $837,182 for a New Not-To-Exceed Amount of $3,206,311 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 this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 9 **ACTION**

Adopt a Resolution Approving an Agreement with WSP USA, Inc. for Construction Management Services for the Stockton Diamond Grade Separation Project for an Amount Not-to-Exceed $607,397 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

Background:
The Stockton Diamond Grade Separation Project (Project) is a critical passenger and freight mobility project. The existing Stockton Diamond at-grade rail crossing is located south of Downtown Stockton near South Aurora Street and East Scotts Avenue and is considered to be the busiest and most congested at-grade rail-to-rail crossing in California. The current ACE and Amtrak San Joaquins passenger rail services are constrained by the Stockton Diamond crossing, which can reduce reliability and on-time performance for both passenger and freight rail operations. This Project will elevate the two (2) mainline Union Pacific Railroad (UPRR) tracks over the two (2) mainline BNSF railway (BNSF) tracks, will close three (3) existing highway-rail grade crossings, and grade separate the UPRR mainline tracks at Hazelton Avenue. This project will reduce rail congestion and allow passenger and freight rail traffic to flow uninterrupted through the crossing, allow for the increase of commuter and intercity rail services for the Valley Rail Program, and reduce vehicular delays to the surrounding grade crossings.

The construction of the Project includes the new bridges and retaining walls for the flyover structure, multiple relocations of the UPRR and BNSF tracks to allow for the continuous operations during construction, and modifications to the existing grade crossings with the associated grading, drainage and street improvements. The work will be done within UPRR, BNSF, City of Stockton, and the San Joaquin Regional Rail Commission (Rail Commission) owned right of way which will require active coordination with the Project stakeholders throughout construction.

In December 2024, the Station/Facilities Development Committee accepted the qualification of WSP USA Inc. (WSP) to provide construction management services for the Stockton Diamond project which included pre-construction services.

The Stockton Diamond Grade Separation Project is in the process of obtaining the remaining design approvals from the stakeholders with the Project anticipated to start construction in Quarter 1, 2026. The Project team will be developing the construction bid documents, supporting the construction procurement, and continuing to facilitate the ongoing utility relocation activities with the third parties. The activities that are anticipated to take place by the Construction Manager through June 2026 include:

- Development of the Construction Bid Documents
- Performing a Constructability review

- Cost and Schedule Validation
- Third Party Coordination and Inspection of Third Party Utility Relocations
- Responding to bidders' questions during the procurement
- Other tasks as required to support the construction bid

WSP will be supporting the Project team through these activities by providing the necessary support and transitioning some of these third-party activities from the Design Team to the Construction Management Team. Once the Project moves into construction, Rail Commission staff will bring amendments for the construction phase to the Rail Commission for approval.

Procurement Approach and Contract Structure:
The Stations/Facilities Committee previously accepted WSP's qualifications at their December 6, 2024, meeting. In March 2025, Rail Commission staff requested a cost proposal from WSP USA, Inc. to negotiate the pricing for the pre-construction phase.

There was an immediate need for construction management services to support the Capital Projects team in constructability review of the bid documents, general bid support, and to begin transitioning coordination of third-party relocation activities from the Design firm That early pre-construction agreement was effective April 02, 2025, for an amount not to exceed $220,922, for an initial 3 month duration.

This agreement for pre-construction support services has been negotiated and was handled in accordance with the Rail Commission's Procurement Manual.

Procurement and Contracts staff reviewed and confirmed the price of the agreement to be fair and reasonable.

A third and final agreement for Construction Management Services during the construction phase will be brought to the Board for approval prior to the construction phase starting.

Fiscal Impact:

Project	Stockton Diamond Grade Separation
Capital Project Budget Line Item	Stockton Diamond
Phase for this Agreement	Right of Way Support
Funding Sources for this Phase	State Transportation Improvement Program (STIP), Senate Bill 132 (SB132)
Budget for this Phase	$ 4,739,945
Encumbrances for this Phase	$ 3,872,119
Budget Remaining for This Phase	$ 867,826
Agreement Amount	$ 607,397
Budget Remaining For this Phase if Approved	$ 260,429

Recommendation:

Adopt a Resolution Approving an Agreement with WSP USA, Inc. for Construction Management Services for the Stockton Diamond Grade Separation Project for an Amount Not-to-Exceed $607,397 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.

SJRRC RESOLUTION 24/25 -

RESOLUTION APPROVING AN AGREEMENT WITH WSP USA, INC. FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE STOCKTON DIAMOND GRADE SEPARATION PROJECT FOR AN AMOUNT NOT-TO-EXCEED $607,397 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

WHEREAS, the Stockton Diamond Grade Separation Project (Project) is a critical passenger and freight mobility project; and

WHEREAS, the construction of the Project includes the new bridges and retaining walls for the flyover structure, multiple relocations of the UPRR and BNSF tracks to allow for the continuous operations during construction, and modifications to the existing grade crossings with the associated grading, drainage, and street improvements; and

WHEREAS, the work will be done within UPRR, BNSF, City of Stockton, and the San Joaquin Regional Rail Commission (Rail Commission) owned right of way, which will require active coordination with the Project stakeholders throughout construction; and

WHEREAS, in December 2024, the Station/Facilities Development Committee accepted the qualification of WSP USA Inc. (WSP) to provide construction management services for the Stockton Diamond project which included pre-construction services; and

WHEREAS, the Stockton Diamond Grade Separation Project is in the process of obtaining the remaining design approvals from the stakeholders with the Project anticipated to start construction in Quarter 1, 2026; and

WHEREAS, the Project team will be developing the construction bid documents, supporting the construction procurement, and continuing to facilitate the ongoing utility relocation activities with the third parties; and

WHEREAS, WSP will be supporting the Project team through these activities by providing the necessary support and transitioning some of these third-party activities from the Design Team to the Construction Management Team; and

WHEREAS, Procurement and Contracts staff reviewed and confirmed the price of the agreement to be fair and reasonable.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Joint Regional Rail Commission hereby Approves an Agreement with WSP USA, Inc. for Construction Management Services for the Stockton Diamond Grade Separation Project for an Amount Not-to-Exceed $607,397 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 this 6th day of June 2025, by the following vote:

AYES:
NOES:
ABSENT
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

_____
STACEY MORTENSEN, Secretary

_____
LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 10 **INFORMATION**

Presentation of the Draft Fiscal Year 2025/2026 Work Program and Operating Budgets: SJRRC Operating Budget ($61,351,934), ACE Operating Budget ($50,336,069), SJJPA Operating Budget ($109,141,098), and Combined Capital Budget ($194,418,909)

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 outlines 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 presented a comprehensive preview of the draft Fiscal Year 2025/2026 (FY25/26) Work Program at the May 2, 2025, Rail Commission meeting and will present the draft FY25/26 Work Program and Budget (attached at the end of this packet) for approval at the July 17, 2025, Rail Commission special meeting. 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.

The Work Program and Budget includes expenditure authority for each of these efforts. The SJJPA 2025/2026 Business Plan is also attached at the end of this packet for more detail on the Planning, Operations, Marketing, and Capital programs in support of the San Joaquins.

DRAFT FY25/26 Operations Budgets

Included in the Work Program are the Draft FY25/26 Operations Budgets for the Rail Commission, ACE, Other Managing Activities, and the Authority. Each of these program areas are advancing at an accelerated pace, requiring new levels of attention and resourcing. Highlighted below are notable year-over-year changes.

Project Management
Salaries/Benefits: In support of the transition in Leadership and the Valley Rail Expansion, the agency has identified necessary additional staffing to successfully deliver and operate the program. The agency continues to actively pursue filling these positions in phases and supports the ongoing development of current departments.

Computer Systems: The agency is upgrading its current firewall to a more advanced version that offers increased bandwidth and enhanced network security capabilities. This next-generation firewall will provide advanced protection by monitoring both inbound and outbound traffic for potential cyber threats and malicious activity

Professional Services – Legislative: As the Valley Rail Program moves forward, the agency will require additional support services to address key operational and strategic gaps. This advocacy effort will focus on two primary goals. The first is to bolster the agency's presence at the state level by securing funding and advancing legislation that supports our mission; and second, to enhance stakeholder and public engagement, helping bring various Valley Rail projects to successful completion.

Special District Fees and Assessments on SJRRC-Owned Property: In support of the Valley Rail Expansion, the Rail Commission identified and continues to purchase land for the new Valley Rail stations. This budget line will pay for Property Taxes and fees associated with those purchased properties.

Contracted Services

Parking Lot and Layover Leases: Since the summer of 2023, Rail Commission staff has collaborated closely with Peninsula Corridor Joint Powers Board staff to implement a phased approach for increasing the per-train car rate, which had not undergone a significant adjustment prior to that time. The FY 2025/26 budget includes a planned increase, continuing the progression toward the market rate identified by the Peninsula Corridor Joint Powers Board.

Security Services/Safety Programs: As the Rail Commission's facilities cover multiple counties and expand into new areas with the upcoming Valley Rail Service, increased security for properties secured in the expansion and security to overwatch the ACE facilities, staff, and passengers will be needed. Also, to better align expenses in budget categories, security services for the Rail Maintenance Facility (RMF) have been moved to the Security line from the RMF line.

ACE Operations & Maintenance (O&M): In FY24/25 the RFP for a new contract for ACE O&M was awarded with a start date of FY25/26. Due to the expansion of services offered by the Rail Commission since its inception, as well as the diverse range of projects it now oversees, the base of the contract has increased due to the increased cost in labor and maintenance.

Ticketing Services: Over the past two fiscal years, the Rail Commission has been progressing with the new ACE Ticketing System Project. The project has been progressing with the anticipated launch of the new ACE Ticketing System in Spring/Summer 2025. The Ticketing System has two primary passenger-facing components; Mobile App and the Point-of-Sale, and will improve passenger experience and customer service.

Shuttle Services: Historically, through VTA, the Bay Area Air Quality Management District (BAAQMD) has contributed approximately $1M annually to the Great America shuttle services. However, BAAQMD has been signaling for several years that the focus of their funding programs was shifting, and it will not be supporting the shuttle program starting in FY24/25. The loss of BAAQMD funding creates a shortfall that has been temporarily funded by the MTC SB 125 program. To maintain the same level of service, the agency is committed to fully funding the VTA shuttle service and working with VTA to obtain funding sources to make up for the shortfall.

Critical shuttle services are also provided in the Tri-Valley, connecting passengers to BART, Hacienda Business Park, Bishop Ranch and numerous other employment sites. These may also be affected by changes in air quality-related funding policies.

San Joaquins Service (Rail Commission Serving as Managing Agency)
At the direction of the Authority, Rail Commission staff negotiated with Amtrak for the Annual Operating Agreement, which includes all Amtrak-related costs for the San Joaquins. Annual operating forecasts from Amtrak are expected in early June, and discussions surrounding key cost areas and service planning are ongoing. Amtrak is directed by Congress to allocate costs to each State-sponsored service based on national inputs and overhead. The San Joaquin Business Plan and Budget was adopted at the May 16, 2025, Authority board meeting. The plan outlined the fiscal year 2025/26 operating plan, proposed service enhancements, short-term and long-term capital improvement programs; funding requirements for the upcoming fiscal year; and an action plan with specific performance goals and objectives. Amtrak Operating Agreements are based on the federal fiscal year, while the San Joaquin Business Plan and Budget are based on the state fiscal year, creating a timing delay, however, the SJJPA Operating and Capital Budgets will be presented in the final Work Program.

Fiscal Impact:
There is no fiscal impact at this time.

Recommendation:
There is no action requested. This is an information item only.

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of June 6, 2025

STAFF REPORT

Item 11 **INFORMATION**

ACE Student Ambassador Program Presentation

Background:
The Student Ambassador Program was conceived in FY22 and launched in FY24 with a goal of doing targeted outreach to the commuter college student market. To date, the program has onboarded five (5) ambassadors representing two (2) colleges and universities along the ACE corridor. Student Ambassadors are responsible for promoting the service to their online community through social media content, facilitating peer conversations, and tabling at campus and ACE outreach events.

To ensure they have first-hand experience with the service, Ambassadors will participate in orientation; receive marketing collateral for the ACE train, stations, discounts, and frequently asked questions; a branded box full of swag; and round-trip tickets each semester. As part of the program, Ambassadors participate alongside staff in on-campus outreach events.

To expand brand awareness to the college student market, staff work with on-campus transportation departments and establish partnerships with student workers and interns who are interested in transportation. These departments work with staff to receive and store the branded outreach materials as well as provide access to various communication channels such as their website and newsletters.

The main objective of this program is to create brand awareness, share real-life experiences through reviews of train travel, and to encourage ridership from college and university students.

Fiscal Impact:
There is no fiscal impact.

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

San Joaquin Regional Rail Commission

FY25/26
WORK PROGRAM
AND BUDGET DRAFT

ADVANCING INITIATIVES AND PROJECTS WITH
STRATEGIC PARTNERSHIPS









VISION, MISSION, AND VALUES

VISION	Connecting California communities through multimodal transportation
MISSION	Deliver California's accessible, connected, and sustainable future by providing multimodal transportation
VALUES	Collaboration, Responsibility, Resilience, Sustainability, Diversity, Community



TABLE OF **CONTENTS**



3 Executive Summary

5 Capital Projects

22 Planning, Grants & Programming

33 Operations

38 Equipment Services

43 Passenger Experience & Marketing

47 TRACC

50 Operations Budget - SJRRC, ACE & SJJPA

52 Capital Budget - SJRRC & SJJPA

THE SAN JOAQUIN REGIONAL RAIL COMMISSION BOARD OF DIRECTORS

LISA CRAIG-HENSLEY
Chair
City of Lodi

DAN ARRIOLA
Commissioner
City of Tracy

STEVEN DING
Commissioner
San Joaquin County

MIKE MOROWIT
Commissioner
City of Manteca

LEO ZUBER
Vice Chair
City of Ripon

CHRISTINA FUGAZI
Commissioner
City of Stockton

JOHN MARCHAND
Commissioner
City of Livermore

RAJ SALWAN
Commissioner
City of Fremont

STACEY MORTENSEN - Executive Director

EXECUTIVE **SUMMARY**

The San Joaquin Regional Rail Commission (Rail Commission) is committed to connecting California communities through multimodal transportation. The services under its ownership and management are expected to continue to grow in the upcoming fiscal year. ACE is forecasted to carry 921,449 (+13%) passengers and the San Joaquins is forecasted to carry 947,329 (+2.5%) passengers, respectively. Combined total passengers estimated for FY25/26 for ACE and San Joaquins will be 1,868,778. That number represents commuters off the road regaining hours of time, students being provided essential transportation to/ from campus, families reunited across hundreds of miles, and countless other success stories. As the Rail Commission continues to push its services, projects, and initiatives forward, it is the passengers and communities it serves that are the driving force.

The upcoming fiscal year will be the first full year of operation for the new ACE 02. This new train time has already shown promise and surpasses its predecessor by 130% on a daily basis. Since being reinstated, ACE's Special Train service to Levi's® Stadium will enter its third year of operation. Last year, Special Train service increased its ridership 93% per train. The partnership with Levi's® Stadium is growing awareness of the service and onboarding new passengers to ACE's regular weekday trains.

The San Joaquins will be introducing its 7th round-trip train bringing the service back to pre-pandemic service levels. The 7th round-trip will serve the Sacramento market with more conveniently timed service. The new train will continue to drive San Joaquins ridership recovery and is a welcome addition to many needing access to the State Capitol for business and pleasure.

San Joaquin Joint Powers Authority (SJJPA) will study the potential addition of a Business Class service which is aimed at increasing ridership and revenue in the future.

The service of today and the future require the continued planning and investment in equipment that safely and comfortably transports passengers to their destinations. The completion of the Midlife Overhaul of ACE equipment will have an immediate impact on passenger experience. The new ACE fleet has already been rotating into operation with more vehicles planned for commissioning in FY25/26. Pursuing a zero emissions operation, the future of equipment propulsion for both ACE and San Joaquins continues to be studied and planned with an eye for how the Rail Maintenance Facility (RMF) will need to continue to be expanded and improved. It is exciting to see the maintenance of the intercity fleet, which is used on the San Joaquins and Capitol Corridor, come under the oversight of Rail Commission operator TransitAmerica, Inc. The San Joaquins passengers will greatly benefit from the local oversight and more direct management of the Rail Commission.



As the current passenger is taken care of, the future passenger is at the forefront of the Rail Commission's plans and strategies. The Valley Rail Program continues full steam ahead with several projects planned for construction in FY25/26 and another batch planned for FY26/27. The hard work of the Capital Projects team over the past several years to bring the projects through the pandemic, finalize design, and see shovels hit the ground will bring the Rail Commission's promise of new service to fruition. It cannot be overstated that the strong partnerships with our regional partners have allowed Valley Rail to continue and press forward through the difficult economic environment when many others are giving up. As a continued companion effort, the Planning, Grants and Programming Team is pursuing grants to backfill the later phases of the program to ensure that momentum is carried forward as construction will continue for many years to come. The Rail Commission is excited to welcome new communities to the passenger rail ranks.

FY25/26 looks to be a year of growth, innovation, and progress. The Rail Commission staff is growing to support the numerous work streams under its umbrella. The entire team remains committed to the services, projects, and communities whether they are served today by passenger rail, Thruway Bus, or whether they are preparing for new service in the near future.



CAPITAL **PROJECTS**

The Rail Commission is more committed than ever to improving ACE and San Joaquins services through targeted investments that will improve on-time performance, expand ridership, and deliver on statewide and regional 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 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 increases. 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 its joint meeting in July 2024, the Rail Commission and SJJPA 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 from Stanislaus and Sacramento counties where many projects will be constructed

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 $184 million, as several key projects advance into construction.

MAJOR CAPITAL PROGRAM

The Major Capital Program is comprised of projects over $2 million, including the Valley Rail Program and other large capital projects, and spans multiple budget cycles.

The Rail Commission is engaged in several Major Capital Projects outside of Valley Rail. These projects are essential to improving the current service and expanding capacity needed for peak ridership, including additional ridership from the Valley Rail Expansion. The Major Capital Projects are divided into two (2) divisions: ACE Major Capital Projects and Rail Commission Major Capital Projects.

PROJECT PHASES

Major Capital projects have four (4) major phases of project delivery.

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/or National Environmental Policy Act (NEPA). Typically, this phase takes about two years to complete and results in a fully-environmentally-certified project that may proceed into the final design and right-of-way phases.

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 Designer and the Rail Commission work together to initiate the construction phase by preparing bid documents and finalizing the Construction Schedule and Engineer's Cost Estimate. This phase typically takes three to four years, depending on the complexity of the project and feedback from stakeholders. This phase may occur simultaneously with right-of-way.

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 usually includes acquiring parcels, negotiating permanent easements, negotiating temporary construction easements, and relocating impacted utilities. ROW usually includes an agreement with the host railroad called a Construction and Maintenance agreement, which governs access to railroad-owned land during the project and reimburses the railroad for any self-performed work, like track and signal. In some cases, the railroad will self-perform the entire project within existing right-of-way, meaning the project could end with a successful ROW phase once the railroad concludes their work. This phase may occur simultaneously with PS&E, however both must be completed before construction can begin.

Construction (CON)

Construction is the most exciting and rewarding phase of project delivery, when engineering plans become reality. The Rail Commission hires a qualified construction contractor 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) or more years, depending on the specific scope of a project.

Other

Major projects that involve direct purchase through the Commission's procurement process, such as equipment, goods, technology investments, or do not have phases are presented as "Other".



ACE MAJOR CAPITAL PROJECTS

ACE Major Capital Projects support the continuation and expansion of the existing ACE service. Currently, this includes platform extensions and parking lot improvements at several ACE stations. Notable ACE Major Projects are below and the full list is presented in Table 1.

- ACE Platform Extensions
- Stockton Track Extension (joint project with SJJPA)
- The Rail Academy of Central California (TRACC)

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
ACE PLATFORM EXTENSIONS	Six current ACE stations in Lathrop/Manteca, Tracy, Vasco, Livermore, Pleasanton and Fremont to have the platforms extended to accommodate 8-car trainsets. This expansion aims to facilitate efficient and safe boarding and alighting of passengers for the longer trainsets at these stations.	PSE, ROW, CON	$3,234,104
ACE PUBLIC INFORMATION DISPLAY SYSTEM (PIDS)	Project for existing ACE stations to upgrade and replace the current PIDS system with a modern system and install the purchased cabinets and related hardware.	OTHER	$2,139,347
ACE - LOCOMOTIVE OPTIONS	The Rail Commission added to its fleet with the purchase of new Tier IV Charger locomotives, bringing the total number of these advanced, low-emission engines to six. The new locomotives will be used in conjunction with existing equipment to create longer train sets that can transport more passengers between the Central Valley and the Bay Area. The project is scheduled to be completed in 2025/2026.	OTHER	$4,958,510
ACE MIDLIFE OVERHAUL	As part of the Rail Commission's commitment to maintaining assets in a State of Good Repair, work is continuing to overhaul 30 ACE railcars. The Rail Commission's Transit Asset Management Plan (TAM) identified midlife overhauls as a key initiative to ensure ACE's revenue fleet operates at maximum performance. The Project includes a new interior and exterior paint scheme, seats, flooring, and on-board information system including digital audio and LCD screens, etc. These overhaul projects will improve passenger experience and reduce maintenance. This multi-year project started in FY19/20 and is scheduled to be completed in 2025/2026.	OTHER	$807,480
ACE PASSENGER INFORMATION SYSTEM	This is a continuing project to update the Passenger Information System (PIS) on the ACE cars. The original specification for the CEM cars purchased did not include the new PIS. The ACE legacy fleet has this system being installed as part of the extension of life overhaul currently underway, which will bring all ACE cars to the same configuration.	OTHER	$2,673,920

Table 1. ACE Major Capital Projects - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
ACE - ZERO EMISSION ENGINE CONVERSION (STUDY)	The project is to identify and recommend a proven technology or combination of technologies to allow the existing locomotives to be converted to near zero emission units. Hydrogen battery hybrid technology was selected. The study still has a few avenues to research and further develop fuel and charging infrastructure needs. This study is expected to be completed in 2025/2026.	OTHER	$730,170
ACE - ZERO EMISSION F40 ZEBRA	As a result of the zero-emission locomotive study a suitable technology was identified. This project is to hire an engineering consulting firm to begin the market outreach and specification development for the locomotive conversion and the necessary infrastructure changes needed to fuel, charge, maintain and operate the converted locomotives. This contract is expected to extend beyond 2030 as it will include manufacturing quality support and initial operations support.	OTHER	$1,500,000
ACE TICKETING PLATFORM PROJECT – PHASE 1	The New ACE Ticketing Platform will replace and upgrade the existing fare collection system through a new mobile ticketing system. At a high level, the new ticketing platform will include replacing all mechanical validators with electronic validators, updating paper fare products to printed barcodes or Limited Use (LU) smart cards, and updating the mobile application. A Point-of-Sale System will be integrated with the new ticketing system in this first phase to support in-person ticket sales, fare program ticket sales, and group ticket sales. The ticketing system launched to passengers in Summer 2025 with a small balance of activities to be completed at the beginning of FY25/26.	OTHER	$276,713
STOCKTON TRACK EXTENSION	This project will create a direct track connection between the Rail Maintenance Facility with the Cabral Station. To facilitate the alignment of the new track, a bridge over Harding Way will be constructed adjacent to the existing bridge. Work this fiscal year will focus on fiber optic utility relocations.	PSE	$72,000
TOTAL			$16,392,244

Table 1. ACE Major Capital Projects



An example of the CPKS Hydrogen locomotive with its tender car.

SJRRC MAJOR CAPITAL PROJECTS

Rail Commission Major Capital Projects typically include capital and long-range planning projects related to the planned extension of ACE service into new travel markets. Notable Rail Commission Major Capital Projects are below and the full list is presented in Table 2.

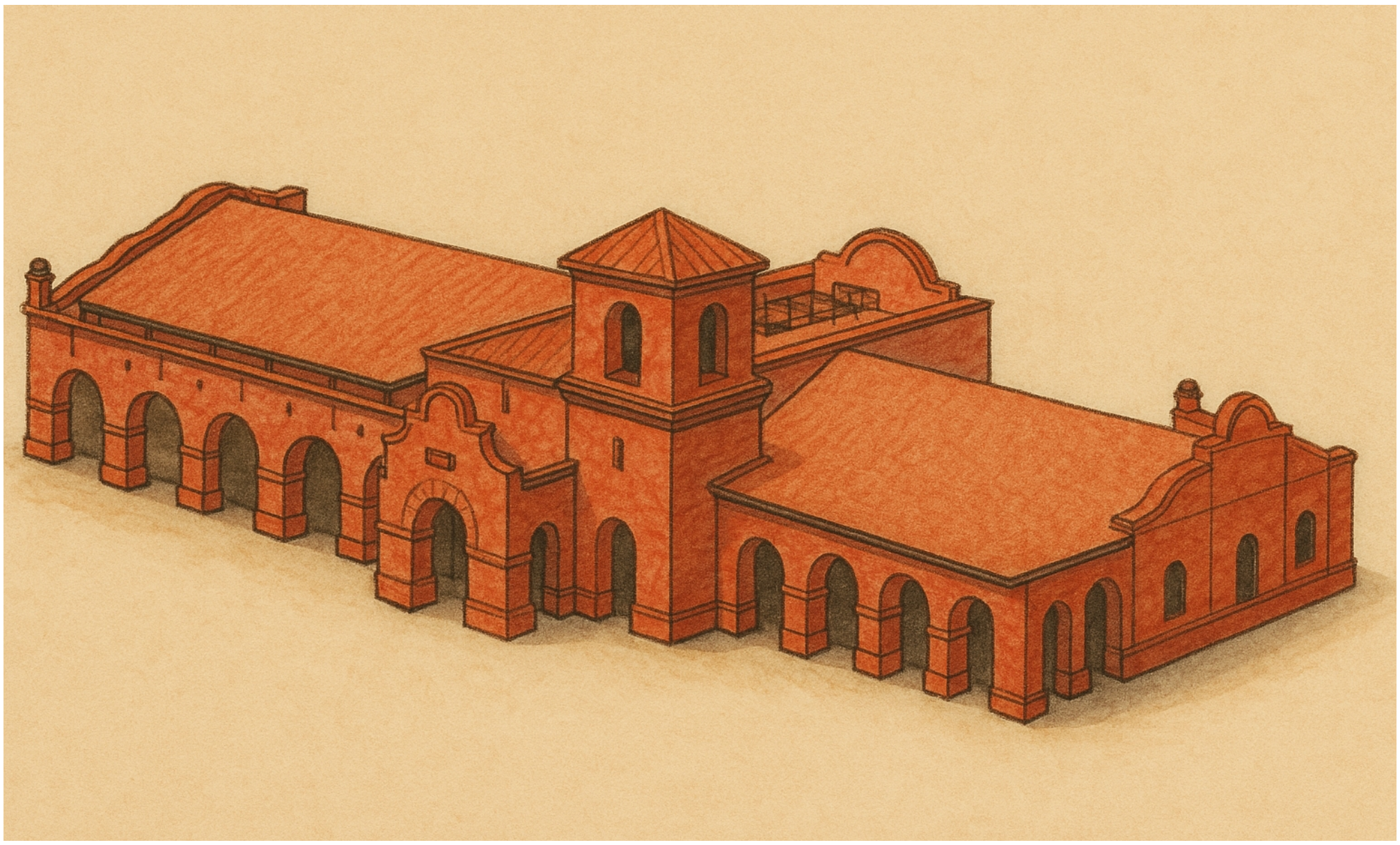
- Valley Rail Program
- Newark-Albrae Siding
- Stockton South Yard Crossover
- Cabral Annex Building Expansion (joint project with SJJPA)

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
CABRAL ANNEX BUILDING EXPANSION	Rehabilitation of an existing parking lot and street side parking. New Cabral Annex building with meeting space and staff offices.	PSE, ROW, CON	$7,888,022
DEL PASO AREA ACTION PLAN	Plan to integrate the future rail network and stations within the Del Paso neighborhood and enhance multimodal connectivity between the proposed Valley Rail Old North Sacramento Station and two existing Sacramento Regional Transit District (SacRT) light rail stations for Globe Avenue and Arden/Del Paso.	OTHER	$400,000
EAST CHANNEL STREET IMPROVEMENTS	Project will complete improvements along East Channel Street between North Aurora and a ½ block west of North Stanislaus Street. Improvements will include new sidewalks, curb ramps, bulb-outs, street trees, pedestrian-scaled lighting, and road resurfacing.	CON	$8,340,362
NEWARK - ALBRAE SIDING CONNECTION	The Newark-Albrae will extend the existing double track with a new 2-mile section of second main track allowing for the improved flow of rail traffic along Union Pacific's Bay Area Rail Network. The proposed project will also improve operational reliability for the Rail Commission, ACE, and Capitol Corridor trains on the UPRR Coast Subdivision. Major elements of the project include, installing 1.1 miles of new track, high speed turnouts, a #24 crossover, new signals, upgrading 0.8 miles of the existing siding track, constructing a new railroad bridge over Mowry Slough, and modifying to two existing at-grade crossings and safety mechanisms.	PSE	$574,856
STOCKTON DR. MLK JR. UNDERPASS RECONSTRUCTION	The Dr. Martin Luther King (MLK), Jr. Boulevard Underpass reconstruction project constructs a new railroad bridge to carry the Union Pacific Railroad (UPRR) track over Dr. MLK, Jr. Boulevard. It will demolish the existing bridge and associated facilities and will reconstruct Dr. MLK, Jr. Boulevard to provide complete streets and facilities with uninterrupted community connectivity east and west of the railroad corridor. The City of Stockton (City) and the Rail commission jointly sponsor this project, with the City of Stockton leading the project design and construction. This project will be developed in conjunction with the Stockton Diamond Grade Separation project, which will eliminate the existing at-grade rail intersection of the UPRR and the BNSF Railway (BNSF). Once completed, the project will provide for significant improvements to rail, passenger vehicles, bicycles, and pedestrians and allow for enhanced safety in the area.	PAED	$654,000

Table 2. Rail Commission Major Capital Projects - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
STOCKTON YARD SOUTH CROSSOVER	The UPRR Stockton Yard South Crossover Project provides crossovers between tracks in the Union Pacific Yard that will maintain access to BNSF east-west tracks during the Stockton Diamond Grade Separation construction project and provide alternative routing from the yard to the various remaining at-grade connections between the two railroads into the future. Due to the location and configuration of the maintenance yard, trains have to see-saw (back up and pull forward) several times to make moves into and out of the yard. Several phases of the Stockton Diamond project construction exacerbate this or require trains to stop altogether. By allowing continuous movements of trains through the yard that are destined for the connections to the BNSF tracks, significant noise and pollutants will be reduced from the braking and starting of trains in the see-saw movements. This project area located south of the Stockton Crosstown Freeway is an area of very significant and continual poverty. And the Rail Commission is partnering with the City of Stockton for several other greenbelt, grade separation, and grade crossing improvement projects in this area and have prioritized this effort on the San Joaquin Council of Governments "One Voice®" federally significant project list.	ROW, CON	$9,600,000
TOTAL			$27,457,240

Table 2. Rail Commission Major Capital Projects



Concept rendering of Cabral Annex.

VALLEY RAIL PROGRAM

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 counties. The northern segment of Valley Rail will extend ACE and San Joaquins service to Sacramento, including six new stations. The southern segment will extend ACE service to Stanislaus and Merced counties and construct eight new stations. This program also includes relocation of the current San Joaquins Madera station and constructing a new San Joaquins station in the city of Oakley.

The Valley Rail program will have many benefits for the state of California and the residents of the Central Valley. Some of these benefits are listed below.

State Rail Plan

The 2024 California State Rail Plan is produced by the California Department of Transportation to plan and coordinate commuter and intercity rail investments throughout the state to maximize benefits and network connectivity. The State Rail Plan lays out a vision for a comprehensive passenger rail network with California High-Speed Rail (CHSR) as a backbone, with near-term (4 years), mid-term (10 years), and long-term (25 years) planning horizons. Valley Rail is critical to the near- and mid-term planning horizons, as this Program will connect the fast-growing regions of Sacramento and the North San Joaquin Valley with the under-construction CHSR Early Operating Segment (EOS) between Merced and Bakersfield.

Job Opportunities

Valley Rail will greatly improve connections and travel options for residents of the San Joaquin Valley by connecting more residents to the state capital region of Sacramento and the global economic powerhouses of the East Bay and Silicon Valley. By taking cars off the road, Valley Rail will also improve traffic congestion for drivers.

Air Quality

Valley Rail will provide opportunities to move more people while using less energy and causing fewer adverse impacts to air quality and climate change than moving people with cars and light trucks.

Particulate matter emissions can increase the risk for adverse health outcomes such as childhood asthma and cardiovascular disease. The unique geography of the San Joaquin Valley traps these particulate emissions from all sources. As a result, the region experiences some of the worst year-round air quality in the country. It has been designated by the US Environmental Protection Agency as a "nonattainment area" for failure to comply with the federal Clean Air Act —meaning that it fails to meet the National Ambient Air Quality Standards.

Greenhouse gas emissions (GHGs) are a primary driver for climate change. Left unchecked, climate change is expected to wreak havoc on the environment and society. By the year 2100, the Central Valley could regularly experience many adverse effects from climate change, including extreme drought and rainfall, lethal heatwaves, megafires, and crop failures.

Today, single-occupancy vehicles are among the largest contributors of particulate matter and GHG emissions in California, and cars and light trucks are by far the primary source of transportation emissions. By comparison, passenger rail is a highly efficient mode of transportation that creates far fewer emissions per passenger miles traveled.

Valley Rail Implementation Challenges

The size and complexity of the Valley Rail Program, built within the confines of the freight railroad right-of-way, is unprecedented in the Central Valley. The planned service extensions necessitate 78 projects, totaling approximately $3.5 billion. These projects cover a vast geographical area and face many challenging design constraints. The following statistics help illustrate the breadth and complexity of the Program:



16 new stations



115 miles of trackwork



118 grade crossings



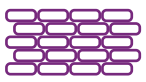
124 track switches



49 bridges and culverts



4 miles of passenger platforms



24 retaining walls and pier protections

These various projects and their elements pose several challenges to the Rail Commission and key stakeholders, including the host railroads Union Pacific (UPRR) and BNSF, dozens of utility companies, and local city and county jurisdictions.

Engineering Review Delays

UPRR and BNSF must review and approve designs for the entire program. A typical project may have multiple sets of design drawings that each need to be reviewed by the railroads at concept 30%, 60%, 90%, and 100% design milestones. Prior to Valley Rail, the Rail Commission would only implement one or two simultaneous projects requiring UPRR or BNSF review. The Rail Commission developed Valley Rail project delivery schedules with the assumption that engineering review and approval timelines would be consistent with historical project timelines. However, in FY22/23, the Valley Rail Program had 29 active projects with multiple simultaneous submittals to UPRR and BNSF, increasing to 42 in FY24/25, and the Rail Commission anticipates the number of submittals to increase again in FY25/26. This high volume of submittals requires review by companies with limited staff. As a result, the engineering reviews exceeded their anticipated durations, resulting in delays to the overall Valley Rail Program delivery schedule.

Despite this challenge, the Program Staff have worked proactively with contracted design firms and host railroads to reduce the average submittal review duration by 48% between 2023 and 2024, from 62.5 days to 32.7 days.

Construction Phasing

UPRR and BNSF require that projects avoid any impacts to their operations during construction. To ensure that trackwork can be completed safely and with minimal operational impact, projects with large amounts of track work must be completed in an intricate series of construction phases, where small segments of track are completed, certified, and tied into the mainline, before a new phase and new segment may begin construction. These phasing requirements have resulted in unanticipated increases in construction durations for many Valley Rail projects.

Utility Partnerships

Most Valley Rail projects have footprints that impact several utilities, such as electricity, water, sewer, telecom, and even pressurized oil pipelines. Some utilities are local to one or two projects, like a local power and phone line, while other utilities are within the railroad right-of-way for up to 60 miles of Valley Rail projects. All identified conflicts must be studied and mitigated, either by protection in place or relocating and replacing the affected utility.

The Rail Commission has partnered with affected utility owners for engineering review and relocation design. Each utility agreement must be negotiated and executed with the utility owner, which takes a varying amount of time. In addition, the speed of relocation design and approval is unpredictable and entirely subject to each utility owner. Many of these utilities are nearly a century old and must be upgraded to meet modern standards and regulations while being compatible with the rest of the existing network. Similar to the engineering review process with the host railroads, each utility has finite staff capacity and may become overwhelmed by a large volume of submittals for various projects. In FY25/26, the Rail Commission will continue working with utility partners to advance engineering reviews and relocation designs as required.

Cost Increases

Since the beginning of the Valley Rail program, several unexpected challenges have caused substantial cost increases across multiple project phases. As a result, many projects in the Valley Rail Program are not fully funded, and the Rail Commission is working diligently to pursue additional funding to fully cover the program. Additional details regarding grant and funding opportunities are detailed in the Planning, Grants, and Programming chapter of the Work Program. The source of rising costs is not relegated to one specific factor, but rather a variety of implications:

Design Standards – Over the past years, UPRR and BNSF have modified their design standards for track, sidings, platforms, and layover facilities. These design standards are requirements with which the Rail Commission must comply, and changes are non-negotiable. Supplemental funds are needed to comply with the new design standards.

Inflation – Capital projects have realized a cumulative inflationary increase of approximately 25% since the beginning of the pandemic. This inflation has increased the cost of most Valley Rail projects across all phases, with the greatest impact on the construction phase. The escalation stems from materials labor costs; labor shortage; reduced competition (specifically in the rail industry); and rising interest rates which are a well-known challenge across many different industries.

Delays – Even before the historic COVID-era inflation, construction cost estimates account for annual cost increases and projected inflation before and during construction. Taking into account both the design delays and historic inflation, their compounding effect has substantially increased the overall construction estimates, more than if only delays or inflation had occurred separately.



Image of Lathrop Wye progress.

VALLEY RAIL PROGRAM CONTINUED

The Valley Rail Program is included as a line in the ACE Major Capital Projects. However, for clarity, this Work Program includes another table summarizing projects within the Valley Rail Program. Below is a list of notable early Valley Rail projects and the full list is presented in Table 3.

- North Lathrop Transfer Station
- Lathrop Wye and Track Extension
- Modesto Station & Trackwork
- Ceres Station, Layover & Trackwork
- Phillips Siding Rehabilitation
- Elk Grove Station & Trackwork
- Pollock Siding Upgrade
- Midtown Station
- Del Paso Siding Extension Trackwork
- Natomas/Airport Station & Layover
- Sacramento Subdivision Curve Upgrades
- Sacramento Subdivision Signal Upgrades

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
CERES STATION & TRACKWORK	Construction of a new Ceres station platform, additional track, pedestrian pathway connections and public right of way improvements. This project also includes a layover facility to the south of the new station.	PSE, ROW, CON	$19,806,980
CERES TO TURLOCK DOUBLE TRACK	Construction of double track through the City of Turlock with nine grade crossings improvements and pier protection at the SR99 and Golden State Overpasses. Construction of the second main track will be on the UPRR Fresno Subdivision from mile post (MP) 117.43 to MP 124.78 and MP 125.27 to MP 128.49. Double track will tie into the north and south ends of the Turlock Station trackwork.	PSE	$4,263,300
DEL PASO SIDING EXTENSION	The Del Paso Siding Extension project is located in Sacramento County in the City of Sacramento, north of Main Avenue. The purpose of the project is to extend the existing siding south, over Arcade Creek, for a future second mainline track as required by Union Pacific Railroad (UPRR) for the implementation of the Valley Rail Program.	PSE	$699,720
ELK GROVE DOUBLE TRACK	Construction of double track between MP 122.46 to MP 126.94 on UPRR's Sacramento Subdivision. Project is between the existing Phillips Siding and the proposed Elk Grove Station.	PAED	$454,582
ELK GROVE STATION & TRACKWORK	The Elk Grove Station includes the construction of a center loaded platform with a pedestrian overcrossing to access the platform. Construction of the station includes roughly 1.6 miles of trackwork between MP 126.87 to 128.51 on the UPRR Sacramento Subdivision in the Northern portion of Elk Grove. This station includes bus turnouts, kiss and ride drop off area, and vehicle parking and is located near Laguna Blvd. and Dwight Road.	PSE, ROW	$1,656,116

Table 3. Valley Rail Program - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
LATHROP WYE & TRACK EXTENSION	This project includes a new wye track between UPRR's Oakland Subdivision at MP 84.10 and UPRR's Fresno Subdivision at MP 94.20, a connection that is required to route trains from Ceres/Merced to San Jose. In addition there will be a new station (completed under the Manteca Station Project) with center loaded platform station with a pedestrian undercrossing to access the platform. Approximately 3.5 miles of trackwork will be constructed between MP 94.20 to MP 97.7 on the UPRR Fresno Subdivision. Construction of the trackwork will necessitate modification of seven (7) at-grade crossings through the City of Manteca.	PSE, ROW	$1,229,167
LODI STATION & TRACKWORK	The Lodi Station and Track Extension includes a passenger station just west of the City of Lodi. A center loaded platform with the pedestrian overcrossing will be constructed to access the platform. Construction of about 4.5 miles of trackwork is included in the station construction between MP 104.5 to MP 109 on the UPRR Sacramento Subdivision. The Lodi Station includes bus turnouts, kiss and ride drop off area, and vehicle parking (a portion of which is planned for a future construction phase).	PSE, ROW	$4,159,464
MANTECA STATION & PARKING LOT EXTENSION	Directly connected to the Manteca Transit Center, the Manteca station includes construction of a center loaded platform station with the pedestrian overcrossing to access the platform. Track work associated with the station construction is included in the Lathrop Wye and Track Extension Project. The Manteca Station includes a bus connecting to the Manteca Transit Center, a kiss and ride drop off area, and vehicle parking.	PSE, ROW	$649,800
MIDTOWN STATION	Construction of a single side loaded platform passenger station and modification of two (2) grade crossings at Q street (UPRR) and 19th St (SacRT). The new station is located in the Midtown neighborhood in Sacramento. Access to the station will be provided from Q street and 19th street. Minor trackwork is required to accommodate the station between MP 137.9 to 138.1 on the UPRR Sacramento Subdivision.	PSE, ROW, CON	$2,506,241
MODESTO STATION & TRACKWORK	Construction of a new Modesto station platform, additional track, pedestrian pathway connections and public right of way improvements. The station's design will feature a unique aesthetic inspired by the Santa Fe style, seamlessly integrating the infrastructure enhancements with the existing transit center.	PSE, ROW	$7,449,142
NATOMAS AIRPORT STATION & LAYOVER FACILITY	The current northern terminus of the Valley Rail Program is the Natomas/ Airport Station. Improvements that will be constructed as part of this project include construction of a single, side-loaded passenger platform and surface parking lot providing approximately 250 parking spaces. The Project also includes a kiss and ride drop off area and space for three (3) transit buses in addition to having the ability to expand to a double outside platform station with a pedestrian overcrossing in the future. The Natomas/Sacramento Airport Station will also include layover tracks and facilities south of the platform to accommodate ACE and San Joaquins train layovers between service runs.	PSE, ROW	$3,371,304

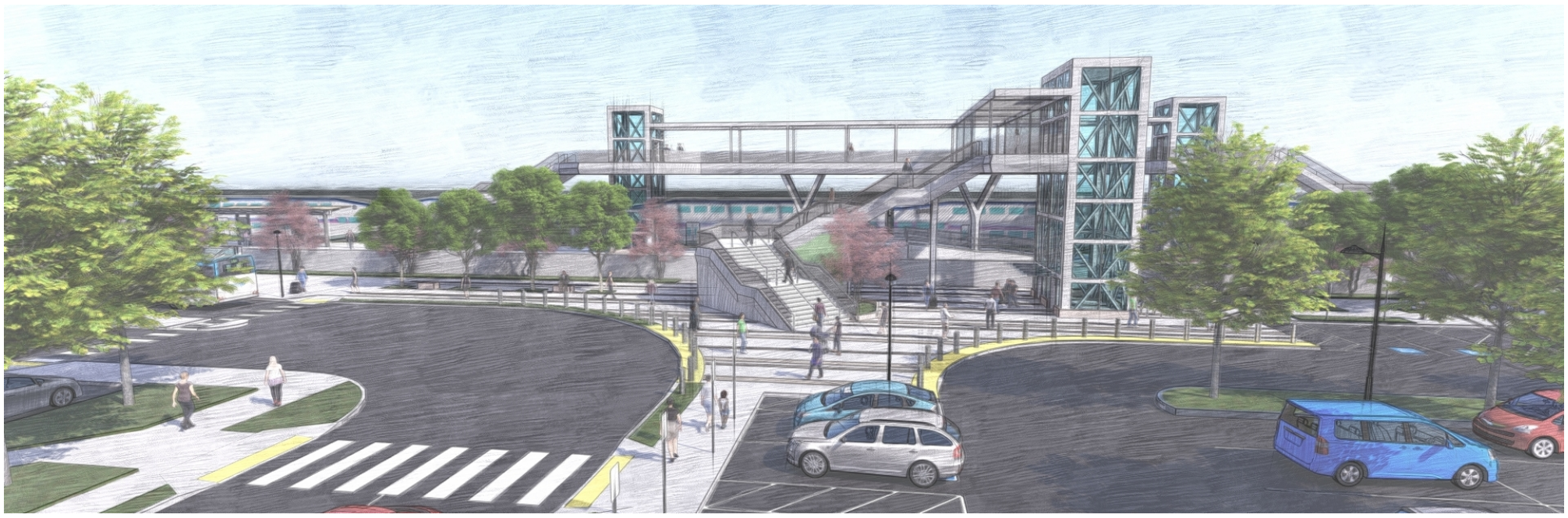
Table 3. Valley Rail Program - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
NORTH LATHROP TRANSFER STATION	The North Lathrop Transfer Station is a very important station on the Valley Rail Corridor because it allows for platform to platform transfer between San Jose-Stockton/Natomas trains and Ceres/Merced-Natomas trains. Property for the station is located at the Sharpe Army Depot in Lathrop. A very long pedestrian overcrossing connects a center loaded platform west of the existing Fresno Subdivision Mainlines. About 2.4 miles of track will be constructed between MP 92 and MP 94.40. Ample parking will be provided in addition to a robust bus transfer facility and dedicated passenger drop off area.	PSE	$600,000
PHILLIPS SIDING REHABILITATION	The project consists of siding rehabilitation along the UPRR Sacramento Subdivision MP 121.23 to MP 122.51. Located approximately four (4) miles south of Elk Grove.	PSE, ROW, CON	$4,146,895
POLLOCK SIDING UPGRADE	The project consists of siding rehabilitation along the UPRR Sacramento Subdivision MP 131.8 to MP 132.8. Located in the City of Sacramento between Meadowview Road and Florin Road in Sacramento.	PSE	$120,000
POLLOCK TO SOUTH SACRAMENTO YARD EXTENSION	The Pollock to South Sacramento Yard Extension will create a new double track section between the existing Pollock Siding and the existing South Sacramento Yard Siding. The Project will install approximately 1.3 miles of new track between Mile Post (MP) 132.8 and MP 134.1 in Sacramento. Existing power operated turnouts at MP 132.8 and 134.1 will be removed as part of the Project. Associated grading, drainage, civil improvements, utility relocations and other improvements will be required in order to support the construction of the new track and signal infrastructure.	PAED, PSE	$500,000
RAIL ENGINEERING SUPPORT	The project includes general program and project management consulting services associated with the Valley Rail Program and Projects.	PSE	$529,152
RIPON MULTIMODAL STATION PROJECT	The Ripon Station includes a center loaded platform station with the pedestrian overcrossing to access the platform. Almost one mile of track will be constructed as part of this project between MP 103.2 to MP 104.11. The Rail Commission is working closely with the City of Ripon to define the project requirements and anticipates the inclusion of a bus stop, kiss and ride drop off area, and two (2) areas for passenger parking. To enhance the access to the station, roadway improvements at and around the station are planned for this project as well.	PSE	$420,000
SACRAMENTO CITY COLLEGE STATION	Construction of a single side loaded platform passenger station west of the existing mainline tracks adjacent to the Sacramento Regional Transit City College Station. No parking is planned for this station due to it's proximity to the City College Campus and location between the two (2) rail lines. Minor trackwork is required to accommodate the station installation at MP 136.22 on the UPRR Sacramento Subdivision.	PSE	$1,575,288
STANISLAUS RIVER BRIDGE	Construction of a railroad bridge over the Stanislaus River at MP 104.4 and associated trackwork on the UPRR Fresno Subdivision just to the South of Ripon. Almost 3.5 miles of track will be constructed between the limits of MP 103.8 to MP 107.22.	PSE	$755,928

Table 3. Valley Rail Program - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
STOCKTON DIAMOND	The Stockton Diamond project will grade separate two railroads, UPRR and BNSF. This is a mega project that has been underway for several years. At the beginning of the upcoming fiscal year, an Early Works Package will be released to allow demolition and clearing of the private parcel to commence. Full construction is expected to start toward the latter half of the upcoming fiscal year.	ROW, CON	$37,471,185
TUOLUMNE RIVER BRIDGE & TRACK EXTENSION	Construction of a railroad bridge over the Tuolumne River and associated trackwork between MP 113.78 and MP 113.98 on the UPRR Fresno Subdivision just to the South of Modesto. Less than one mile of track will be constructed between the limits of MP 113.48 and 114.73.	PSE	$312,000
TURLOCK STATION & TRACK EXTENSION	Construction of a center load platform with pedestrian overcrossing that connects to the Turlock Transit Center and new parking. The station is located adjacent to the intersection of Fulkerth Rd. and N. Golden State Blvd. The project includes modification of two (2) grade crossings. Trackwork modifications are needed to accommodate the station center platform between MP 124.78 to MP 125.27 on the Fresno Subdivision. Trackwork will connect to the Ceres to Turlock Double Track Project on either end of the station.	PSE	$1,220,886
VALLEY RAIL SUPPORT	The project includes general program, project management and seconded staff consulting services associated with the Valley Rail Program and Projects.	PSE, ROW, CON	$200,000
TOTAL			$94,097,150

Table 3. Valley Rail Program



Rendering of future station.

Joint Major Capital Projects

In addition, some projects are joint projects between SJJPA and either the ACE Major Capital or the Rail Commission Major Capital program. These projects are listed in multiple Work Program tables with their respective share of budget authority.

MINOR CAPITAL PROGRAM

The Minor Capital Program includes vital work that maintains and improves the Rail Commission's, ACE or San Joaquins services. These projects are typically less than $2 million or anticipated to take less than two (2) fiscal years to complete and are presented in tables 4 and 5. This program is divided into two (2) categories:

- Rail Commission Minor Capital Projects, which pertain to Rail Commission-owned property
- ACE Minor Capital Projects, which pertain to ACE operations and services

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
BNY DEBT SERVICE	Annual debt service of Rail Maintenance Facility 2021 Refunded Certificates of Participation paid semi-annually.	OTHER	$1,770,150
ROBERT J. CABRAL BUILDING IMPROVEMENTS	This project includes flooring and related building improvements at the Robert J. Cabral Station.	OTHER	$2,000,000
SJCOG DEBT SERVICE	Annual debt service of SJ COG Consolidated Loan paid annually. The consolidated note payable was secured for the local financing portion of the Rail Maintenance Facility.	OTHER	$1,118,012
TOTAL		$4,888,162	

Table 4.. Rail Commission Minor Capital Programs

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
ACE STATIONS & FACILITIES PROGRAM	To enhance the overall passenger experience and support long-term rider satisfaction, the Rail Commission is implementing a range of facility and station improvements in Fiscal Year 2025/2026. These initiatives focus on maintaining clean, safe, and welcoming environments across all properties. Projects will include both contracted upgrades and in-house enhancements, targeting areas such as signage, aesthetics, accessibility, and sustainability. Ongoing maintenance efforts will also continue to ensure consistent quality and reliability throughout the system. These improvements reflect the Rail Commission's ongoing commitment to delivering a high-quality transit experience for all passengers.	OTHER	$100,000
ACE STATION SIGNAGE PROJECT (PHASE 2 PRODUCTION & INSTALLATION OF SIGNAGE)	Projects will include both contracted upgrades and in-house enhancements, targeting areas such as signage, aesthetics, accessibility, and sustainability. Ongoing maintenance efforts will also continue to ensure consistent quality and reliability throughout the system.	PSE, CON	$350,000
ACE WI-FI PHASE 2	With the delivery and acceptance of the new ACE Alstom railcars, the ACE Wi-Fi Phase 2 project will be completed in Fall 2025, providing passenger Wi-Fi on all new cars.	OTHER	$245,083
LOCOMOTIVE SIMULATOR	The Locomotive Simulator procurement will provide the opportunity and complete training of conductors and engineers at the Rail Maintenance Facility for the future of the ACE service and is expected to be received in late 2025.	OTHER	$484,440

Table 5. ACE Minor Capital Programs - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
POSITIVE TRAIN CONTROL CAPITAL COMPONENTS	The project is to replace obsolete Positive Train Control Components on ACE locomotives and cab cars. This is scheduled for substantial completion in FY25/26, but capital component replacement is ongoing.	OTHER	$250,000
TRACC FACILITY (HUD COMMUNITY PROJECT FUNDING)	TRACC is the workforce development program that the Rail Commission is undertaking to help bring new workers into the railroad workplace. This project would fund initial development of preliminary engineering plans and environmental documents for a building to house this program.	OTHER	$500,000
TOTAL			$1,929,523

Table 5. ACE Minor Capital Programs

SJJPA CAPITAL PROJECTS

In an agreement between SJJPA and the Rail Commission, the Rail Commission has been designated to lead the design and construction effort for the shared Valley Rail stations, track and facilities, as well as the major capital projects associated with the San Joaquins. The projects below are funded and directed by the SJPPA but are incorporated into the Rail Commission Work Program and Budget to provide staff with the budget authority to carry out the projects, these can be viewed in Table 6 and 7. For additional information regarding the SJJPA and the San Joaquins service, the Final 2025 SJJPA Business Plan is attached at the end of this document.

- Madera Station Relocation Project
- Oakley Station & Track Improvements
- Stockton Wye
- San Joaquin Street Layover Facility & Access Improvements
- BNSF CP Lake to CP Escalon
- Cabral Annex Building Expansion
- Madera High-Speed Rail Station
- Merced Intermodal Track Connector (MITC)

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
ASJ STATION SIGNAGE PROJECT (PHASE 2 PRODUCTION & INSTALLATION OF SIGNAGE)	With the approval of the signage manual, the ASJ Station Signage Project will move into implementation of the standards. In FY25/26, several stations signage plans will be designed and installed beginning with stations in San Joaquin County.	PSE, CON	$375,000
PUBLIC INFORMATION DISPLAY SYSTEM (PIDS)	Project for existing San Joaquins stations to upgrade and replace the existing PIDS with the modern version named CalPIDS and install the purchased cabinets and related hardware.	CON, OTHER	$2,595,793

Table 6. SJJPA Minor Capital Programs - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
FACILITY & STATION IMPROVEMENTS	As SJJPA takes a more active role in the oversight of the San Joaquins stations and facilities, funds are required for station leases and other facility maintenance costs.	OTHER	$200,000
SAN JOAQUINS MINOR CAPITAL PROGRAM	The Minor Capital program has a variety of projects dedicated keeping the San Joaquins Corridor in a state of good repair, as well as making small service improvements. Projects included: Hanford Station security fencing extension, Richmond Station garden beautification, Thruway Bus signage installs and multiple station landscaping improvements.	OTHER	$500,000
SAN JOAQUIN VALLEY NETWORK INTEGRATION STUDY	SJJPA will lead a San Joaquin Valley planning study and ongoing working efforts in coordination with multiple partner agencies and with consultant support, which will conduct a thorough, community-involved analysis of the integration of multiple transit and passenger rail services, increase transportation mobility options to enhance connections to transit, and promote Transit Oriented Development (TOD) land use planning and implementation.	OTHER	$225,000
TOTAL			$3,895,793

Table 6. SJJPA Minor Capital Program

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
BNSF CP LAKE TO CP ESCALON	The Lake to West Escalon Project will connect two existing segments of double track on the BNSF Stockton Subdivision by adding a second main track and related improvements between Lake and West Escalon in Escalon, California.	CON	$9,936,662
CABRAL ANNEX BUILDING EXPANSION	Rehabilitation of an existing parking lot and street side parking. New Cabral Annex building with meeting space and staff offices.	PSE, ROW, CON	$3,380,580
HIGH-SPEED RAIL/ EARLY TRAIN OPERATOR COORDINATION SUPPORT	HSRA requested the Rail Commission to evaluate the new Flirt H2 vehicles Caltrans was purchasing from Stadler (formerly ZEMU) for use by the Unified Operator (UO) as part of the Central Valley service that will meet with HSR at Merced. This funding is to cover any evaluations that may need to be performed, as well as other ongoing coordination.	OTHER	$750,000
MADERA STATION RELOCATION	Relocation of the San Joaquin's Intercity service's Madera Station from Madera Acres to a location just north of Avenue 12 to connect to future California High Speed Rail. The relocated station will include access road, parking, bus circulation, a 600 foot platform, and associated station track.	PSE, ROW, CON	$980,479

Table 7. SJJPA Major Capital Programs - Continued on next page

PROJECT	PROJECT DESCRIPTION	PROJECT PHASE	FY25/26 BUDGET
MADERA HIGH SPEED RAIL STATION EARLY OPERATING SEGMENT BUILD	The project includes construction of the HSR station platform and is designed to provide a direct connection between San Joaquin and HSR trains. The project will also construct parking improvements, a transit station, and access roadway improvements connecting the station with Avenue 12.	PAED, PSE	$352,000
MADERA HIGH SPEED RAIL STATION FULL BUILD	The project will construct a new station in Madera County for California's Interim High-Speed Rail (HSR) Service between Merced and Bakersfield. Located along Avenue 12, the station will provide Madera County with direct access to HSR service and better connect it with Fresno, the larger Central Valley region, and the rest of California. Future transit-oriented development along the Avenue 12 Corridor, together with improved transit connectivity, will ensure that Madera County can capture the full economic and environmental benefits of HSR and sustainable growth patterns.	PAED	$1,300,000
MERCED INTEGRATED TRACK CONNECTOR (MITC) ENVIRONMENTAL & PRELIMINARY ENGINEERING	MITC Project includes a new track connection from the BNSF corridor to the proposed integrated HSR station in downtown Merced between R and O Streets. The connection with the HSR EOS at Merced will also require the expansion of the approved ACE Merced Layover and Maintenance Facility to include new and upgraded tracks for San Joaquins trains and joint use of the initial facility for both ACE and San Joaquins trains.	PAED	$3,115,000
OAKLEY STATION & TRACK IMPROVEMENTS	SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, completed the design phase of the project in 2025. Construction is slated to begin for the Oakley Station Platform Project in the middle of 2025.	ROW, CON	$7,396,962
SAN JOAQUIN ST LAYOVER & ACCESS IMPROVEMENTS	The project is located in Stockton, at the existing San Joaquin Street Station along the BNSF Stockton Subdivision. The project will construct layover track, reconfigure the parking lot, and install street lighting along San Joaquin Street between Hazelton Avenue and Worth Street in Stockton. The project will increase passenger safety and security as well as train storage capacity at the station.	PAED, PSE	$405,000
STOCKTON WYE	This project will provide a new wye connector track between the UPRR Fresno Subdivision and the BNSF Stockton Subdivision, which will enhance train movement within the busy rail environment of Stockton. Construction will occur in conjunction with the Stockton Diamond Grade Separation project, as the wye is located in the northwest side of the existing diamond. This project supports SJJPA goals of increasing capacity in the San Joaquins Corridor and the frequency of San Joaquins trains.	ROW, CON	$16,802,114
ZERO EMISSION MULTIPLE UNIT & TRANSITION PROJECT	This project is to carry forward the ZE F40 conversion analysis as well as begin on the maintenance facility, fueling/charging infrastructure at the RMF. This will be a multi-year project with shared interfaces between ACE and SJJPA as both services will be utilizing the same infrastructure.		$1,240,000
TOTAL			$45,658,797

Table 7. SJJPA Major Capital Programs

PLANNING, GRANTS, **AND PROGRAMMING**

The Rail Commission strives to be an essential asset to the communities it serves by connecting residents to jobs, housing, services, and leisure activities; stimulating local economies; improving the environment, health, and quality of life of community members; becoming a leader in increasing resilience to climate change. The Rail Commission is also committed to reducing greenhouse gas emissions and vehicle miles traveled which will lead to future climate impacts; and, most importantly, ensuring that the ACE service is accessible to everyone. With these goals and aspirations in mind, the Rail Commission's Planning, Grants and Programming Department has strategically aligned its resources and processes to improve efficiency and the agency's position in the industry.

In FY25/26, the Rail Commission will continue planning efforts for expanded and improved ACE service. It is also making progress on the Valley Rail Program; securing strong support for ACE service improvements; pursuing additional funding for ACE's planning, capital and operational needs. In addition, the Rail Commission will manage and administer various grants and funding programs; as well as building and maintaining partnerships and positive working relationships with stakeholders, local and regional partners, as well as funding partners.

VALLEY RAIL PROGRAM: PLANNING FOR ACE EXPANSION AND SERVICE OPTIMIZATION

"Valley Rail" is a joint program between the San Joaquin Regional Rail Commission (Rail Commission) and the San Joaquin Joint Powers Authority (SJJPA) that includes improvements and expansions of both ACE commuter rail and the San Joaquins intercity passenger rail service. Valley Rail's extensive program includes the introduction of a number of new stations and a series of track improvements between Sacramento and the San Joaquin Valley. This new rail infrastructure will allow for the implementation of additional round-trip service for the San Joaquins improving connections for those traveling between the San Joaquin Valley and Sacramento area. For the ACE service, these initiatives will extend and add new connectivity between Sacramento, Merced, and the Bay Area. The Valley Rail program encompasses a series of major and minor projects that require a methodical and incremental delivery schedule which has always been envisioned as a program that would be implemented over time.

Implementation of the Valley Rail Program was initiated in earnest with the appropriation of $400 million in funding for the extension of ACE to Ceres and Merced through SB 132 in 2016. This legislation was related to the approval of SB 1 and the significant infusion of funding for passenger rail and transit through the Transit and Intercity Rail Capital Program (TIRCP) administered by the California State Transportation Agency (CalSTA). In 2018, CalSTA awarded $500.5 million of TIRCP to Rail Commission for the Valley Rail Program. The size of Valley Rail Program has grown substantially since 2018. A key goal of the expanded Valley Rail Program has been to provide direct and increased ACE and San Joaquins connectivity to the California High-Speed Rail (CHSR) early operating segment (EOS) at the Merced HSR Station when it is expected to begin operations by 2030-2033. In addition, the Stockton Diamond Grade Separation Project was added in 2020 (with the Rail Commission's successful $100 million Trade Corridor Enhancement Program award). In 2022, the Valley Rail Program was further expanded with the planned extensions to Chico and to Union City. The

efforts for these two extensions were led by regional agencies working in partnership with the Rail Commission and the SJJPA. Because the implementation of the Valley Rail Program has not progressed as quickly as initially envisioned, these two extension projects are on hold until further progress is made on the original Valley Rail Program (Sacramento and Merced extensions). The current amount of funding secured for the expanded Valley Rail Program has increased to over $1.6 billion as a result of multiple additional successful grant applications by the Rail Commission and SJJPA. Most of the funding secured for the Valley Rail Program has come from state funding sources.

The implementation of the Valley Rail Program has not progressed as quickly as had been expected. There are several factors which have contributed to delays toward completing Valley Rail projects and initiating new ACE and San Joaquins service. The impacts of the pandemic are still being felt on major public transportation improvement programs like Valley Rail. Since 2020, construction and operating costs have risen at rates far exceeding what could have been anticipated pre-COVID, while ridership and revenue for public transportation services are still recovering. This has led to funding shortfalls for both capital and operating expenses that put a significant burden on how many infrastructure projects can be implemented, how much new service public agencies can afford to operate, and the timing for service expansion. These issues are exacerbated by the limited amounts of public funding available for passenger rail service expansion. The substantially increased size and complexity of the Valley Rail Program has also impacted the speed in which the program can be implemented. Most Valley Rail construction involves making improvements to the freight railroad which the ACE and San Joaquins service operate on. Freight partners and permitting agencies have limitations on the amount of work they can accommodate from any passenger rail agency.

The Valley Rail Program is made up of 78 discrete infrastructure projects and prioritization is required. This inevitably leads to delays for some of the projects which are not considered top priority. The Stockton Diamond Grade Separation eliminates the worst freight rail bottleneck in California and is required to enable the levels of service now envisioned by the Valley Rail Program. The Stockton Diamond Grade Separation is by itself a very complex "Mega Project" that is by far the largest single project undertaken by either the Rail Commission or the SJJPA, and one of the largest construction projects in Northern California. However, this critical project, which is the highest priority of the Rail Commission and the Authority, was not part of the initial Valley Rail service expansion that received the 2018 TIRCP award. While adding the Stockton Diamond Grade Separation project made Valley Rail a much more impactful program, it has also contributed to delays in the implementation of other projects.

As a result of these and other issues, the Rail Commission's Station/Facilities Development Committee provided direction to staff to 1) prioritize the competition 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 service delivery to the Sacramento region, provided this does not impede 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; and 5) consider the addition of special voting members from Stanislaus and Sacramento counties where many projects will be constructed. The direction provided has set the priorities for all future work.

In response, the Rail Commission developed an updated phased implementation schedule for the Valley Rail Program in FY24/25. This new schedule (referred to as the "Valley Rail Progression") is largely driven by realistic construction dates for the improvements needed for running additional ACE and San Joaquins service, balanced by current assumptions about funding availability for construction and operation of additional service, and when ridership will justify additional service. The phased service progression served as the basis for preparation of the ACE Expansion Service Plan, which included analysis of

market demand and operating concepts for ACE service included in Valley Rail, identification of a refined service plan and schedules, validation of capital requirements for service implementation, and operations and maintenance funding requirements.

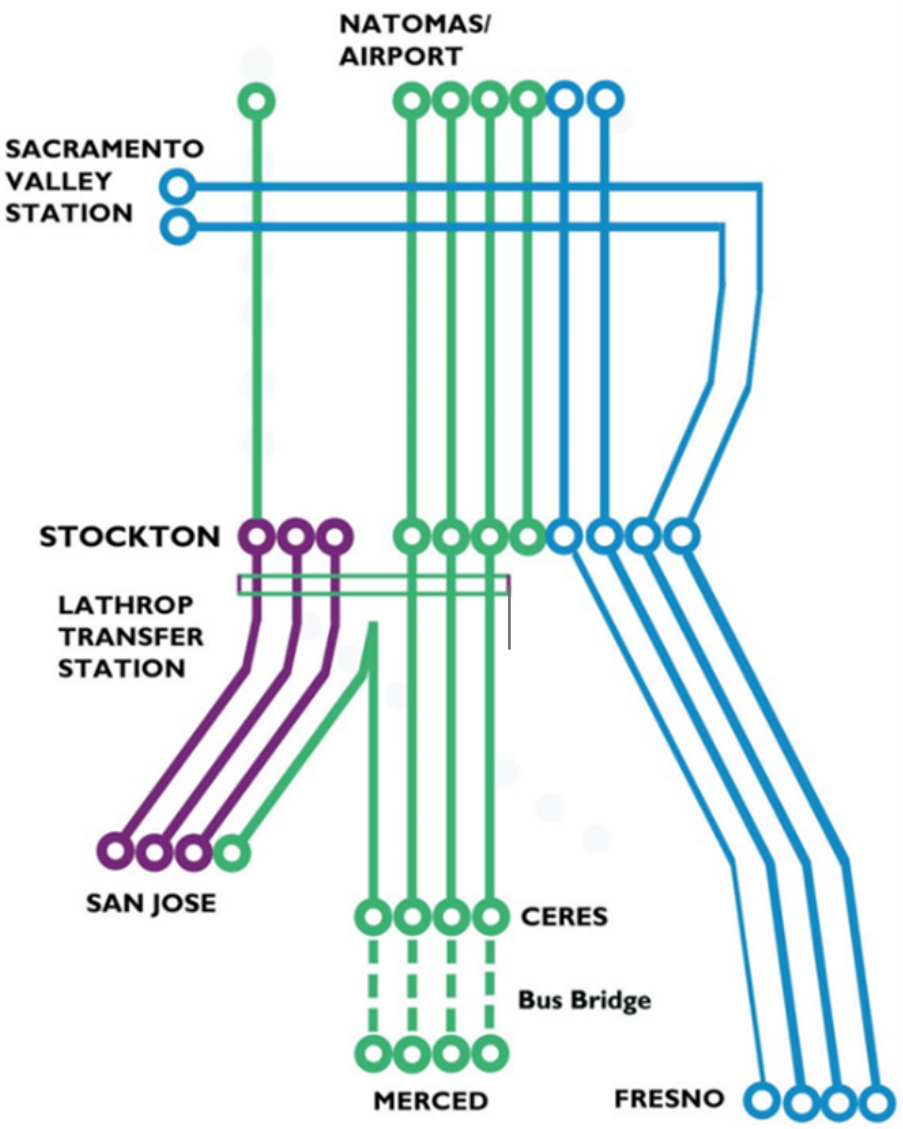


Figure 1: Valley Rail Service Concept
*Each line in Figure 1 represents a round-trip with purple lines representing existing ACE service, green lines for new ACE service, and blue lines for San Joaquins service.

The Rail Commission is also working to ensure that current and future service connectivity is aligned at a local, state, and federal level. Locally, working in coordination with the Santa Clara Valley Transportation Authority (VTA), assessment of potential modifications to connecting ACE Shuttle operations is underway. The goal is to optimize route performance and revenue; reduce operating costs; and identify a preferred governance model for long-term administration and operation of the shuttle service for discussion with VTA leading up to its next bi-annual service change in FY26/27. This analysis is driven by operations cost increases presented by VTA for the ACE Shuttles it operates, and uncertainty about regional funding support for sustaining the services. Route concepts for ACE Shuttles and recommendations for future operations are documented in the ACE Shuttle Optimization Study, which serves as the basis for ongoing coordination with VTA and other partner agencies to be conducted by Rail Commission staff in FY25/26. The Rail Commission will also coordinate with other transit agencies in the Bay Area and San Joaquin regions in developing strategies to improve mobility and establish connected transit networks, in accordance with upcoming and future Short-Range Transit plans.

In FY25/26, the Rail Commission and the SJJPA will advance planning efforts for Valley Rail to closely coordinate with Caltrans in its administration of the Federal Railroad Administration's (FRA) Corridor Identification and Development Program (CIDP). This program establishes a national service development planning and project development process leading to federal priority project pipeline based on capital project inventories for individual intercity passenger rail corridors. It also includes federal funding for planning, environmental review, and design stages. Valley Rail is uniquely positioned to leverage current and near-term planning and environmental approvals into capital construction funding through CIDP. The partnership between Caltrans, the Rail Commission, and the SJJPA will look to secure CIDP capital funds for the Valley Rail Program soon after clearing the CIDP planning phase. This funding will further advance integration between ACE and San Joaquin Corridor intercity service as envisioned in the Valley Rail plan. Caltrans intends to initiate work on the initial CIDP planning phase, including a corridor Service Development Plan, in coordination with the Rail Commission during FY25/26.

PLANNING FOR LONG-TERM VALLEY RAIL EXPANSION

Beyond the ten-year planning horizon, the Rail Commission will work with the State and SJJPA to plan for passenger rail service to Butte County (Chico). SJJPA partnered with the Butte County Association of Governments (BCAG), Caltrans, and Sacramento Area Council of Governments (SACOG) to complete a feasibility study for North Valley Rail, including

conceptual improvements for rail service between Sacramento and Chico. The 2024 State Rail Plan identifies a San Joaquins extension to Chico as a potential "long-term" expansion of the San Joaquins. The SJJPA is working with Caltrans, and local and regional partners to continue to further examine this possibility through the state's CIDP Service Development Plan process in FY25/26. The CIDP effort will examine the infrastructure needed to allow for future service to directly connect Valley Rail service (and extended service to Chico) along the Sacramento Subdivision with Sacramento Valley Station (SVS). It will also address integration between a North Valley Rail extension and services to Sacramento included in the Valley Rail program.

In addition, the Rail Commission will continue to coordinate with the Authority, Caltrans District 10, SJCOG, and the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link) on the potential for a new shared-use passenger infrastructure in the Altamont Corridor as part of the Valley Link project. On December 4, 2020, the Rail Commission approved an initial memorandum of understanding (MOU) with Valley Link with the goal of the Rail Commission serving as the agency responsible for Valley Link operations. This was an important step towards the implementation of Valley Link and continued the strong collaboration between the two agencies. The Rail Commission can provide consulting services for the Valley Link Project including the review of preliminary engineering documents, interagency agreements, early service development and operating plans, and procurement documents. In FY24/25 Rail Commission staff reinitiated coordination with Valley Link staff to review project delivery progress and infrastructure concepts for integrating future ACE service on the Valley Link corridor alignment and continued to support Valley Link grant applications and Valley Link's inclusion in the San Joaquin Valley's "Valley Voice" as a passenger rail priority. The Rail Commission continues to coordinate with Valley Link staff on Caltrans/SJCOG's I-205 Managed Lanes Environmental Impact Report (EIR) and on the possibility of shared ACE/Valley Link infrastructure between North Lathrop Transfer Station and Livermore. The Rail Commission will continue to assist in progressing the Valley Link project which complements ACE expansion in the Altamont Corridor.

In FY25/26, the Rail Commission will continue to coordinate with Valley Link's continued planning efforts and identify opportunities to augment and enhance rail to the Bay Area. Figure 2 is a rendering of the multi-modal North Lathrop Transfer Station where ACE and Valley Link are expected to connect.



Figure 2

VALLEY RAIL: TRANSPORTATION FOR A SUSTAINABLE AND EQUITABLE FUTURE IN THE SAN JOAQUIN VALLEY

As an agency that is expanding to serve diverse and disadvantaged communities along the ACE route, it is imperative that the Rail Commission consider impacts on existing and future infrastructure, optimize service, and include plans to engage and perform outreach within those communities. These become critical aspects to the future success and sustainability of projects and programs with the additional lens of inclusivity, transparency, and accountability to the community. While most projects and programs are unique in nature, there are some basic considerations to help justify the need for making outreach and engagement a part of the planning process.

Many of the new communities served by Valley Rail are classified as disadvantaged or low-income, according to Air Resource Board Guidelines. Valley Rail adds service and new market connections that benefit these communities throughout the Central Valley. Access to the Sacramento market, including Sacramento International Airport (an employment hub), expands the employment options for workers.

California's Central Valley has some of the worst pollution, air quality, and environmental indicators in the United States. Compounding that, many communities suffer from decades of disinvestment, geographic inequity, and poverty, resulting in pockets of concentrated low-income communities that lack adequate access to jobs, healthcare, and educational opportunities.

Accordingly, Valley Rail addresses these problems head-on by targeting improved and expanded passenger rail service to and through some of California's highest concentrations of disadvantaged and low-income communities. By providing sustainable transportation solutions, the Rail Commission serves in improving air quality, incentivizing compact development around legacy station areas, and providing new and improved access to better economic opportunities, both within and outside the region. Service plans completed for expanded ACE service, as part of Valley Rail, are designed to integrate with other intercity corridor services planned by the SJJPA as well as connecting local and regional transit services. This integration aims to provide equitable long distance transportation options throughout the day for disadvantaged communities.

Additionally, creating space and opportunities for community member involvement throughout the timeline will ensure that there are intentional milestones wherein concerns, priorities, and feedback can be integrated and addressed at varying stages to avoid alienation and displacement. Being proactive in this outreach will provide an opportunity for stakeholders to have a clear understanding of goals and outcomes; foster trust and develop community champions; and ultimately create an alignment between agency initiatives and community needs.

Given that many programs and projects can range from months to years or even decades—and surely well beyond the grant period—the key to long-term success will be harnessing positive relationships within the community. As the Rail Commission pursues additional funding necessary to deliver the Valley Rail Program, it will be including community engagement and marketing as part of the necessary project administration budget within the grants, when eligible and appropriate.



PLANNING SUPPORT FOR ACE STATION COMMUNITIES

While Valley Rail improves geographic equity throughout the Central Valley and Bay Area, continuing to leverage and incentivize transit-oriented development and regional Sustainable Communities Strategies will be important in serving priority populations within the service corridors. In FY25/26, the Rail Commission will continue to actively engage with partner agencies in the planned Valley Rail corridor to support the planning and development of transit-oriented development and affordable housing in areas surrounding planned ACE stations. These efforts will include emphasis on support for affordable housing and access to new rail, transit, and active transportation options in disadvantaged communities. Specific activities to support the Work Program are described below:

City of Stockton Downtown Planning and Active Transportation: The Rail Commission was successful in partnering with the City of Stockton to secure Active Transportation Program funding from the State for the City of Stockton to construct the East Channel Street Project, which also contribute significantly towards serving disadvantaged communities in the state. Existing conditions along East Channel Street located in Downtown Stockton create a gap in the active transportation network between the downtown core, Regional Transit District's (RTD) Downtown Transit Center, Robert J. Cabral Station (Cabral Station), and other destinations in the area. By installing new sidewalks, high visibility crosswalks, new lighting, and Class III bike routes, this project expands on the Rail Commission's goals to uplift and connect local communities. Rail Commission staff will provide support to the City of Stockton to implement the East Channel Street project in FY25/26.

The Rail Commission also partnered with the City of Stockton to secure planning grant funding through Caltrans in 2023 for the Downtown Stockton Mobility Action plan project, or "Move Downtown." This important planning project includes plans to improve connections between Cabral Station served by ACE, the San Joaquin Street station served by the SJJPA, and Downtown to complement comprehensive land use and community planning for enhancing the vibrancy and livability of Downtown Stockton. The Rail Commission Work Program supports in-kind assistance for completing the project.

Sacramento Del Paso Station Area Action Plan: The Rail Commission collaborated with the Sacramento Area Council of Governments (SACOG), City of Sacramento, and Sacramento Regional Transit to secure planning funding for transit-oriented development and infrastructure action plans for the Del Paso area surrounding the future "Old North Sacramento" station in Sacramento in 2023. Rail Commission staff agreed to lead the planning effort around the Old North Sacramento Station area in coordination with local and regional stakeholders, which the Rail Commission will initiate in FY25/26.

Lodi Valley Rail Station Study: The Rail Commission coordinated with the City of Lodi to apply for and secure planning grant funding through Caltrans for the Lodi Multimodal Transportation Network and Land Use Compatibility Plan. This plan will identify and evaluate improvements for connecting the planned Lodi Valley Rail station, located outside of the city on the Union Pacific Railroad (UPRR) Sacramento Subdivision, with the existing San Joaquins Lodi Station and Downtown Lodi to ensure the best possible connections and integrated service. Additionally, the plan will leverage work from Lodi's Downtown Specific Plan Update to harmonize these passenger rail and transit connections with enhanced land use policies to best realize economic development in the Lodi community.

Modesto Station Area Planning: The Rail Commission secured planning grant funding in 2024 for a San Joaquin Valley Network Integration and Transit Oriented Development (TOD) Action Plan that will contribute funding that can be used to identify opportunities and strategies for supporting transit-oriented development and connectivity for stations along the Southern Valley Rail Corridor between Stockton and Merced. Project prioritization continues to be a competitive process, and the pursuit of grant funding is not always successful. Rail Commission staff remains committed to

debriefing meetings for unsuccessful applications to identify possible weak points, collect feedback for improvement, document lessons learned and leverage for future success. Such was the case with the Rail Commission's attempt to secure grant funding while working in coordination with the Stanislaus Council of Governments (StanCOG) in 2024. Despite these challenges, efforts will be made to further coordinate with StanCOG and the City of Modesto to fund dedicated and comprehensive transit-oriented development planning for the Downtown Modesto ACE station area.

Valley Rail Affordable Housing Partnerships: The Rail Commission has successfully partnered with affordable housing developers as a strategy for securing funding for these projects and zero-emission rail equipment through the California State Strategic Growth Council (SGC) Affordable Housing Sustainable Community program (AHSC), including grants for three (3) affordable housing projects in Fremont, Sacramento, and Modesto near existing and future ACE stations in 2023. The Strategic Growth Council (SGC) awarded grants to each of these three applications. These partnerships resulted in $18 million being secured for the Rail Commission to convert three (3) ACE diesel locomotives to zero-emission locomotives ($6 million for each locomotive/project). These affordable housing partnerships with the Rail Commission make a strategic difference for projects near ACE stations. By partnering with the Rail Commission or the Authority, Central Valley and Southern Alameda County projects receive higher scores for greenhouse gas reductions and are able to compete with larger urban areas like the core Bay Area and Southern California. In 2024, the SJJPA worked with developers on another successful AHSC grant for an affordable housing project named Sakura. This project, located near Midtown Station (2000 16th Street), will provide $5 million in funding for a Zero-Emission Multiple Unit (ZEMU) car and $2 million for Midtown Station. The Rail Commission will need to coordinate with the lead partner jurisdictions and housing developers to receive the zero-emission equipment funding through these grants in FY25/26.

PLANNING AND FUNDING SUPPORT FOR TRANSITION TO ZERO-EMISSION OPERATIONS

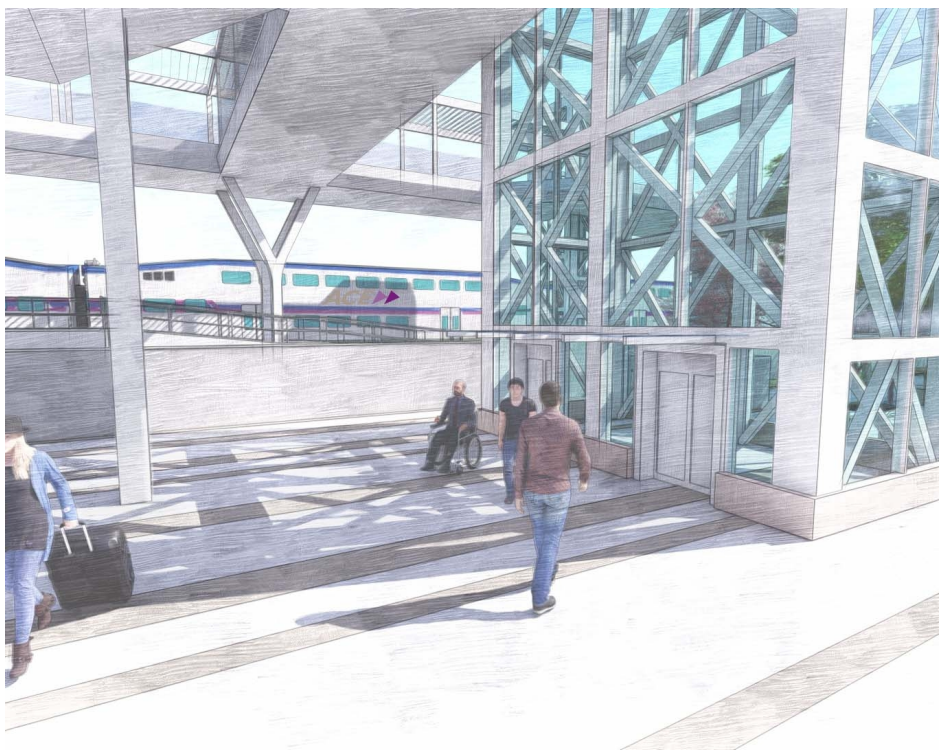
The Rail Commission has made considerable progress toward a more sustainable future for ACE and the Northern California Megaregion through planning, funding and implementing zero-emission operations on corridors served by ACE. On April 12, 2022, the Rail Commission's "Climate Action Plan Framework" was submitted to the Federal Transit Administration. This plan provides a roadmap for the Rail Commission meeting state and federal goals for reducing greenhouse gas emissions from the ACE service to 50% below 2005 base levels. To reach this goal, the Rail Commission committed to using 100% renewable diesel in its locomotives (by 2023) and bus/shuttle fleets (by 2026), which reduces operational emissions to about 96.5% below 2005 levels. On November 28, 2022, the Rail Commission announced it had moved to the sole use of renewable diesel on its locomotive fleet for the ACE train service – a key milestone for the Rail Commission on its path to net zero-emissions operations. ACE is Northern California's first commuter rail service to switch to 100% renewable diesel operations.

In FY24/25, the Rail Commission started working on the draft Clean Energy Plan to outline its strategy to transition the existing fleet to zero-emissions vehicles, invest in clean energy and improve infrastructure for clean transportation to reduce greenhouse gas emissions and improve air quality. The final plan should be completed in FY25/26 for the Rail Commission's board review/approval as well as public release. Additional detail on ACE fleet improvements is described in the Equipment section of this Work Program.

SECURING STRONG SUPPORT FOR ACE SERVICE IMPROVEMENTS

The Rail Commission has developed a wide-spread network of stakeholders to advocate for ACE Service improvement and expansion, including several regional rail working groups that include participants throughout Northern California. ACE projects and programs continue to be promoted by San Joaquin Council of Governments' (SJCOG) "San Joaquin One Voice®" and

the San Joaquin Valley Regional Policy Council's "Valley Voice" legislative advocacy efforts. In particular, the San Joaquin Valley Director's Committee created a new Rail, Transit, and Transit-Oriented Development (TOD) Working Group to further advocate the San Joaquin Valley's various efforts around rail and transit connectivity and transit-oriented land uses. To further these efforts, the SJJPA secured grant funding through the Caltrans Sustainable Transportation Planning Grant program to bring resources to the group focused on producing a Valley-Wide Transit Action Plan to further connectivity and network integration for the various San Joaquin Valley rail and transit services and their relationship to HSR. This coordinated network integration planning work is designed to identify actionable opportunities and provide connections between rail and transit systems to maximize ridership, and include integration between ACE and transit providers in the corridor.



Valley Rail was selected by the "Megaregional Working Group" (SACOG, MTC, and SJCOG) as one of the twelve megaregional projects they will jointly advocate for. The Rail Commission and the SJJPA received strong support in the San Joaquin Valley, Sacramento, and the Bay Area for their joint 2022 and 2023 Transit & Intercity Rail Capital Program (TIRCP) applications, the Rail Commission's 2022 Trade Corridor Enhancement Program (TCEP) application (for Ceres to Turlock Double Tracking), and 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application (for North Lathrop Transfer Station matching federal funding). Strong support throughout the Northern California Megaregion helped the Rail Commission and the SJJPA secure the additional TIRCP funding in 2022 and 2023, with additional efforts to be made in 2024. Continuing relationships with these partners and other groups including the Central Valley Rail Working Group, Sacramento Regional Rail Working Group, and the North State Super Region Working Group will ensure broad support for future funding applications.

The Rail Commission is currently focused on securing support for matching federal funds and additional state funding for various elements of the expanded Valley Rail Program. The Rail Commission will continue to develop corridor-wide support and new champions to help promote and secure funding for ACE expansion in FY25/26.

KEY COORDINATION AND NETWORK INTEGRATION EFFORTS WITH CHRSA

In support of the California High Speed Rail Authority's (CHSRA) 2024 Business Plan, the Rail Commission worked with CHSRA staff and CHSRA's Early Train Operator (ETO) to provide inputs for improved ACE connectivity to future HSR service at Merced. Connectivity to ACE and San Joaquins at Merced is key to the success of the HSR EOS between Merced and Bakersfield.

SJJPA approved an initial MOU with CHSRA and California State Transportation Agency (CalSTA) on November 20, 2020, which identified the SJJPA as the operating agency for the HSR EOS. In 2022, the Authority requested and received $2 million in planning funds from the state to advance planning for the initial HSR operations, network integration and connectivity, and to develop more detailed inter-agency agreements. This work began in late 2023 and in FY25/26, the Rail Commission will continue to work with the Authority, CHSRA, Caltrans, and CalSTA to advance the planning for integrating ACE and San Joaquins services with future HSR operations. Figure 3 on the next page shows the planned ACE and San Joaquins connectivity with the HSR EOS at Merced with each line representing a round-trip.

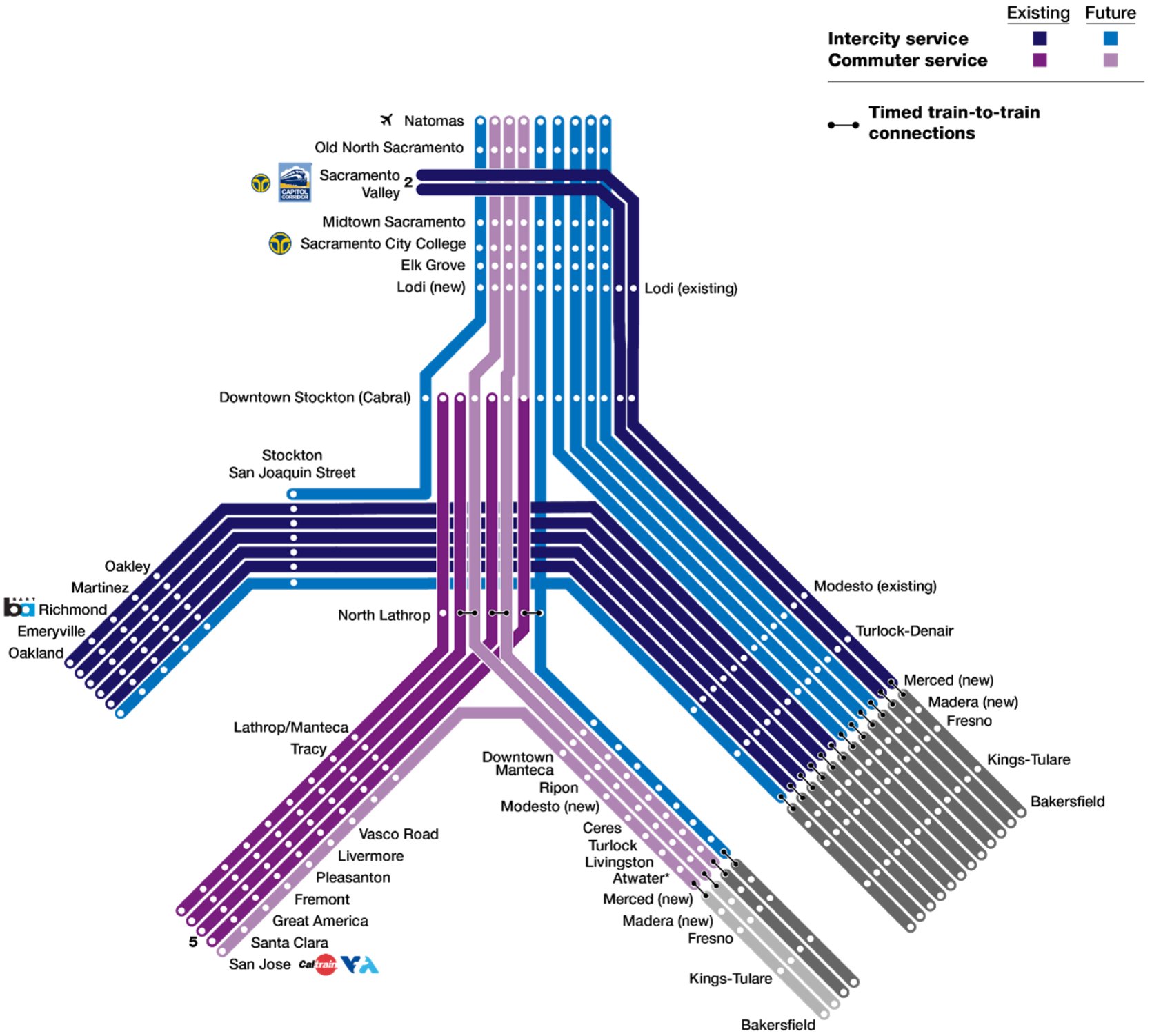


Figure 3. Shows the planned ACE and San Joaquins connectivity with the HSR EOS at Merced with each line representing a round-trip.

As an expansion of the Valley Rail Program, the Rail Commission will continue collaboration with the SJJPA, Caltrans, and local and regional partners to explore intercity service options along the Altamont Corridor, aiming to enhance connectivity for the HSR EOS to Northern San Joaquin Valley and Bay Area markets (Southern Alameda County and the Silicon Valley). Having intercity service along the Altamont Corridor has been a service expansion goal of the Authority for many years. The Rail Commission partnered with MTC and Caltrans on planning for the connection to Union City/ BART, which is included in the 2024 State Rail Plan as a long-term project.

SECURING NEW FUNDING

Many projects within the Valley Rail Program experienced significant cost increases in the design phase. Over the past year, UPRR and BNSF Railway have modified their design standards for track, sidings, platforms, and layover facilities, as well as construction phasing requirements. These design standards are requirements with which the Rail Commission must comply, and changes are not negotiable. This has resulted in cost increases and the need to request supplemental funds to comply with the new design standards and construction phasing requirements.

Since the pandemic, inflation has increased the cost of all phases of Valley Rail projects, but the impact is even greater for the construction phase. The cost escalation from supply chain issues, labor costs, labor shortages, reduced competition (specifically in the rail industry), and rising interest rates are well-known challenges across many different industries and are being discussed and evaluated nationally and globally in various forums. To fully meet the commitment to deliver the Valley Rail Program, the Rail Commission is working with the SJJPA, stakeholders, and funding partners to reprioritize existing programmed TIRCP projects and to pursue additional funding from federal and state grant programs to fill the funding shortfalls. To be able to apply for more federal funding programs, the Rail Commission secured On-call PA&ED consulting support and On-call Environmental Engineering consultant support to comply with NEPA and/or CEQA requirements. The Rail Commission plans to pursue the following grants and funding programs for the operations and capital improvements:

- SJCOG's Congestion Mitigation and Air Quality Program
- BAAQMD's Carl Moyer Program
- MARAD's Port Infrastructure Improvement Program
- USDOT's Consolidated Rail Infrastructure and Safety Improvement Program
- CTC's Interregional Transportation Improvement Program
- SACOG's State Transportation Improvement Program
- StanCOG's Congestion Mitigation and Air Quality Program
- SACOG's Congestion Mitigation and Air Quality Program
- FRA's Fed/State Partnership Program
- USDOT's Advanced Transportation Technologies and Innovative Mobility Deployment Program

The Rail Commission will continue pursuing additional grant funding aggressively while tailoring funding strategy based on new guidance and direction expected from the funding agencies.

GRANT MANAGEMENT AND COMPLIANCE

As a recipient of public funds, the Rail Commission has a fiduciary responsibility to comply with all regulatory requirements and to be aware of all pertinent material to assist in the management of federal, state, or local grants and funding programs. After the grants are awarded, there are several requirements associated with administering and managing those funds, including, but not limited to, compliance with grant terms and conditions, submission of required agreements and documents, as well as ongoing coordination with and reporting for funding agencies on the status of the project.

In the prior fiscal year, the Rail Commission managed 50+ grants and funding programs for the existing and future service. In addition, the Rail Commission was able to secure $311 million between FY23/24 and FY24/25. For FY25/26, as the Rail Commission continues to pursue and secure additional funding, the Rail Commission expects workload and deliverables associated with additional funding to increase considerably as new and emerging grant opportunities become available.

A critical component of grant management is the compliance requirements for the funding arrangements. Both pre-award and post-award responsibilities include regulatory audits to ensure the accuracy of financial reporting, project deliverables, compliance, and third-party contracting practices. The agency has quarterly, semi-annual, and annual compliance engagements which are submitted to grantor agencies. Timely reporting ensures best practices and that any identified corrective actions are thoroughly implemented.
To manage the agency's complex capital, planning and operations funding portfolio, the Rail Commission procured and is in the process of implementing a grant management database to enhance and better coordinate grant management and compliance activities. The full implementation is expected in early FY25/26. Grant management is especially important considering the consequences if grantees fail to comply with the conditions of the grant, which could result in the loss of funds through suspension and termination of the grant agreement, as well as repayment of any

costs determined to be ineligible.

The Rail Commission continues to maintain processes and procedures aimed at ensuring compliance with grant requirements. Internally, the Rail Commission has improved coordination among departments by exchanging and sharing information on a regular basis. Through these ongoing interactions, the Rail Commission is also able to share best practices and stay up to date on new requirements that are released. Coordination with partners both internally and externally has proven to be the backbone of ensuring that all grant requirements are satisfied in a timely and efficient manner.

The Rail Commission will continue taking a proactive approach to grants management that incorporates strategic investments planning throughout the decision-making process. Through internal communication, such as “Department Look Ahead” meetings, the Rail Commission can plan for the best use of specific grant programs, organize workload for staff members and, ultimately, coordinate better with other departments. As additional funding sources become available in FY25/26, this initiative-driven approach will become increasingly more important in ensuring project deliverability and grant compliance.

OPERATIONS

The San Joaquin Regional Rail Commission's (Rail Commission) dedication to safety ensures the reliability of existing services and facilitates their expansion into new communities, fostering growth and accessibility. In FY25/26, ACE will continue to offer four (4) daily roundtrips from Downtown Stockton at the Robert J. Cabral Station to San Jose's Diridon Station.

In November of 2024, ACE adjusted its eastbound schedule to introduce ACE 02 and ceased operations of its latest eastbound train, ACE 10. ACE 02 departs from San Jose at an earlier time than previous schedules, allowing riders to return to their homes sooner. The change was made to better accommodate evolving trends in the commute market, including more flexible employer schedules.

Following its departure from Stockton, the ACE route passes beautiful farm and delta landscapes as it approaches the iconic Altamont Pass. On the west side of the Altamont, ACE travels through the scenic landscapes and urban centers of the Tri-Valley and Silicon Valley. Covering 86 miles, the ACE route includes ten station stops along tracks owned by Union Pacific Railroad (UPRR) and Caltrain. ACE operates on weekdays during peak commute times in the morning and evening with special train service on select dates. The Rail Commission partners with TransitAmerica Services Inc. to operate and maintain the ACE service through an Operations and Maintenance contract. As ACE enters the first year of a new Operations and Maintenance agreement with TransitAmerica, the service continues to see ridership growth, incorporating additional equipment to meet this demand. Additionally, ACE is planning to extend its service areas in the future while implementing measures to ensure ongoing reliability and efficiency throughout the life of this agreement. ACE rolling stock consists of MPI F40 locomotives, Siemens Charger locomotives, and Bombardier/Alstom bi-level coach cars and cab cars. Each ACE train is equipped with 1-3 "bike cars", which is a coach car that has been redesigned and modified to create additional bike capacity. ACE bike cars can hold an additional 14 bikes per car. For passengers to identify a bike car, they can simply look for the "BIKE CAR" decal sign affixed to the exterior door of the car. Typically, ACE trains operate 6-car train consists with a locomotive. However, in response to increased ridership and passenger feedback, three (3) trains now feature expanded consist sizes, with additional equipment available for expansion as needed.

In FY24/25, ACE is forecasted to carry 815,442 passengers, which is a 19.7% increase from the previous fiscal year. On a daily basis, ACE is carrying an average of 3,223 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 (3,642 riders per day).

To continue growing ridership through new rider acquisition and encourage 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 six 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. Notably, UPRR has implemented the Advanced Movement Planner (AMP) to assist dispatchers in better assessing and prioritizing train movements, which is expected to contribute to enhanced OTP.

In 2024, Union Pacific made significant track improvements in the Niles Canyon Tunnels near Fremont, providing a smoother ride for passengers. Furthermore, the Rail Commission has collaborated with the host railroad partners to increase track inspections in critical areas, especially ahead of and during inclement weather, to maintain the highest safety standards. These efforts are part of the Rail Commission's ongoing commitment to several key operational areas that enhance service performance, drive ridership, and improve passenger satisfaction in FY25/26. Key areas include safety and security, connecting services, facility maintenance and improvement, and special trains.

SAFETY AND SECURITY

The Rail Commission prioritizes safety and security above all else. Building partnerships with federal, state, and local stakeholders is essential to cultivating a culture focused on these values. This commitment drives continuous improvements in the safety and security of the Rail Commission's passengers, contractors, residents, host railroads, employees, and board members.

As the Rail Commission's facilities cover multiple counties and expand into new areas with the upcoming Valley Rail Service, the Rail Commission safety plan remains flexible to adapt to various environments while preserving core actionable elements. The Rail Commission is committed to maintaining high standards in ACE operations and Rail Commission programs. The Rail Commission aims to accomplish this through effective communication, innovative improvements, and educational initiatives that promote collaboration and progress.

The Rail Commission is committed to its partnership with California Operation Lifesaver, Inc. (CAOL), a prominent non-profit organization focused on rail safety education since 1972. CAOL works to prevent collisions, injuries, and fatalities at railroad tracks and highway-rail grade crossings through impactful public education programs across the U.S. This collaboration strengthens passenger confidence and demonstrates the Rail Commission's strong commitment to safety. Additionally, the Rail Commission is partnering with Truckers Against Trafficking to raise awareness and provide crucial support for potential victims of human trafficking.

The Rail Commission has increased awareness and response training for its onboard crews and front-line staff. This proactive approach builds trust among ACE passengers and signals to community stakeholders the Rail Commission's dedication to safety. The following are previous initiatives successfully implemented:

- An additional 8-hour security car patrol to provide a safety and security overwatch of the ACE facilities, staff, and passengers
- Integrate the Code of Federal Regulations (CFR) System Safety and Emergency Preparation Response and State Workplace Violence compliance training into the Rail Commission's new learning management system (LMS)
- Emergency Preparation Drills (EPREP) for Rail Commission staff, first responders, and transit partners
- In-person active threat response training
- Human trafficking awareness training

Key Future Initiatives:

- De-escalation/conflict resolution training for on-board staff
- Human trafficking response training
- Emergency preparation training for local emergency responders for future stations
- Increase closed-circuit television (CCTV) coverage for the Rail Maintenance Facility
- Transportation Security Administration (TSA) supporting trainings related to Baseline Assessment for Security Enhancement, Security Enhancement Through Assessment, and Table-Top exercises

Enhancing the safety culture within the Rail Commission is rooted in the continuous improvement of crew training processes. To provide safe and reliable transportation services, every crew member must receive thorough training and develop a deep understanding of operational standards, protocols, and real-world scenarios.

The Rail Commission is set to unveil its new locomotive simulator, which is expected to be delivered in October 2025. Staff training will begin in November 2025.



The simulator was initially scheduled for delivery in Q1 2025; however, the timeline was extended due to the thorough review process required for the hardware and software designs. The design scope extends beyond the hardware itself and includes a comprehensive range of simulation elements that must be tailored to meet the ACE corridor specifications and operational equipment. This advanced training tool will replicate the controls and environment of a real locomotive, allowing train operators to practice various scenarios in a controlled virtual setting. By enabling realistic training experiences, the simulator will significantly reduce the risks associated with real-world training operations.

Trainees will enhance their skills, elevate their decision-making capabilities, and refine their response techniques by simulating diverse conditions, emergencies, and operational procedures. Additionally, the simulator will extend its reach beyond the current ACE corridor to encompass the future Valley Rail service expansion.

This locomotive simulator will be an invaluable resource for The Rail Academy of Central California (TRACC), greatly enriching the training experience for all participants. The Rail Commission believes this innovative tool will advance its commitment to a strong safety culture and operational excellence.

CONNECTING SERVICES

The ACE Connecting Services program is one of the many reasons ACE is successful. Whether it is the inbound partners like STAN RTA (Modesto), Manteca Transit, Tracy TRACER, or the outbound partners like LAVTA (Wheels), Contra Costa Transportation Authority (CCTA) and Santa Clara Valley Transportation Authority (VTA), ACE passengers depend on connecting services for their first and last mile connections. Operating since the launch of ACE in 1998, the most successful portion of the Connecting Services program has been the Great America Shuttles. 72% of Shuttle users surveyed indicated that they would not utilize ACE if the Shuttles were no longer available. Eight (8) different Shuttles operate every weekday from the Great America Station to provide convenient connections with major employment sites in Santa Clara County. The Shuttles are scheduled to provide service immediately following the first three (3) morning ACE train arrivals with timely return service in the evening.

While the inbound Connecting Services program is funded by transit partners, the Rail Commission and its transit partners Wheels and VTA jointly fund the outbound services. The Great America Shuttles is the largest outbound program and is jointly funded by the Rail Commission and Bay Area Air Quality Management District (BAAQMD) through the SCVTA awarded Transportation Fund for Clean Air (TFCA) grant. For FY25/26, the estimated total operating cost for the Great America Shuttles is $2,701,093. In addition, the Rail Commission contracts with VTA for managing the Shuttle program which costs $250,000. The total projected cost including operating and VTA's administration amount is $2,951,093. The estimated minor TFCA grant received by SCVTA is $100,000; the Rail Commission's portion for FY25/26 is $2,851,093.



Historically, through VTA, BAAQMD has contributed approximately $1,000,000 annually to the Great America Shuttles service. However, BAAQMD has been signaling for several years that the focus of their funding programs are shifting from operations. The result of the shifting in priorities may result in BAAQMD not supporting the Shuttle program in FY25/26 at the same level it has in previous years. The loss of BAAQMD and Lockheed Martin funding creates a shortfall that has been temporarily funded by the MTC SB 125 program. SB 125 funding is anticipated to fund the shortfall for two (2) years. Over the course of FY25/26, staff will work with VTA to optimize the Shuttle services, ensuring they are as cost effective as possible, evaluate routes with low ridership that can be reduced, combined or eliminated, and secure new funding through public or private employer sources.

STATION AND FACILITIES MAINTENANCE

The Rail Commission maintains five (5) of the ACE stations and the Rail Maintenance Facility (RMF). The maintenance and upkeep of stations are key drivers of passenger satisfaction and safety. To ensure the best maintenance practices are followed in FY25/26, Rail Commission staff developed and implemented a Robert J. Cabral, RMF, and ACE Facility Maintenance Plan (FMP). This plan includes several programs aimed at ensuring that stations and facilities are continuously maintained in a safe manner and in a state of good repair. The FMP provides standards and specifications to direct activities related to the physical infrastructure and equipment located at facilities and stations. In support of the FMP, Rail Commission Maintenance Staff continually receive training to ensure safety and appropriate skills are being acquired.

For FY25/26, a series of minor improvement projects have been identified to refresh and upgrade various areas across the Rail Commission properties.

Contracted Projects:

- Upgrades to the Cabral Building
- Conversion of waste receptacles at the Rail Commission facilities and stations

The Rail Commission Workforce-Executed (Non-Contracted) Projects:

- Station identifier sign updates
- Upgrades to platform advertising (AD) boxes
- Painting of ticketing booths at Lathrop/Manteca, Tracy, and Pleasanton stations
- Conversion to drought-tolerant landscaping at Channel Street and ACE Station
- Installation of upgraded two-stream waste receptacles

These initiatives reflect the Rail Commission's continued commitment to providing safe, clean, and welcoming environments for all passengers.



SPECIAL TRAINS

In FY24/25, the Rail Commission approved and operated seven (7) Special ACE trains in support of Levi's® Stadium. In December of 2024, ACE successfully operated its first weekday Special Train on a Monday, with no significant disruptions to regular ACE service. The Special Trains provide an additional ridership and revenue stream, while expanding the reach of the ACE brand. Operationally, organizing transportation for special events requires close collaboration between the Rail Commission's operations staff, host railroads, and

the event promoter for approval of these trains and successful Special Train program performance. In FY25/26, Special Trains will be operating to Levi's® Stadium. These Special Trains will be operated on Saturdays and Sundays with consideration for weekday events. Additional information is included in the 'Passenger Experience and Marketing' chapter.

INFORMATION TECHNOLOGY

The Information Technology (IT) Department is a key contributor of the Rail Commission strategic goals. The department is committed to providing robust, secure, and user-centric technology solutions that empower staff and safeguard digital assets. IT strives to provide exceptional support by recruiting, hiring, and training a highly skilled and customer-focused team. It is dedicated to delivering innovative solutions that empower the Rail Commission staff and enhance the experience of ACE and San Joaquins passengers.

IT is entrusted with the responsibility of safeguarding the organization's cyber assets, including data, systems, and networks. IT proactively protects the organization's sensitive data and critical infrastructure from evolving cyber threats. This includes implementing and maintaining comprehensive security protocols, conducting regular vulnerability assessments, and fostering a culture of security awareness among all staff.

IT is continually assessing next generation systems to ensure the reliability, scalability, and security of the Rail Commission's network architecture. Cyber Infrastructure projects are a high priority for the upcoming fiscal year. The Rail Commission will be moving to privatize the network infrastructure between Cabral Station and the Rail Maintenance Facility (RMF). This project will reduce the expense of third-party internet service providers and decrease the threat vectors from outside agents. IT is introducing new cyber awareness training programs for staff. Improved knowledge of how to identify threats, such as phishing, will improve the overall protection of the Rail Commission's cyber assets. In addition to endpoint protection, network threat detection applications are being used to monitor all ingress and egress network traffic via enterprise level firewall appliances. Such projects help protect not just the Rail Commission's cyber infrastructure, but all staff and customers who rely on its transportation technology such as on board wi-fi and Passenger Information Display Systems (PIDS).

EQUIPMENT **SERVICES**

Consistent delivery of clean, safe, and reliable equipment is critical to the success of the service and will ensure that the Rail Commission can maintain its legacy of high performance which, in turn, preserves the long-lasting relationship with ACE riders. In order for the Equipment Services team to retain this high standard, it is imperative to strategically plan for equipment needs in the immediate, near, and long term. For the ACE service, the focus has been on ensuring that the passenger rail equipment is maintained in a state of good repair, the procurement of new equipment has been conducted successfully to prepare for the expansion of the service, and that the commissioning and testing of equipment is conducted prior to equipment going into revenue service.

In recent years, the Rail Maintenance Facility (RMF) and its utilization has increased exponentially and has established itself as a hub for passenger rail maintenance and innovation for Central and Northern California. For the Equipment Services team, FY25/26 means a year of continuing to push projects forward as well as introducing new activities that are aimed at improving passenger rail for the region, diversifying the Rail Commission's revenue stream, reducing operational costs for the State, as well as continuing to stimulate the local workforce. Highlighted projects for this year include:

- Caltrans Truck Overhaul
- State-Owned Venture Car Acceptance and Ongoing Maintenance
- Caltrans Northern California Fleet Mechanical Transition to Zero-Emission
- ACE Midlife Overhaul
- ACE Equipment Procurement
- Zero-Emission Locomotive Retrofit Study
- ACE F40 "ZEBRA" Locomotive (Zero-Emission F40)
- Stadler Flirt H2 Multiple-Units (Flirt H2)
- State-Owned Charger Locomotive Technical Support & Spares Supply Agreement (TSSSA)



CALTRANS TRUCK OVERHAUL

San Joaquin Joint Powers Authority (SJJPA) and the California Department of Transportation (Caltrans) entered into an agreement to overhaul the State-Owned Northern California (Cal1 and Surfliner) and Southern California (Surfliner) fleet which has a total of 88 vehicles. Increasing the utilization of the RMF provides additional revenue streams to defray facilities costs and increases workforce utilization. As part of the Caltrans' State of Good Repair Projects for the equipment, this Program began in Fall 2023 and is a multi-year project. Work is being completed in Stockton at the RMF utilizing the Rail Commission's mechanical contractor. Initially, the project started as only the trucks and running gear, however the scope was changed to include couplers/draft gear and end portal diaphragms. The project schedule includes 18 vehicles per year (based on fleet availability), until all vehicles are completed. The multi-year project is expected within five (5) years (2029). Rail Commission staff time and facility usage is reimbursed as part of the project. Funding is provided in full by the State of California.

STATE-OWNED VENTURE CAR ACCEPTANCE AND ONGOING MAINTENANCE

Caltrans purchased 49 single-level Siemens Venture Cars for use on the San Joaquins service and entered into an agreement with SJJPA to utilize the Rail Commission's mechanical contractor (TASI) to perform commissioning and acceptance activities as part of the State of California's procurement. The acceptance and commissioning work began in 2020, is being performed at the RMF by Rail Commission staff, Caltrans' inspectors, and TASI. Work is expected to continue until early 2026.

Additionally, Caltrans and SJJPA entered into an agreement to perform all maintenance activities on Venture Cars. This includes daily maintenance inspections which are completed in Oakland and at outlying layover locations (Bakersfield and Sacramento). Regulatory inspections and preventative maintenance work is performed in Stockton at the RMF. This project has created new jobs for the mechanical contractor at the RMF to complete the commissioning and ongoing maintenance work. Rail Commission staff time and facility usage is reimbursed is part of the project. Funding is provided by the State of California.

CALTRANS NORTHERN CALIFORNIA FLEET MECHANICAL TRANSITION

Staff is working with Caltrans, CCJPA, and Amtrak on transitioning all maintenance of the State-Owned Northern California Legacy Passenger Rail fleet to the Rail Commission as Managing Agency of the SJJPA. This transition will provide more direct oversight of equipment activities to SJJPA and CCJPA and implement higher standards of maintenance practices for the two (2) services, while adding to the equipment maintenance workforce. Most of the work will be completed at the Oakland Maintenance Facility (OMF) with the equipment being rotated to Stockton only as needed. This mechanical transition requires the update or creation of more than 23 agreements between separate entities as well as closing out the current agreements between the CCJPA, Caltrans, and Amtrak. In 2022, representatives from each organization began the process of amending the current agreements and the creation of new agreements necessary to transfer the Legacy Fleet. Agreement amendment and transfer of all Legacy Fleet equipment is expected to be completed no later than July 1, 2025. Full funding is provided by the State of California.

FY25/26 SJRRC

OTHER MANAGING ACTIVITIES - OPERATING BUDGET

Project Management Services and Supplies	
Salaries/Benefits/Contract Help	$838,483
Project Management, Services & Supplies Subtotal	$838,483
Rail Maintenance Facility	$95,189
State Owned Equipment Maintenance	$35,900,000
Pre Revenue Venture Car and Truck Overhaul Service Agreement	$17,176,944
Total Operating Expenses	$54,010,616
Operating Revenue	
Other Revenue - State Maintenance Program	$53,915,427
Rail Commission - Other Managing Activities Revenue	$95,189
Total Operating Revenue	$54,010,616

ACE MIDLIFE OVERHAUL

Cars in the Legacy ACE Fleet are between 12 and 25 years old and are undergoing a Midlife Overhaul. Proactively performing equipment overhaul and upkeep projects ensure that the expected life of the Legacy ACE Fleet is extended, and passenger experience onboard is maintained. The Midlife Overhaul Program is a multi-year program which started in 2019. This comprehensive effort consists of rebranding the exterior of the equipment, installing CCTV cameras on all of the passenger cars, a passenger information system with automated announcements, new flooring, LED lighting, and new seat cushions, all in an effort to extend the life of the vehicles for an additional 20 years. Completion of the project is expected by the end of 2025. Funding is provided through both Federal and State of Good Repair and Local funds.

ACE EQUIPMENT PROCUREMENT

Procurement of new equipment for the ACE Service provides the vehicles needed for the start-up of the Valley Rail Expansion Program. Necessary equipment was procured under two(2) contracts: 1) Passenger Cars (16 passenger coaches and five (5) Cab Cars) and 2) Locomotives (two (2) Tier IV emission Locomotives). The Passenger Car project was scheduled to be completed by the end of calendar year 2024, the final two (2) cars were accepted in January 2025. The new passenger cars retain the design and amenities of the improved Legacy ACE Fleet which will aid in unifying operations and passenger experience. One of the two new Tier IV Charger locomotives was conditionally accepted in December 2024 and revenue service began in March 2025. The second new locomotive has been paused to provide time to explore potential provision for future zero-emissions technology. Both projects are funded with State and Local funds.



TRANSITION TO ZERO-EMISSION

The Rail Commission is committed to transitioning to a zero-emission rail fleet and improving its overall carbon footprint by incorporating existing and emerging technologies on its equipment and at its facilities. To support and guide these efforts, the Rail Commission is developing a Clean Energy Action Plan (Action Plan) that identifies the projects, strategies, funding and timeline to meet the State of California's 2045 zero-emission goals. The Action Plan includes strategies related to converting legacy locomotives, updates and expansion of the solar power generation and local energy storage at the Rail Maintenance Facility (RMF), and solar with wayside storage at the new Valley Rail stations. This infrastructure project at the RMF is in partnership with Pacific Gas and Electric (PG&E) and Eco-Green Solutions that will utilize energy efficient initiatives and grants to reduce the RMF's energy usage.

A key component of the transition involves the rolling stock as it has the highest use of energy by the Rail Commission. A detailed study of available technologies was conducted by the Rail Commission that identified a hydrogen fuel cell and battery combination as best suited. While several potential technologies were evaluated many technologies are still theoretical or are not yet ready for the rail environment.

The Rail Commission will utilize two (2) primary types of trains, traditional locomotive hauled (push pull) by retrofitting the existing ACE F40 locomotives to zero-emissions and the second Multiple Unit (MU). The Rail Commission is working with Caltrans who are procuring new Stadler FLIRT H2 Multiple Units for operation on Valley Rail. To prepare for new fuels and technologies, the Rail Commission has been working with local partners such as the Lodi hydrogen hub and participating in the federal hydrogen programs such as Arches. The new equipment will also require traction battery charging at the RMF and layover stations in the network. As the total power needed is not yet finalized, the Rail Commission is working on provisioning for shore charging and will have more details as the vehicles mature in their designs.

ZERO EMISSION LOCOMOTIVE RETROFIT STUDY

The Rail Commission received a federal grant to study and evaluate options for converting the legacy ACE F40 locomotives to near-zero or zero-emissions. In 2023, through a contract with Mott McDonald and DB E.C.O., the study was initiated, aimed at identifying potential zero-emission technologies and working through the feasibility of the retrofit process. Infrastructure requirements were also identified that are scalable not only for initial needs, but for future fleets of zero-emissions vehicles as well. The study identified hydrogen fuel cell and battery hybrid systems as the best suited based on detailed simulation work studying how the locomotives would be expected to perform operating on the current and future ACE operating corridors.

Project utility extends beyond ACE by providing helpful data and insights to the broader transit industry on the viability of zero-emission transitions and how they might be operated in passenger rail environments. This project will require the RMF to be modified to maintain the hydrogen equipment in the facility along with a hydrogen fueling facility and increases wayside power requirements needed to charge the traction batteries like what is referred to as "Plugin Hybrid" vehicles.

Building on the results of the Zero-Emissions Feasibility Study, Rail Commission staff is developing the next scope needed to release a new Request for Proposals (RFP) for the detailed design and procurement process. This new RFP is expected to be released in Q1 of FY25/26, pending board approval.

Additional funding was received from the California High-Speed Rail Authority (CHSRA) to develop a strategy for transitioning the ACE fleet to zero-emission operations in coordination with the CHSRA's Central Valley Service (CVS) Program in advance of the California Air Resources Board 2045 deadline for full zero-emission operation in California. This Project is funded through Federal, State and Local funds.

ACE F40 "ZEBRA" LOCOMOTIVE (ZERO-EMISSION F40)

The Rail Commission staff coined the name "Zero-Emission Benefiting the Rail Advancement," or "ZEBRA," for the converted F40 locomotives as part of the project to help identify the initiative and draw attention to its efforts. Staff has been working to identify grants to fund the conversion project that are discussed further in the Planning, Grants & Programming section. The feasibility study performed detailed studies on the current F40 vehicle layout and systems to determine the usable space and weight for the new hydrogen fuel cell, fuel storage, and traction battery systems based on what is currently available in the market. Work is continuing in an effort to wrap up the current study and begin the design and procurement phase. This requires a new RFP for engineering support to develop the detailed specifications for the procurement packages for the vehicles.

The next phase of the work will include the RMF infrastructure changes for fueling, maintaining a hydrogen fuel vehicle in the existing maintenance facility, and large traction battery charging. Infrastructure packages will follow a civil engineering package more than vehicle procurement and the RFP was released in May of 2025, with awards planned by October 2025.



STADLER FLIRT H2 MULTIPLE-UNITS (FLIRT H2)

Caltrans entered into an agreement with Stadler Rail USA to procure four 4-car Flirt H2 hydrogen powered trainsets and exercised an option to procure six (6) additional trainsets in January 2024 bringing the procurement to 10 Multiple-Unit (Flirt H2) trainsets to be utilized on the Valley Rail service and maintained in Stockton at the RMF. The trainsets are powered by hydrogen fuel-cell technology, which allows for zero-emissions operation. Flirt H2s are scheduled to begin arriving in 2027 to complete corridor testing with all trainsets scheduled to arrive by the end of 2029.

This project will require the RMF to be modified to maintain the hydrogen equipment in the facility along with a hydrogen fueling facility. All costs associated with the project will be reimbursed including Rail Commission staff time and facility usage. The project is fully funded by the State of California.

STATE-OWNED CHARGER LOCOMOTIVE TECHNICAL SUPPORT & SPARES SUPPLY AGREEMENT (TSSSA)

Caltrans has been working with staff to administer a Technical Support & Spares Supply Agreement (TSSSA) on behalf of the State for all State-Owned and leased Charger Locomotives. Tasks associated with the agreement include, but are not limited to, contract oversight of the contract terms and conditions, oversight of a spare parts inventory, and shipping spare parts as needed to maintenance facility locations in Southern and Northern California. The TSSSA approach provides an established inventory for Original Equipment Manufacturer (OEM) sourced parts and complete supply chain management. This agreement provides technical support and access to advanced software programs which provide condition based monitoring and early detection of potential failures, support developing maintenance procedures, and obsolescence engineering. This agreement provides for a more proactive condition-based maintenance approach. All costs associated with the contract will be reimbursed including Rail Commission staff time and facility usage. The project is fully funded by the State of California.

PASSENGER EXPERIENCE AND MARKETING

The ACE Passenger Experience and Marketing program continues to evolve, focusing on ridership growth, brand strengthening, and community engagement. In FY24/25, ACE is forecasted to carry 815,442 riders, representing a 19.7% increase from the previous fiscal year. Marketing and outreach strategies will become more targeted, leveraging both existing and new communication channels.

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 riders, representing a 13% increase from the prior fiscal year.

Over the past two (2) fiscal years, the Rail Commission has been progressing with the new ACE Ticketing System project. The project's goal is to implement a solution that would modernize the current system with improvements and benefits for passengers and staff. The project has been progressing with the anticipated launch of the new ACE Ticketing System in Spring/Summer 2025. The Ticketing System has two (2) primary passenger-facing components; Mobile App (expected to launch June 2025) and the Point of Sale (expected to launch August 2025). Improved insights into passenger travel patterns and overall relationship with the service will not only be reportable but will also allow the team to build strategies based on rider behaviors. To ensure that passengers are aware of the new mobile app and fare program updates, a multi-channel communication plan (social media, signage, emails, etc.) will be developed for a seamless transition to the new app so passengers can anticipate the changes to their user experience. Additionally, the onboarding of the new app will create the pathway for introducing new loyalty programs that expand beyond the existing one that is only available for monthly ticket users but can serve as an incentive to encourage infrequent travelers to become more frequent ones.

ACE Ridership Year-Over-Year (FY23/24 vs. FY24/25)

RIDERSHIP AND REVENUE FORECAST

	FY23/24	FY24/25*	FY25/26 FORECAST
RIDERSHIP	681,351	815,442	921,449
REVENUE	$5,511,452	$6,464,610	$7,113,590

*FY24/25 utilizes actuals for JUL - MAR and projected performance for APR - JUN.



ADVERTISING AND MARKETING STRATEGIES

In FY25/26, the Rail Commission will implement strategies based on market research to reach new riders. The established paid media strategy that has been developed to increase brand awareness, promote special trains service, highlight service improvements like ACE 02, featured partners, and engage existing riders will continue to be employed. ACE will also work with local venues such as the Stockton Adventist Health Arena which will be celebrating its 20th anniversary this fiscal year to reach new audiences that may not be familiar with ACE.

A key initiative will be the buildout of an email series supporting the loyalty program in the app. Digital display advertising on trains will be updated, and ACE will introduce LinkedIn as a strategic marketing channel to engage working adults. Additionally, investments in paid advertising for the Community Assistance Program (CAP) will continue, facilitating broader reach and engagement.

July 2024 – January 2025*

ADVERTISING PERFORMANCE

ALL PAID MEDIA

37.08m	216k
IMPRESSIONS	CLICKS

SPECIAL TRAINS PAID MEDIA

9.05m	71k
IMPRESSIONS	CLICKS

*Accumulation of data including but limited to the following channels: Google Search, Digital Display, Meta, and TikTok.



COMMUNICATIONS AND PUBLIC RELATIONS

Communications efforts for ACE will focus on strengthening brand awareness and positioning the service as a convenient, reliable, and sustainable transportation option. A key strategy will be the use of compelling storytelling through digital and traditional media channels to highlight ACE's impact on communities, businesses, and daily commuters. This will include rider testimonials, employee spotlights, and success stories demonstrating how the ACE service enhances mobility in the region.

The Rail Commission's public relations efforts will focus on proactive stakeholder engagement and strategic messaging to enhance public perception and support for the service and its expansion. By building relationships with elected officials, media members, community leaders, business organizations, advocacy groups, transit agencies, and regional planning bodies, staff will ensure stronger partnerships and positive coverage of ACE service expansions, rider benefits, and infrastructure investments.

With several Valley Rail projects entering the construction phase, a coordinated effort will be made to inform the public and stakeholders about expansion efforts, service enhancements, and long-term benefits. A mix of press releases, social media campaigns, video content, and community outreach programs will be deployed to ensure consistent messaging. Additionally, staff will work with local news outlets and influencers to maximize media coverage and engage potential riders who may not yet be aware of the service.

Community partnerships and sponsorship opportunities will be leveraged to reinforce the role of ACE as a vital regional mobility solution. These efforts will work in tandem with a broader communication strategy, ensuring a consistent and compelling brand presence across all platforms for ACE.

Employer Relations and Advocacy

Employer outreach will remain a key component of the Rail Commission's marketing strategy for ACE, recognizing that workplace commuters represent a significant portion of ridership. To strengthen employer relations, staff will organize onsite information sessions at major employment hubs, such as business parks, corporate campuses, and government offices, to educate employees on the benefits of using the service. Webinars and virtual events will be scheduled to reach remote and hybrid workers who may be looking for flexible commuting solutions.

Employer partnership development will focus on major employers in the Tri-Valley and South Bay with large employment by encouraging the use of already-in-place employee incentives as well as developing new ones. Employer outreach will include working with Human Resources (HR) departments, requesting data to see how many employees are commuting along the ACE corridor via car, and presenting the ACE train as an alternative form of transportation.

To expand ACE's presence within organizations, an employer ambassador program will be established. These ambassadors—typically employees who already use ACE—will serve as internal advocates, sharing their positive experiences and encouraging coworkers to consider ACE as a viable commute option. Employers will also be engaged in discussions on commuter benefit programs, subsidies, and transit incentives that could make ACE more attractive to their workforce. Employer ambassadors will also be featured in ACE marketing materials and communication channels such as social media.

Advocacy efforts will be geared toward securing support and funding for ACE expansion projects. This will include participation in industry conferences, transportation forums, and legislative events where Rail Commission staff can network with policymakers and stakeholders. Additionally, ACE will coordinate letter-writing campaigns, public testimonies, and strategic partnerships with advocacy groups to strengthen the case for continued investment in rail transit.



Partnerships and Community Engagement

Partnership development with organizations that align with the agency's mission to increase ridership and enhance community engagement will remain a focus. Renewing the relationship with Levi's® Stadium presents an opportunity to position ACE as the preferred transportation option for major sporting events and concerts, reducing traffic congestion and parking challenges. Marketing collaborations will include cross-promotions, targeted digital advertising, and co-branded content to encourage event attendees to ride ACE.

Looking ahead to global events such as the 2025 FIFA Club World Cup and the 2026 FIFA World Cup, staff will explore partnership opportunities with event organizers, local tourism boards, and hospitality groups. Research will be conducted to assess potential ridership demand for special event trains, focusing on weekend service viability. Marketing campaigns will highlight the convenience of using ACE to avoid traffic congestion while attending these high-profile events.

Beyond large-scale partnerships, the Rail Commission will work to strengthen relationships with local community organizations like the Silicon Valley Bike Coalition and the Mineta Transportation Institute. Collaborations with groups like the Pleasanton Downtown Association and Stanford University Student

Services will help ACE reach a broader audience, including students, faculty, and residents looking for sustainable travel options. Community outreach initiatives, including participation in local festivals, sponsorships, and public forums, will serve to raise awareness and build stronger connections with the communities ACE serves.

Rider Engagement and Loyalty Initiatives

The Rail Commission will leverage insights from the FY24/25 onboard survey to enhance the overall rider experience. This data will inform ACE staff of improvements in customer service, onboard amenities, and schedule optimizations to better meet commuter needs. Efforts will also focus on increasing engagement through regular touchpoints, such as station activations, digital communications, and interactive social media content.

A structured calendar of rider appreciation events will be developed, incorporating giveaways, discount promotions, and special recognition programs to foster loyalty among existing riders. These events will take place both onboard and at stations, providing opportunities for direct engagement with passengers. Additionally, ACE will implement feedback mechanisms, such as real-time surveys and focus groups, to ensure riders have a voice in service improvements.
To encourage repeat ridership and attract new passengers, staff will explore the development of a loyalty program tied to its new digital ticketing app. This program may include incentives such as discounts on future rides, referral bonuses, and exclusive perks for frequent travelers. Digital marketing strategies, including personalized email campaigns and in-app promotions, will be utilized to maximize participation in the loyalty program.







Performance Tracking

With the introduction of a new digital ticketing system, the Rail Commission will gain access to enhanced data and analytics capabilities. A major focus will be on leveraging this data to track rider behavior, identify trends, and optimize service offerings. Metrics such as trip frequency, peak travel times, and demographic insights will be used to inform decision-making and tailor marketing efforts.

To improve accuracy in forecasting ridership and revenue, staff will refine a logic-based predictive model that considers factors such as economic conditions, seasonality, and changes in commuting patterns. This model will support strategic planning efforts by identifying opportunities for service adjustments and targeted marketing campaigns.
A centralized data storage and reporting system will be developed to streamline performance analysis. Dashboards and visualization tools will allow the marketing and passenger experience team to monitor key performance indicators (KPI's) in real time, enabling quick responses to emerging trends. Additionally, these insights will be shared with stakeholders, including policymakers and funding agencies, to demonstrate the impact and value of ACE's services.

TRACC: THE RAIL ACADEMY OF **CENTRAL CALIFORNIA**

The Rail Academy of Central California (TRACC) is a rail workforce development program created by the Rail Commission in partnership with Sacramento City College (Sac City). TRACC is a unique collaboration between leading educational and transportation entities. This partnership ensures that the programs are academically rigorous and highly relevant to the industry, equipping interested students with the skills and knowledge they need for a successful career in the railroad industry.

TRACC offers a one-of-a-kind West Coast Railroad Operations program for students passionate about becoming railroad conductors or engineers. This program, which includes a certificate of completion and an associate's degree for interested students, opens the door to an exciting and financially rewarding career in the United States railroad industry. The industry is the backbone of the nation's freight and passenger transportation service, with its vast network of 300,000 route miles of track and over five hundred companies. Students enrolling in this program can join a significant workforce operating this extensive transportation network.

The Railroad Operations program, a comprehensive 16-unit, five-course curriculum, has been meticulously designed and approved by the Rail Commission, Sacramento City College (Sac City), and the Federal Railroad Administration (FRA). Sac City uses its resources and expertise to oversee the educational aspects of TRACC, including hiring four (4) adjunct professors.

The TRACC program is taught by four (4) adjunct professors who are current Railroad Conductors and Engineers. Due to the program's growth and demand, Sacramento City College opened a full-time instructor position for the program, with interviews starting in the Spring of 2025.

The first TRACC class began on January 16, 2024. TRACC operates in two (2) cohorts each Academic Year, a Spring Cohort that starts in January and graduates in August, and a Summer Cohort that starts in May and graduates in November. TRACC Curriculum covers topics related to Railroad Careers, Railroad Operations, and the General Code of Operating Rules (GCOR). GCOR covers employee responsibilities, signaling equipment, procedures for safe train movement, dealing with accidents and other topics that directly and indirectly affect railroad safety.

Each TRACC cohort can accommodate up to thirty students, with courses offered through in-person instruction or self-paced online modules (asynchronous format). Each cohort reserves space for fifteen dual-enrollment program high school students. Due to the expanding interest in the dual-enrollment program from high schools in our region, TRACC will bring synchronous online learning option starting January 2026, subject to available funding.



CURRENT PARTNERSHIPS

ACE operator, TransitAmerica Services, Inc. (TASI), Union Pacific Railroad (UPRR), Amtrak, and Terminal Switching Services (TSS) have played crucial roles in supporting TRACC. Each organization is committed to not only interviewing successful program graduates but also providing staff mentorship opportunities. TRACC is supported by an organization called Women in Transportation Seminar (WTS), and their Central California Chapter has provided support through workshops for Resume and LinkedIn Development, as well as interview preparation. WTS has also provided support with scholarship opportunities for TRACC's women students, and donated graduation caps and gowns to students. This robust support system ensures graduates are prepared for the industry and valued and supported in their career journey, making TRACC a reliable choice for a career in the railroad industry.

Rail Commission staff have met with the San Joaquin County Office of Education, San Joaquin Community Foundation, San Joaquin Family Justice Center, Interns II Pros, and the Love Never Fails IT Biz Academy, and each organization has committed to support the program.

PROGRAM SUCCESS

The TRACC graduates have begun interviewing with Union Pacific Railroad, Amtrak, TASI, Caltrain, ACE, Sierra Northern Railway, San Diego Metropolitan Transportation System, Terminal Switching Services, and the Rail Commission. Six (6) of the TRACC graduates have already accepted job offers in the industry. Two (2) of the graduates have joined the Union Pacific Train Crew in Roseville, CA; three(3) have joined Terminal Switching Services in Lathrop, CA, as conductors, and one(1) has joined the Rail Commission as a Passenger Services Representative.



GRANT FUNDING

Operations: The Rail Commission was awarded the Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 award of $300,000 in FY24 and was awarded the Federal Railroad Administration's (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant for $2 million in FY24 for TRACC operational costs. The CRISI grant funding needed for operation has not yet been obligated. Therefore, the Rail Commission is requesting pre-award authority and tapered match approach (non-proportional spending) from FRA, which will allow the Rail Commission to access the TIRCP funding first. Simultaneously, the Rail Commission is requesting TIRCP allocation at the June California Transportation Commission (CTC) meeting. The Rail Commission committed the initial $310,000 in Operating Funds for the TRACC pilot program. Additionally, in coordination with multiple partners, the Rail Commission will continue to pursue funding opportunities to secure the additional funding needed for operation as the initially allocated funds have tapered off. Sacramento City College supports TRACC with instructors and enrollment.

Future Classroom Building: The Rail Commission was awarded $1.5 million from the U.S. Department of Housing and Urban Development (HUD) in FY22/23 for the environmental and design phase of a future TRACC classroom/administration building. To support the grant, the Rail Commission allocated $300,000 in matching funds specifically for the HUD grant.

Rail Commission Staff are currently evaluating the first year of operation of TRACC Pilot Program with sectoral partners to identify both successes and challenges within the program curriculum and metrics of success. Sacramento City College and Rail Commission staff created a TRACC Advisory Council and have begun meeting with educational and industry professionals to analyze the TRACC's progress. Staff has started analyzing data for detailed budget and grant funding needs and has begun drafting an Executive Business Plan for the TRACC that will be presented to the Rail Commission board members. Staff will work with public and private partners to continue to pursue funding for TRACC Operations and the future classroom.

PROGRAM OUTREACH

The Rail Commission participates in San Joaquin Council of Governments' (SJCOG's) annual federal advocacy trip, One Voice® in Washington D.C. each year in May to advocate for projects, including TRACC. In FY24/25, the Rail Commission board members and staff will be joined by a TRACC graduate, recently hired by the Rail Commission as a Passenger Services Representative (PSR) to advocate for federal support of the program.

In FY24/25 TRACC participated in local outreach events in Stockton, Sacramento, Tracy, Salida, and Lodi. The Rail Commission and Sac City hosted an Open House event and career fair with their current industry partners for program graduates preparing to begin their careers in the industry, prospective students, and community partners eager to learn more about the program. In FY24/25 the Rail Commission and Sac City cohosted another annual Facility Tour/Open House for interested dual enrollment program students and parents from Stockton Unified School District (SUSD) and potential program partners.



In FY25/26, Rail Commission staff will host another annual TRACC Open House and Career Fair with industry partners at the ACE Rail Maintenance Facility during the second cohort's on-ground training class. This opportunity will boost enrollment by allowing interested participants to learn more about the program firsthand from current students. This Open House will also provide a resource for current students prior to graduation and interested students, as our industry partners will be represented at this event to provide insight into open employment opportunities.

In FY25/26, Rail Commission staff will continue to provide outreach through Career Fair events hosted by SUSD high schools, San Joaquin County WorkNet Center, San Joaquin Delta College, San Joaquin County Office of Education, Sacramento City College, and future dual enrollment opportunity partners in Lodi, Ripon, Manteca, Tracy, and Sacramento. TRACC will also be represented at community events, including the California Capital Airshow and the Lodi Chamber of Commerce Street Faire.

FUTURE FOR TRACC

In FY24/25 Rail Commission staff began conversations with San Joaquin Delta College to offer a future Rail Maintenance and Mechanical program as part of TRACC. In FY 25/26 Rail Commission Staff will visit the National Academy of Railroad Sciences (NARS) offered by Johnson County Community College in partnership with BNSF, to develop a curriculum with San Joaquin Delta College and continue to grow the Railroad Operations program offering with Sac City. The Rail Commission and San Joaquin Delta College aim to begin the TRACC Maintenance and Mechanical program at the beginning of FY26/27. The Operating Budget for FY25/26 is $639,600.00 referenced n Table 8.

FY25/26 SJRRC

TRACC OPERATING BUDGET

Project Management Services and Supplies	
Salaries/Benefits/Contract Help	$164,256
Project Management, Services & Supplies Subtotal	$164,256
The Rail Academy of Central California	$475,344
Total Operating Expenses	$639,600
Operating Revenue	
SJRRC Contribution	$90,000
TIRCP	$300,000
CRISI	$249,600
Total Operating Revenue	$639,600

Table 8. TRACC operating budget for FY25/26.

FY25/26 SJRRC

SJRRC/ACE OPERATING BUDGET

	FY24/25 SJRRC/ACE Combined Operating Budget	FY25/26 SJRRC Operating Budget	FY25/26 ACE Service Operating Budget	FY25/26 SJRRC/ACE Combined Operating Budget	% CHANGE
Project Management Services and Supplies					
Salaries/Benefits/Contract Help	$7,834,595	$4,517,076	$5,116,182	$9,633,258	23%
Office Expenses/Postage	38,280	18,866	16,827	35,693	-7%
Subscriptions/Periodicals/Memberships	22,710	10,216	17,000	27,216	20%
Office Equipment Leases/Supplies/Maintenance/Furniture	38,955	22,766	15,587	38,353	-2%
Computer Systems	267,000	376,500	5,000	381,500	43%
Communications	37,050	1,847	6,155	8,002	-78%
Motor Pool	61,877	11,940	44,265	56,205	-9%
Transportation/Travel	94,950	43,497	55,557	99,054	4%
Training	105,725	46,982	65,000	111,982	6%
Audits/Regulatory Reporting	91,535	32,090	52,540	84,630	-8%
Professional Services Legislative	106,000	226,425	140,000	366,425	246%
Professional Services Legal	305,000	232,500	65,000	297,500	-2%
Professional Services General	1,462,615	704,266	500,682	1,204,948	-18%
Publications/Legal Notices	24,050	11,550	12,500	24,050	0%
Special District Fees & Assessments on SJRRC Owned Property	25,726	111,722		111,722	334%
Project Management, Services & Supplies Subtotal	$10,516,068	$6,368,243	$6,112,295	$12,480,538	19%
Contracted Services					
Maintenance of San Joaquin County Facilities	$141,400	$127,770		$127,770	-10%
Maintenance & Improvements System Wide ACE Stations	81,458		79,000	79,000	-3%
Maintenance of Headquarters Structures/Grounds	202,692	45,789	161,452	207,241	2%
ACE Operations & Maintenance	11,189,680		12,877,700	12,877,700	15%
Positive Train Control	500,000		535,870	535,870	7%
Consumables/Repair Parts	1,500,000		2,000,000	2,000,000	33%
Parking Lot and Train Layover Leases	179,040	29,000	263,088	292,088	63%
Fuel	2,500,000		2,600,000	2,600,000	4%
Railroad Maintenance, Oversight/Dispatching	2,650,000		2,853,721	2,853,721	8%
Insurance	6,033,305	276,506	6,251,870	6,528,376	8%
Insurance Management Fees	168,000	7,280	162,750	170,030	1%
Security Services/Safety Programs	675,200	63,010	1,010,598	1,073,608	59%
Marketing and Passenger Experience	1,288,600	84,120	1,036,720	1,120,840	-13%
Special Trains	258,000		268,000	268,000	4%
Ticketing Services	469,990		754,581	754,581	61%
Professional Services Operations	460,340		314,742	314,742	-32%
Communications Operations	119,422		119,422	119,422	0%
Communications WiFi	390,000		461,000	461,000	18%
Emergency Ride Home/Emergency Bus Bridges	60,000		60,000	60,000	0%
Rail Maintenance Facility	1,509,701		1,450,844	1,450,844	-4%
Contracted Services - Subtotal	$30,376,828	$633,475	$33,261,358	$33,894,833	12%
Shuttle Services	$2,677,034		$3,219,900	$3,219,900	20%
Host Railroad Fees - Capital Access Fee	3,242,516		3,242,516	3,242,516	0%
Host Railroad Fees - Capital Maintenance	4,500,000		4,500,000	4,500,000	0%
Total Operating Expenses	$51,312,446	$7,001,718	$50,336,069	$57,337,787	12%

FY25/26 SJRRC

SJRRC/ACE OPERATING BUDGET

	FY24/25 SJRRC/ACE Combined Operating Budget	FY25/26 SJRRC Operating Budget	FY25/26 ACE Service Operating Budget	FY25/26 SJRRC/ACE Combined Operating Budget	% CHANGE
Operating Revenue					
ACTC Measure BB Local	$3,831,547		$4,077,454	$4,077,454	6%
ACTC Measure BB Local - Admin Fee	30,000		30,000	30,000	0%
Amtrak Thruway Service	75,000		75,000	75,000	0%
Fare Revenues	5,700,000		7,000,000	7,000,000	23%
FTA - 5307	2,694,013		2,759,106	2,759,106	2%
FTA - 5337	3,600,000		6,282,977	6,282,977	75%
LCTOP - Means Based Fare Program & Ops	217,000		-	-	-100%
LCTOP - Operations	638,353		602,220	602,220	-6%
Measure K	7,556,528	6,866,718	1,548,873	8,415,591	11%
MTC - State Transit Assistance (STA)	400,000		321,171	321,171	-20%
MTC Reimbursement - Soco Studies	30,000	30,000		30,000	0%
Non Transportation Revenue	50,000	75,000		75,000	50%
Santa Clara VTA Local	4,561,569		4,632,702	4,632,702	2%
SB125 - MTC	1,802,500		1,828,415	1,828,415	1%
SB125 - SJCOG	7,198,657		7,198,657	7,198,657	0%
SJCOG - Local Transportation Funds (LTF)	8,809,879		12,269,519	12,269,519	39%
SJCOG - State Transit Assistance (STA)	3,859,400		1,441,975	1,441,975	-63%
Ticket Sales Others	258,000		268,000	268,000	4%
Valley Link Reimbursement - Staff Support	-	30,000		30,000	100%
Total Operating Revenue	$51,312,446	$7,001,718	$50,336,069	$57,337,787	12%

FY25/26 SJJPA

SJJPA OPERATING BUDGET

	FY 24/25 SJJPA Operating Budget	FY25/26 SJJPA Operating Budget	% Change From Prior Year to Current Year
Operating Revenue			
State Intercity Rail Funds	$90,485,205	$109,141,098	
Total Operating Revenue	$90,485,205	$109,141,098	21%
Administrative Expenses			
Salaries/Benefits/Contract Help	$4,335,610	$4,620,670	7%
Office Expenses/Postage	16,980	21,010	24%
Subscriptions/Periodicals/Memberships	15,590	13,800	-11%
Office Equipment Leases / Supplies / Maintenance / Furniture	16,765	20,000	19%
Computer Systems	5,250	5,460	4%
Communications	33,376	4,200	-87%
Motor Pool	38,300	20,953	-45%
Transportation/Travel	11,750	42,800	264%
Training	5,402	9,917	84%
Audits/Regulatory Reporting	45,750	47,580	4%
Professional Services Legislative	260,000	270,400	4%
Professional Services Legal	132,000	167,280	27%
Professional Services General	662,231	668,711	1%
Professional Services Grants	145,000	254,800	76%
Publications/Legal Notices	12,500	12,500	0%
Professional Services Operations	21,939	21,939	0%
Communications Operations	15,105	15,105	0%
Maintenance of Headquarters Structures/Grounds	195,047	221,424	14%
Insurance	154,000	170,432	11%
Insurance Management Fees	8,250	10,000	21%
Security Services/Safety Programs	94,697	121,066	28%
Administrative Expenses Subtotal	$6,225,542	$6,740,047	8%
Marketing Expenses			
Community Engagement & Marketing	$1,750,000	$1,656,000	-5%
New Service Advertising	350,000	94,000	-73%
Market Analysis	300,000	-	100%
Marketing Expenses Sub-Total	$2,400,000	$1,750,000	-27%
Contract Expense			
San Joaquin Intercity Rail Operations (Amtrak Contract)	$48,399,538	$54,964,851	14%
San Joaquin Intercity Rail Operations (Other Contracts)	33,460,125	45,686,200	37%
Contract Expense Subtotal	$81,859,663	$100,651,051	23%
Total Operating Expenses	$90,485,205	$109,141,098	21%

SAN JOAQUIN JOINT POWERS AUTHORITY

2025 BUSINESS PLAN UPDATE









PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY

UPDATED FOR FY 25/26 & FY 26/27

San Joaquin
Joint Powers Authority

Executive Summary……..……2
1. Introduction……12
2. Historical Performance of the Service and Route Characteristics……..…..15
3. Existing Trainsets, New Equipment, and Maintenance…….23
4. Operating Plan and Strategies……26
5. Short-Term and Longer-Term Capital Improvement Programs……..…..…...36
6. Performance Standards and Action Plan……..……44
7. Establishment of Fares……...…47
8. Service Amenities and Food Service……..……48
9. Marketing and Outreach……..……50
10. Annual Funding Requirement……55
11. Separation of Funding……..60
12. Safety and Security……61
13. Station Area Development……...64

EXECUTIVE SUMMARY

The purpose of this 2025 San Joaquin Joint Powers Authority (SJJPA) Business Plan Update ("Business Plan") is to identify SJJPA's intentions for State Fiscal Year (FY) 2025/26 and FY 2026/27 in its management of the San Joaquins Intercity Passenger Rail Service (San Joaquins) and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. This Business Plan also describes planned service and capital improvements to for the continued success and future growth of the San Joaquins. This Business Plan was submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form before April 1st, 2025, and will be submitted in final form by June 30th, 2025.

Administrative Role

The primary role of the SJJPA is the day-to-day management of the San Joaquins. In 2019, SJJPA selected the San Joaquin Regional Rail Commission (SJRRC) as it Managing Agency for an additional five-year term (September 27, 2019 – September 27, 2024) after an initial two 3-year terms. For continuity purposes and given close coordination of SJJPA and SJRRC in many various efforts, the SJJPA Board approved Amendment 3 to the agreement for a five (5) year extension at their May 17, 2024 Board meeting. SJRRC's consolidated agency approach results in the most efficient and cost-efficient management of the San Joaquin Valley's two passenger rail services and streamlines planning and programming efforts to deliver the "Valley Rail" expansion program. SJJPA will provide the level of service consistent with funding appropriated by the State and any cost savings identified by SJJPA or revenues in excess of the Business Plan projections, which may be used by SJJPA for service improvements in the San Joaquins corridor.

Operating Plan, COVID-19 Impacts, 8th and 9th Daily Roundtrips, and Short-Term Service Improvements

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA is currently implementing a number of strategies to improve the San Joaquins. Some of the strategies require little or no additional resources, including improved schedules and reduced trip lengths, reduced travel times, improved train monitoring, train and connecting bus schedule adjustments, and improved service coordination. SJJPA is also in the process of pursuing a significant expansion of service for the San Joaquins, including implementation of the 8th and 9th Daily Roundtrips. Planned expansion of the San Joaquins Service is fully coordinated and consistent with the 2024 California State Rail Plan and the California High-Speed Rail Authority (CHSRA) 2024 Business Plan. In 2025, SJJPA completed a phased service plan for up to 12 Roundtrips on the Burlington Northern Santa Fe (BNSF) Railway that will serve as the basis for further intercity corridor planning lead by Caltrans as part of the FRA Corridor Identification and Development Program (Corridor ID), as well as coordination with the host railroads based on the latest scheduling assumptions for the larger Valley Rail Program. Safety continues to be a focus and SJJPA is engaging in partnerships with Amtrak and the host railroads to reduce incidents along the corridor.

COVID-19's Impact on the San Joaquins: On March 4, 2020, Governor Gavin Newsom declared a state of emergency in response to the COVID-19 outbreak. On March 19, 2020, the Governor issued a statewide mandatory stay-at-home order to reduce the spread of the outbreak in California. On March 26, 2020, SJJPA staff directed Amtrak to reduce San Joaquins service from seven (7) daily Roundtrips to four (4) daily Roundtrips, reduce Thruway Bus service, and to institute other various health and safety measures to ensure the safety of San Joaquins passengers and operational staff onboard trains that remained in service. Café Car Service was suspended to reduce risks from food handling and unnecessary onboard passenger movement, with emergency snack packs and water being distributed to passengers free of charge. With anticipation of long-term suspension of food service on certain daily trains due to removal of Horizon Diners from the equipment pool and lack of food service cars for the initial operations of the Siemens Venture Cars, SJJPA launched a more substantial, locally

sourced Snack Box on July 14, 2021. Several stations were temporarily closed, and the Thruway Bus network was reduced in both corridors served and frequencies in response to the severe ridership reductions the San Joaquins experienced during the pandemic.

San Joaquins has continued its growth pattern over the recent fiscal years. San Joaquins is forecasted to continue to grow through marketing activities, destination partnership expansion, and the reintroduction of the 7th roundtrip. The San Joaquins continues to progress in ridership return month-over-month with forecasted numbers to reach 949,989 for FY26. The San Joaquins ridership performance is particularly positive considering it is operating with one less roundtrip and a reduced Thruway Bus network.

In State Fiscal Year 2021/2022, SJJPA staff, in coordination with Caltrans, CalSTA and the other JPAs, created a service restoration plan to return San Joaquins service back to pre-pandemic levels from the four (4) daily Roundtrips and the reduced Thruway Bus network. The effort resulted in the fifth (5^{th}) roundtrip between Bakersfield and Oakland returning to service on June 22, 2021, and the restoration of direct train service to Sacramento with the 6th roundtrip on October 18, 2021. The seventh (7^{th}) pre-pandemic roundtrip is planned to be restored in the fall of 2025. The reintroduction of the 7th roundtrip is a restoration of pre-pandemic service levels and not considered the start of new/expanded service. In addition to the restoration of train service, SJJPA oversaw the reintroduction of suspended Thruway Bus service to complement the restored Roundtrips and will respond in-kind to this full restoration of train service with additional thruway service. Additionally, SJJPA will continue to maintain the viability of the overall Thruway Bus Network by reducing operational costs on underperforming routes while maintaining services in strong ridership corridors and markets.

Strategic Goals and Objectives for the San Joaquins: The San Joaquins provides essential transportation services through intercity rail and Thruway Bus connections throughout the State of California. To deliver quality service to passengers, SJJPA continually monitors performance of each train, ridership across the service network, coordinates with local stakeholders in the rail and bus corridors, and planning efforts for continued service improvements, expansions, and station area planning. These efforts combined help deliver an alternative for travel across California and will bring even more possibilities when further service and connectivity is provided to High-Speed Rail (HSR).

As SJJPA drives the strategic goals and objectives forward, a continued focus on the passenger and their experience is key, while also delivering trusted, reliable, and essential service while giving people the freedom to affordably connect across California. These interconnected goals are ingrained in the spirit of a new set of Vision, Mission, and Values that guide the agency in all aspects of work:

> **Vision** - Connecting California Communities through multi-modal transportation
>
> **Mission** - Deliver California's accessible, connected, and sustainable future by providing multi-modal transportation
>
> **Values** - Collaboration, Responsibility, Resilience, Sustainability, Diversity and Community

SJJPA is committed to building upon a legacy of reliable transportation connections within the Central Valley and to much of California, and future expansion of service will only enhance this record and continue to be a vital link for Californians across the state.

8th and 9th Daily Roundtrips: A substantial increase in ridership is anticipated if the frequency of service to the Sacramento market can be increased from current levels and offered at the right times of the day. SJJPA is currently working to implement the improvements needed to enable the 8th and 9th Daily Roundtrips which will allow a doubling of trains serving the Sacramento market from two to four. As part of this effort, SJJPA explored using the Sacramento Subdivision between Sacramento and Stockton for expanded passenger rail service in coordination with CalSTA, CHSRA, Caltrans, Central Valley Rail Working Group, and Sacramento Regional Rail Working Group. This resulted in SJJPA's Board formally adopting the Sacramento Subdivision as the preferred corridor for future passenger rail expansion in 2017. To implement the 8th and 9th Daily Roundtrips and necessary improvements along the Sacramento Subdivision, SJJPA submitted a Transit and Intercity Rail Capital

Program (TIRCP) grant application in January 2018. On April 26, 2018, CalSTA awarded $500.5 million to SJJPA/SJRRC for the “Valley Rail” project which is funding these improvements. Since this initial award, additional Federal and State grants have been obtained to increase the total funding of the Valley Rail Program to over $1.8 billion. SJJPA and SJRRC will continue to apply for more funding to fully fund all projects in the Valley Rail program.

The schedule to be developed for the 8th and 9th Route-Trips is based on a pulsed-service approach which provides more efficient operations, better use of infrastructure, and improved on-time performance. Initial service for the 8th and 9th Roundtrips would run between Sacramento and Stockton (to meet San Joaquins trains at the San Joaquin Street Station) and would not extend south until High-Speed Rail service is initiated to Merced. In early 2025, SJJPA prepared a service plan for the San Joaquin Corridor for up to 12 Roundtrips which included analysis of phased infrastructure delivery require prior to these additional trips extending past Stockton. This service plan will serve as the basis for further analysis necessary to fund and implement improvements, including coordination with Caltrans for preparation of the Service Development Plan required as part of the Federal Corridor ID Program.

Additional key short-term programs for the San Joaquins include:

Thruway Bus Partnerships: SJJPA is exploring ways to maximize the utilization of the San Joaquins’ Thruway Bus network and other connecting bus services. SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies’ Directors’ Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on State-Supported Thruway Bus services. After the impacts of COVID-19 were reduced, SJJPA began coordinating with private intercity bus providers and public local and regional bus providers to resume the implementation of the provisions of SB 742. Through coordination with the State and regional transportation agencies, SJJPA is currently pursuing partnerships with several regions to optimize bus connections for San Joaquins passengers that would allow non-train passengers to utilize excess seating capacity in key corridors or utilize the services of an existing outside bus provider while maintaining guaranteed connections. SJJPA, in coordination with the Redding Area Bus Authority (RABA) and the Shasta Regional Transportation Agency (SRTA), have created a partnership that allowed SJJPA to shorten Thruway Bus Route 3 by terminating in Chico rather than in Redding, while San Joaquins passengers traveling to Red Bluff or Redding would be able to take SRTA’s new North State Express Bus (Salmon Runner) service. SJJPA is supporting the operations of the new service with cost savings realized from the reduction in the length of Thruway Bus Route 3. SJJPA will continue to focus on all Route 3 bus stop pairs to be opened for bus-only ticketing. While the COVID-19 pandemic delayed progress on these efforts, recent efforts and coordination to move these service adjustments forward have been realized, with initial changes occurring in 2024. Additional work on Route 6 and 7 service changes are also proposed for this fiscal year. Additional efforts will also focus on exploring reinstating Route 34 (San Francisco to Stockton) and the creation of Route 40 (San Jose to Merced). SJJPA will also work with the Capitol Corridor Joint Powers Authority (CCJPA) and Greyhound to relocate the bus terminal in San Francisco to inside the Salesforce Transit Center.

Renewable Diesel Implementation: SJJPA is committed to meeting California’s Greenhouse Gas (GHG) emission reduction goals. Utilizing renewable diesel in locomotives and in the Thruway Bus fleet will help to advance this objective. Starting in 2022, all new service contracts require renewable diesel for contracted services for all Thruway Buses. All locomotives on the San Joaquins have been utilizing renewable diesel since May 2023. SJJPA is also requiring the use of renewable diesel for all future Thruway Bus contracts to further reduce the San Joaquins system’s carbon footprint.

Madera High-Speed Rail (HSR) Station Project: SJJPA is working with Madera County, Madera County Transportation Commission, and CalSTA to relocate the Madera Amtrak Station to a more accessible

location along Avenue 12 as Phase 1 of the Madera HSR Station Project. SJJPA is responsible for securing the necessary funding and implementing the Madera HSR Station. The relocated San Joaquins station will be substantially further improved to become the Madera HSR Station for the HSR Early Operating Segment (EOS) by 2030 – 2033 (Phase 2). SJJPA approved the Madera HSR Station environment review document at the January 22, 2021 Board meeting for Phases 1 and 2, and final design is nearly completed for Phase 1. Recent funding awards will allow the relocated station to begin construction in 2025, and the additional funding ($134.5 million) for the improvements needed for the Phase 2 HSR EOS Station was secured in 2024. SJJPA also initiated the California Environmental Quality Act (CEQA) process for the full-build HSR Madera Station (Phase 3) in late 2023. SJJPA received funding in FY 2022/23 to advance this required additional environmental work.

Merced to San Jose Thruway Bus Route Pilot Program: SJJPA is requesting funding from the state for a pilot program to operate a new Thruway Bus service between Merced and San Jose (with stops at Los Banos and Gilroy). The Merced to San Jose Thruway Bus Pilot Program will begin service in conjunction with the reintroduction of the 7th daily roundtrip anticipated in Fall 2025. The service will start initially with three (3) daily Roundtrips.

Integration with High-Speed Rail: Like other high-speed rail (HSR) services throughout the world, California will need to have extensive networks of conventional intercity and commuter rail networks that complement and provide “feeder” service to the proposed HSR system for it to be successful. SJJPA believes the San Joaquins provide important connectivity that is critical to the phased implementation of HSR in California. A Joint Policy Statement, which was adopted by California High-Speed Rail Authority (CHSRA), SJJPA, and Caltrans on July 26, 2013, is intended to garner cooperation and input of local communities on all decisions related to any changes in the San Joaquins service and consistent planning between these agencies. SJJPA coordinated and partnered with CHSRA on the development of their Draft 2024 Business Plan which proposes Merced-Bakersfield HSR EOS in advance of completing their Valley – Valley Operating Segment between San Francisco and Bakersfield. Integration with the San Joaquins rail and Thruway Bus services maximizes the ridership and benefits of the Merced-Bakersfield HSR EOS. SJJPA’s plan is to connect to the HSR EOS at a multi-modal station at downtown Merced (R Street). Once the HSR EOS is operating, the San Joaquins rail service would terminate at Merced and would provide rail connectivity for the HSR interim operating segment to Sacramento and the Bay Area until HSR is extended. Future San Joaquins service improvements would focus on increasing service from Merced to the North. Ongoing coordination with CHSRA and CalSTA for SJJPA to become the operating agency for the Merced-Bakersfield HSR EOS will continue in alignment with timing and agreement schedules. SJJPA is requesting additional planning funding in FY 2025/26 to continue to coordinate with CHSRA and CalSTA and to advance station and operations planning for initial HSR service.

Merced Intermodal Track Connector (MITC) Project: SJJPA received funding in FY 2022/23 and in FY 2023/24 for the detailed design and environmental clearance of the MITC Project. The MITC project will enable the San Joaquins to connect with interim HSR operations at Merced by creating a direct link between the BNSF alignment and the Merced HSR Station. This project is critical for integrating the San Joaquins with the Merced-Bakersfield HSR Early Operating Segment (EOS) and includes a platform-to-platform transfer for passengers between the two systems. The CEQA process for the MITC Project began on January 5, 2023, and the draft environmental impact report (EIR) was released on July 17, 2024.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This junction is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable the future expansion of ACE and San Joaquins services without the impediment of the busy at-grade intersection. In partnership with the SJJPA, SJRRC and Caltrans pursued and received $120 million in state and federal funding in 2020 to implement this critical

project. Valley Rail funding will be used as match funding. The environmental and detailed design are being funded through ITIP funds appropriated in 2020. The environmental impact report (EIR) was certified by SJRRC on June 4, 2021. The environmental assessment (EA) for National Environmental Policy Act (NEPA) Clearance was completed in August 2022. The project is substantially funded, and construction is targeted to begin in 2025, pending approval from all funding partners.

Cross-Valley Corridor: As a result of the "South of Merced Integration Study" effort, SJJPA has entered into a Memorandum of Understanding (MOU) with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. The Phase 1 Service planning is near completion and funding will be sought to implement the service. SJJPA also committed to working with KCAPTA and Visalia Transit and has received state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia. In 2023, SJJPA partnered with the City of Hanford, Kings-Tulare MOU partner agencies, and CHSRA on a successful Caltrans Sustainable Communities Planning grant for Kings-Tulare HSR station area and Cross Valley Rail (Porterville – Huron) planning. The City of Hanford will be the lead agency for this study effort and SJJPA will take a leadership role in the Cross Valley Rail planning portion of the study, which will be completed in 2025.

Venture Railcars: The State is in the process of accepting 49 Siemens Venture Cars as part of a grant provided by the Federal Railroad Administration (FRA), along with various State funds, to be deployed exclusively on the San Joaquins corridor. Currently there are four (4) Venture Car trainsets rotating in revenue service on the San Joaquins corridor. As the remaining trainsets are accepted, they will enter revenue service, with all trainsets anticipated to be delivered in early 2026, with all seven (7) trainsets anticipated to be available for revenue service in mid-2026. Additionally, Caltrans entered into an agreement with the SJJPA to perform Venture Railcar Maintenance for all Venture Cars that are deployed exclusively on the San Joaquins corridor.

Northern California Passenger Rail Fleet Maintenance: SJJPA serves to make sure that the State's Northern California fleet is operated and maintained to high standards of reliability, cleanliness, and safety. Additionally, Caltrans has requested SJJPA assume maintenance responsibilities including heavy maintenance activities of the State-Owned Northern California Legacy Fleet of 86 passenger rail cars, 24 locomotives and two (2) Non-Powered Control Units (NPCUs). As a result of this request, Caltrans, CCJPA and Amtrak have been and are working on transitioning maintenance responsibilities of the Northen California State Owned Passenger Rail fleet to SJJPA. This transition will allow Amtrak to begin overhaul work in California on passenger cars and locomotives on the West Coast.

Performance Standards and Action Plan

CalSTA created a set of uniform performance standards in 2014 for all State-Supported intercity passenger rail corridors in an effort to control costs and improve efficiency. The three primary uniform performance standard measures used are: usage, cost efficiency, and service quality. SJJPA has adopted the CalSTA performance standards and will continue to develop strategies to maintain the successful performance of the San Joaquins. In addition to meeting CalSTA's performance standards, SJJPA is also focused on the environmental benefit of the San Joaquins and its role in helping to create a more sustainable California by working to reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development.

SJJPA's FY 2024/25 and FY 2025/26 "Action Plan" includes:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs, while also planning to reinvest these savings to improve service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, EOS operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR EOS.
- Complete the environmental and initial design work for the MITC Project.
- Coordination with Caltrans as an essential stakeholder in the Federal Railroad Administration's (FRA) Corridor ID Program for the intercity service envisioned in the SJJPA's 10-year capital improvement program, Valley Rail, and North Valley Rail.
- Implement Valley Rail improvements needed for the planned 8th and 9th Daily Roundtrips in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR EOS.
- Support state efforts to transition to a zero-emission fleet for rail services as the first corridor to run hydrogen-powered trains for intercity passenger rail service in the United States.
- Work with Caltrans and CCJPA to develop a funding plan and timeline for implementation for enabling trains to be turned in Martinez, California. Continue to coordinate with UPRR, BNSF, and Amtrak on schedule and train performance.
- Coordinate with state and regional partner agencies to advance planning and implementation of express intercity bus service along the Interstate 5 Corridor between Redding and Sacramento to replace intercity bus connections operated by RABA between Chico and Redding.
- Implement a pilot program for an additional Thruway Bus route to serve passengers from Southern San Joaquin Valley and Southern California via Merced to Silicon Valley terminating in San Jose with stops at Los Banos and Gilroy.
- Continue to explore new partnerships with public or private bus operators and implement the provisions of SB 742 with the goal of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services and pursue additional Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.
- Partner with SJRRC, SACOG, Sacramento Regional Transit (Sac RT) and the City of Sacramento on a grant-funded planning effort near the planned Old North Sacramento station of the Valley Rail Program to enhance connectivity and land use compatibility around this critical station area.
- Work with UPRR, BNSF, Amtrak, and the State to grow ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Continue the deployment and marketing of new Venture Car trainsets.

- Continue to work with CHSRA, Amtrak, the City and County of Madera, and CalSTA to relocate the Amtrak Madera station at Avenue 12 (Madera HSR Station Phase 1) that would provide a seamless connection between the San Joaquins and future high-speed rail service, as well as improved access over the existing Madera Amtrak Station.

Capital Improvement Programs

Based upon the planned service expansions and enhancements, SJJPA has developed a “10-Year Capital Improvement Program” as part of the overall Valley Program. The program includes SJJPA’s overall Valley Rail vision for the implementation of the 8th and 9th Daily Roundtrips and running seven Roundtrips between Sacramento and Merced within the next 10 years, while also increasing service to the Bay Area and providing critical connectivity to the HSR EOS. The details of the Valley Rail program are included in Chapter 5.

SJJPA is currently implementing its Short-Term Capital Improvement Program (0-5 years), which has a five-year horizon. This program focuses on the improvements needed for the 8th and 9th Daily Roundtrips, several other station projects, and corridor and other projects to improve the San Joaquins Service. In January 2018, SJJPA submitted a Transit and Intercity Capital Program (TIRCP) Valley Rail grant application (jointly with the SJRRC) to fund a program of capital improvements associated with the implementation of the 8th and 9th Daily Roundtrips.

On April 26, 2018, CalSTA announced that the SJJPA/SJRRC Valley Rail Application was awarded $500.5 million to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six (6) new stations along the corridor. Additionally, a new layover facility will be constructed in Natomas (in Sacramento), and the Stockton Regional Maintenance Facility will be expanded to accommodate San Joaquins trainsets. Two (2) additional trainsets are expected to be procured by the state for the expanded service.

Other projects include additional parking, a new station in Oakley, and a relocated Madera Station. In 2020, in partnership with SJJPA, SJRRC and Caltrans pursued and secured $120 million in additional state and federal funding to complete the Stockton Diamond Grade Separation Project. On January 31, 2023, CalSTA announced that the Valley Rail Program had been awarded an additional $142 million to fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging key federal and local investments. Many projects within the Valley Rail Program are facing schedule delays and funding shortfalls. SJJPA is implementing various mitigation measures and strategies to minimize the delays and pursue additional funding to fully deliver the Valley Rail Program.

SJJPA has a Longer-Term Capital Improvement Program (5-10 years), which envisions improvements to achieve seven Roundtrips between Sacramento and Merced, with the Merced Intermodal Track Connector (MITC) Project allowing San Joaquins trains to share a station and platform-to-platform transfer with High-Speed Rail. Expanded service will require additional capacity enhancement projects such as double-tracking, improvements at the Robert J. Cabral Station (Cabral Station) in downtown Stockton, the grade separation of the Stockton Diamond, a new maintenance facility, additional track work and/or capital access fees, and additional rolling stock.

Beyond the 10-year horizon, extensions planned for the San Joaquins include rail service north of Sacramento along the UPRR rail line from Sacramento to Chico with stations at Plumas Lake, Marysville/Yuba City, Gridley (with a thruway connection to Oroville) and Chico in the mid-term horizon, and utilization of the Altamont Corridor to bring intercity service to additional Bay Area markets is also being planned that would terminate at a new Union City/BART station. SJJPA may study the extension of service past the Amtrak Oakland Station to serve the Amtrak Coliseum/Airport Station, and working with Caltrans, CCJPA and the City of Sacramento to study a direct connection for Valley Rail service to Sacramento Valley Station (SVS).

Fare Policy

SJJPA will work to develop fares that are attractive and competitive with other modes of transportation along the corridor. The San Joaquins have a single, “one-bucket” fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance-based methodology with a descending per mile rate as the length of the trip increases.

Due to reduced available seating capacity from multiple equipment overhaul and retrofit programs, SJJPA has reinstated reserved ticketing to reduce the likelihood of standees onboard the trains and Thruway Buses. Reinstating reserved ticketing alerts ticket purchasers of “at-capacity” trains and Thruway Buses encouraging passengers to purchase tickets for a less impacted train or another date.

In FY25/26, SJJPA will consider a fare increase for the San Joaquins to increase revenue generation as costs per passenger continue to increase. SJJPA will also launch a Business Class Study with the aim of providing a new product to the market that will increase revenue.

Service Amenities and Food Service

SJJPA is prioritizing the evolution of its food and beverage program to enhance passenger experience while managing costs and operational efficiency. The transition to a full complimentary snack service aims to provide equitable offerings across all trains, replacing traditional Café Car services with more cost-effective solutions. Initially, complimentary snack boxes were introduced on select trains, but passenger feedback led to the development of ‘Snack Stations’ in Venture Cars, offering a grab-and-go selection that reduces waste while maintaining affordability. SJJPA is collaborating with a third-party provisioner to streamline snack distribution and explore vending machine solutions for Venture Car trains, ensuring sustainable and consistent service. The near and long-term food service solution are planned to include both hot and cold drinks. Beyond food service, passengers continue to enjoy key amenities such as complimentary Wi-Fi with an expanding entertainment portal, bicycle storage, and versatile seating with power outlets. Future enhancements include integrating vending machine technology, reinstating onboard attended sales, and potentially introducing Business Class, with $2.34 million requested to support these initiatives.

Marketing Strategies

With a $1.75 million annual budget request, SJJPA is set to implement a robust, integrated marketing and communications plan to drive ridership growth and retention across the San Joaquins' extensive train and Thruway Bus network. Spanning California and into Nevada, the service connects 18 stations and nine bus routes to over 100 destinations, requiring a strategic, multi-channel approach to effectively reach and engage riders. The marketing plan includes targeted advertising campaigns across digital and traditional media, comprehensive brand management, public relations efforts, and grassroots community outreach. Investments in owned communication channels—such as social media, email, and the website—will enable deeper engagement, especially as SJJPA works toward gaining greater access to rider data with a new ticketing system. Outreach programs will expand partnerships with universities, businesses, and key stakeholders, with a strong emphasis on engaging Hispanic communities, which make up 46% of ridership. Additionally, rider appreciation initiatives, influencer collaborations, and event-based engagement will foster loyalty and increase awareness of the service.

As the San Joaquins prepares for service expansions, new station launches, and major infrastructure projects like Valley Rail and zero-emission locomotives, this funding will enable the execution of a dynamic, data-driven marketing strategy that strengthens connections with passengers and maximizes the service’s visibility.

Annual Funding Requirement

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. Table ES.1 summarizes the funding request by the SJJPA.

Table ES.1/10.5

SJJPA State Funding Request for the San Joaquins (FY 2024/25 - FY 2026/27)			
Expense Category	**FY 2024/25 (Approved)**	**FY 2025/26 (Requested)**	**FY 2026/27 (Projected)**
Operating			
-Amtrak Contract	$48,399,538	$54,964,851	$56,613,797
-Direct Operations and Mechanical	$27,795,125	$43,361,200	$44,774,460
Administrative	$6,225,542	$6,740,047	$6,874,843
Marketing	$1,750,000	$1,750,000	$1,750,000
Minor Capital Program	$500,000	$500,000	$500,000
SJJPA Service and Program Initiatives	$5,815,000	$1,825,000	$4,325,000
Total Request	**$90,485,205**	**$109,141,098**	**$114,838,100**

Safety and Security

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

SJJPA will leverage a network of rail safety education resources through California Operation Lifesaver, materials and resources provided by the Transportation Security Administration (TSA), and safety and security grant programs. SJJPA will also continue collaborative efforts with the State, SJJPA member agencies, Amtrak, UPRR, BNSF, California Operation Lifesaver, Transportation Security Administration (TSA), local law enforcement and first responders along the San Joaquins Corridor to address safety and security issues impacting the service.

In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms) assessment of the conditions along the railroad right-of-way and in and around San Joaquin as well as onboard trains. California's Office of Emergency Services has provided much of the historical funding for SJJPA's program of Safety and Security capital improvements. Important capital projects that SJJPA is currently implementing or pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Increased lighting at stations and parking lots, as well as installing blue light phone towers (originally developed for use on college campuses); and
- Improved safety and security-related signage, including messaging around suicide prevention, railroad safety, and human trafficking awareness.

Station Area Development and Connectivity

Increased development near San Joaquins stations promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. The responsibility and powers needed to focus growth and

produce station area development reside primarily with local government. To help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles, SJJPA will:

- Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote transit-oriented development (TOD) in the vicinity of San Joaquins stations.
- Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations.
- Require new San Joaquins stations be developed as multi-modal transportation hubs.
- Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high potential for TOD around the station area.
- Work with communities and organizations to support TOD and with developers to implement TOD.
- Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development and TOD.
- Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also encouraging transit agencies to promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to Implement transit-transfer programs for San Joaquins passengers. Last year, SJJPA partnered on the successful Sustainable Transportation Planning Grant awards for the Lodi and San Joaquin Valley Network Integration projects.

In partnership with local/regional agencies, SJJPA will continue to pursue Caltrans Sustainable Planning grant(s) in 2025 and 2026 to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. SJJPA is taking the lead on the San Joaquin Valley Network Integration project which is a valley-wide planning effort in conjunction with a new San Joaquin Valley Regional Policy Councilmember working group. This planning working group and the planning effort managed through the grant will focus on passenger rail, transit, and TOD opportunities in the valley, and include studying creative ways to improve service connectivity to disadvantaged/priority populations throughout the San Joaquins Corridor and to HSR.

1. INTRODUCTION

The purpose of this 2025 San Joaquin Joint Powers Authority Business Plan Update ("Business Plan") is to identify the San Joaquin Joint Powers Authority's (SJJPA) intentions for State Fiscal Year (FY) 2025/26 and FY 2026/27 in its management of the San Joaquins Intercity Passenger Rail Service (San Joaquins), and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. The State of California requires that an Annual Business Plan Update be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1 of each year, and final form by June 30 of each year. This Business Plan will be reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Business Plan Requirements

This Business Plan Update includes State-required information, including the following:

- Service performance;
- Operating and action plan strategies;
- Short-term and long-term capital improvements;
- Funding requirements for the upcoming fiscal year;
- External factors affecting the service;
- Plans for service expansion and enhancement efforts;
- Marketing and outreach efforts;
- Establishment of fares; and
- Delineation of how proposals to expand or modify service, including funding and accounting, are separate from locally sponsored services in the corridor.

This Business Plan must also be consistent with the 2024 California State Rail Plan and the California High-Speed Rail Authority (CHSRA) Draft 2024 Business Plan.

Regional Governance of the San Joaquins

In 2012, transportation planning agencies throughout the San Joaquin Valley worked together in order to set up a regional Joint Powers Authority and to support legislation that would enable regional governance of the San Joaquins. To protect the existing service and to promote its improvement, local and regional agencies throughout most of the San Joaquins Corridor sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority to take over the administration and management of the San Joaquins from the State. AB 1779 was passed by the Legislature on August 30, 2012, with bi-partisan support, and was signed by Governor Brown on September 29, 2012. The first SJJPA Board Meeting was held on March 22, 2013, in Merced.

The SJJPA Governing Board includes elected representatives of ten Member Agencies, which include Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments, and Tulare County Association of Governments.

AB 1779 defines the composition of SJJPA, as well as requiring that the interagency transfer must result in administrative or operating cost reductions. AB 1779 also requires SJJPA to protect the existing service and facilities and seek to expand service as warranted by ridership and available revenue.

Roles and Responsibilities

On July 1, 2015, SJJPA became the primary managing entity of the San Joaquins. The SJJPA is responsible for the following:

- Oversight and management of the day-to-day San Joaquins operations, which includes entering into an operating agreement with the current contract operator, the National Railroad Passenger Corporation (Amtrak);
- Negotiating changes to the current contract or selecting another qualified operator;
- Advising the Capitol Corridor Joint Powers Authority (CCJPA) on the management and administration of the State Owned and other rolling stock (passenger cars and locomotives) assigned to the San Joaquins;
- Overseeing the dedicated feeder bus system for the San Joaquins, which is subcontracted to private bus operators through the Amtrak contract;
- Planning for future service improvements, in coordination with Caltrans and other stakeholders;
- Coordinating with CCJPA and Los Angeles-San Diego-San Luis Obispo (LOSSAN) JPA and the State on issues such as scheduling, connecting buses, and ticketing; and
- Marketing for the San Joaquins.

The State and Amtrak share operating responsibility for the San Joaquins with SJJPA. Under the provisions of AB 1779, the State continues to provide the funding necessary for service operations, administration, and marketing. Furthermore, Caltrans Division of Rail is responsible for the development of the California State Rail Plan; coordination and integration between the three State-Supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests. The State also remains the owner of the trainsets used for the San Joaquins and Capitol Corridor Services and continues to be responsible for the procurement of new equipment for the State-Supported intercity passenger rail services. Amtrak continues to serve as the operator of the San Joaquins though SJJPA is taking a larger role in fleet maintenance as discussed in Chapter 3 of this business plan.

The San Joaquin Regional Rail Commission (SJRRC), the managing body for the ACE commuter rail service between Stockton and San Jose, was selected by the SJJPA Board to be the Managing Agency at the July 26, 2013 SJJPA Board Meeting in Fresno for an initial 3-year term (September 27, 2013 – September 27, 2016) and was later extended for an additional 3-year term (September 27, 2016 – September 27, 2019). At the November 22, 2019 SJJPA Board Meeting, the SJJPA Board approved SJRRC as the Managing Agency for an additional 5-year term (September 27, 2019 – September 27, 2024). For continuity purposes and given the combined role of SJJPA and SJRRC in delivering the Valley Rail Program, and the use of SJRRC's contractor to perform maintenance and overhaul work on the State-owned intercity rail fleet, the SJJPA Board approved Amendment 3 to the agreement for a five (5) year extension at their May 17, 2024 Board meeting.

In addition to more cost-effective administration and operations, there are many benefits to regional governance of the San Joaquins. Train riders and San Joaquin Valley residents now have a stronger voice in deciding what happens with the service, as local decision-making is more responsive and adaptive to passenger issues. SJJPA, which is made up of elected officials throughout the San Joaquins Corridor, is a strong voice in advocating for service improvements and expansions – particularly in Washington D.C. and in Sacramento. SJJPA is taking advantage of joint marketing and partnerships with local agencies throughout the San Joaquin Valley. Since SJJPA's Board Members are part of the communities in the San Joaquins Corridor, they are able to facilitate the engagement of local communities throughout the corridor to use and support the San Joaquins. Additionally, SJJPA will be increasing advocacy work at the State level and will bring additional resources to bear to champion the many capital, equipment, and service initiatives which are currently active.

Public Outreach for this Business Plan

Public outreach of the Draft 2025 SJJPA Business Plan will include briefings for key stakeholder groups, electronic outreach to the SJJPA stakeholder list, and posting a public review draft on sjjpa.com. This process is meant to engage with the public and stakeholders to provide information about this document and the opportunity for public comment.

Briefings were held during the development and will be held during the comment period of the Business Plan. These briefings provide an opportunity to engage key stakeholder groups within the corridor. Briefings will be held with the SJJPA Board, Central Valley Rail Working Group, CalSTA, Caltrans, Freight Railroads, San Joaquin Valley Rail Committee, and Amtrak. SJJPA will seek input from these and other agencies and organizations that have an interest in intercity passenger rail.

As a part of its Stakeholder Engagement Strategy, SJJPA has developed an extensive stakeholder email list that it employs to notice board meetings, service updates, and to engage stakeholders to participate in the Business Plan process. SJJPA will send electronic communications to its stakeholder list requesting public comment and provide links to the document. This process ensures those invested in intercity passenger rail are engaging with SJJPA in the San Joaquin Valley, Sacramento, and the Bay Area, and have an opportunity to provide comments to the Business Plan. Finally, SJJPA posted the Public Review Draft Business Plan to its website (sjjpa.com) on March 10, 2025, for public review of the document and was circulated to SJJPA's stakeholder list.

2025 SJJPA Business Plan Update Approval Process

This Business Plan is similar, and presented as an update to, the 2024 SJJPA Business Plan. The changes include providing forecasted San Joaquins operating expenses, service statistics, and characteristics for the upcoming year.. The SJJPA Board discussed the general outline and highlighted changes planned for the 2025 Business Plan at its January 24, 2025, Board Meeting. Following the incorporation of comments from the public review period, an updated Draft Business Plan will be presented to the SJJPA Board at the March 19, 2025, Board Meeting for approval. Following approval, the Draft Business Plan will be submitted to CalSTA before April 1, 2025. A final version of the Business Plan, which includes revised operating cost estimates from Amtrak, will be presented at the May 2025, SJJPA Board Meeting. The Business Plan will be submitted to CalSTA by June 30, 2025.

2. HISTORICAL PERFORMANCE OF THE SERVICE AND ROUTE CHARACTERISTICS

Beginning with the introduction of the Amtrak national network in the early 1970s, passenger train service has been expanding in California. The State initiated, co-funded, and operated intercity rail service under the authority of Section 403(b) of the Federal Rail Passenger Services Act. Amtrak operates all three (3) State Supported intercity rail services.

San Joaquins Intercity Rail Service ("San Joaquins")

The San Joaquins extends 364 miles and provides direct rail service to 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Between Oakland and Bakersfield, the San Joaquins route is 315 miles long and has 13 intermediate stops. The San Joaquins route is 49 miles between Sacramento and Stockton with one additional intermediate stop. The San Joaquins has seven (7) daily roundtrip trains (five between Oakland and Bakersfield and two between Sacramento and Bakersfield). The current minimum scheduled San Joaquins running time between Oakland and Bakersfield is 6 hours and 16 minutes. Between Sacramento and Bakersfield, the San Joaquins has a minimum 5 hours and 23 minutes running time. Maximum speed for the San Joaquins is 79 mph.

In 1979-80, the San Joaquins only operated two daily roundtrips between Oakland and Bakersfield, and annual ridership was a little over 123,000. Ridership steadily increased over the years, reaching a peak in FY 2013/14 when it recorded over 1.2 million passengers. Though ridership was impacted by the COVID-19 pandemic similar to other passenger rail services, the San Joaquins has been steadily recovering from the pandemic with positive ridership and revenue numbers year-over-year. The San Joaquins Service is the seventh most used intercity service within the Amtrak system. Table 2.1 presents historical annual operating performance of the San Joaquins between FY 1973/74 and FY 2023-24.



Table 2.1

San Joaquins Routes Annual Operating Performance - State Fiscal Years								
State Fiscal Year	Ridership Data		Financial Data for Operations					
	Ridership	PM/TM	Revenue	Expense	Loss	State Calculated Service Costs	Amtrak Calculated Service Costs	Farebox Ratio
		(F1)		(F2)		(F3)	(F4)	(F5)
1973-74 (S1)	38,770	83.6						
1974-75	66,990	44.2						
1975-76	66,530	43.8						
1976-77	87,642	56.0						
1977-78	80,611	52.7						
1978-79	87,645	60.2						
1979-80 (S2)	123,275	63.6	$1,174,065	$3,975,185	$2,801,120	$518,206		29.5%
1980-81	159,498	55.3	$2,224,137	$6,940,934	$4,716,797	$1,360,391		32.0%
1981-82	189,479	65.3	$3,115,710	$7,774,029	$4,658,319	$2,228,585		40.1%
1982-83	186,121	62.9	$3,342,137	$7,991,697	$4,649,560	$2,490,275		41.8%
1983-84	248,275	85.3	$4,730,431	$8,094,789	$3,364,358	$2,518,066		58.4%
1984-85	269,837	94.6	$5,210,951	$8,641,293	$3,430,342	$2,802,955		60.3%
1985-86	280,798	101.1	$5,425,329	$8,610,554	$3,185,225	$2,658,895		63.0%
1986-87	304,668	106.1	$6,084,677	$9,179,133	$3,094,456	$2,929,148		66.3%
1987-88	340,573	121.1	$7,457,686	$9,633,659	$2,175,973	$2,605,572		77.4%
1988-89	370,190	133.7	$9,527,268	$10,968,216	$1,440,948	$1,887,450		86.9%
1989-90 (S3)	418,768	116.9	$11,84,743	$15,286,520	$3,440,777	$3,544,332		77.5%
1990-91	463,906	104.1	$12,691,986	$18,456,785	$5,764,799	$5,803,565		68.8%
1991-92	483,593	104.3	$12,369,805	$18,633,777	$6,263,972	$6,472,598		66.4%
1992-93 (S4)	516,113	109.6	$12,628,496	$22,227,149	$9,598,653	$10,789,651		56.8%
1993-94	558,569	94.6	$13,894,624	$26,678,861	$12,784,237	$12,335,021	$3,937,150	52.1%
1994-95	524,680	88.8	$12,244,668	$25,077,153	$12,832,485	$12,668,018	$3,705,069	48.8%
1995-96	526,088	86.6	$12,477,497	$25,386,099	$12,908,602	$14,483,048	$1,360,327	49.2%
1996-97	652,544	106.1	$13,817,681	$34,528,165	$20,710,484	$16,265,387	$5,672,236	40.0%
1997-98	702,178	118.0	$15,230,966	$36,517,290	$21,286,324	$17,190,515	$4,493,597	41.7% `
1998-99 (S5)	680,687	102.8	$16,496,457	$37,269,835	$20,773,378	$19,938,254	$1,712,168	44.3%
1999-00	671,295	92.7	$18,061,512	$41,791,782	$23,730,270	$24,232,326	$652,236	43.2%
2000-01	710,833	97.9	$19,667,681	$43,404,325	$23,736,644	$24,350,127	$540,809	45.3%
2001-02 (S6)	733,152	96.9	$20,114,693	$46,503,548	$26,388,855	$26,281,035	$396,392	43.3%
2002-03	769,708	89.9	$20,318,564	$50,552,529	$30,233,965	$29,729,650	$504,315	40.2%
2003-04	752,227	87.2	$22,100,796	$50,061,460	$27,960,664	$27,960,664	$89,345	44.1%
2004-05	743,245	85.1	$22,590,880	$49,883,689	$27,292,809	$27,292,809	-	45.3%
2005-06	801,242	91.1	$25,869,979	$55,226,742	$29,356,763	$29,356,763	-	46.8%
2006-07	789,641	88.8	$26,862,994	$61,188,078	$34,325,084	$34,325,084	-	43.9%
2007-08	894,346	88.2	$28,945,651	$65,474,253	$36,528,602	$36,528,602	-	44.2%
2008-09	958,946	90.0	$30,671,510	$68,232,766	$37,561,256	$37,561,256	-	45.0%
2009-10	967,437	103.7	$32,117,615	$62,689,957	$30,572,342	$30,572,342	-	51.2%
2010-11	1,032,579	112.9	$36,571,173	$69,578,077	$33,006,904	$33,006,904	-	52.6%
2011-12	1,133,654	124.0	$40,161,170	$74,360,735	$34,199,565	$34,199,565	-	55.0%
2012-13	1,195,898	127.5	$41,415,960	$73,685,365	$32,269,405	$32,269,405	-	56.2%
2013-14	1,202,624	125.8	$41,421,102	$79,263,729	$37,842,627	$37,842,627	-	52.3%
2014-15	1,181,639	123.8	$41,020,415	$80,023,410	$39,002,995	$39,002,995	-	51.3%
2015-16 (S7)	1,135,424	118.6	$39,040,339	$77,388,218	$38,347,879	$38,347,879	-	50.4%
2016-17	1,125,626	100.1	$38,880,344	$78,939,791	$40,059,447	$40,059,447	-	49.3%
2017-18	1,090,200	97.4	$36,073,870	$83,878,638	$47,804,768	$47,804,768	-	43.0%
2018-19	1,076,454	93.9	$35,217,711	$85,840,487	$50,622,776	$50,622,776	-	41.0%
2019-20	794,634	77.4	$27,174,389	$81,462,210	$53,945,006	$53,945,006	-	33.4%
2020-21	392,538	56.7	$12,801,388	$59,002,225	$43,141,698	$43,141,698	-	21.7%
2021-22	656,469	74.4	$23,774,562	$73,870,832	$50,096,271	$50,096,271	-	32.2%
2022-23	828,352	91.8	$29,228,490	$87,942,828	$58,654,338	$58,654,338	-	33.2%
2023-24	902,292	96.2	$31,008,066	$92,968,756	$61,960,690	$61,690,960	-	33.3%

Table 2.1 Notes

(S1) Service started 3/6/74 with one round-trip between Oakland and Bakersfield Data is for four months only.

(S2) State support started 10/1/79. Data is for nine months, during which time ridership totaled 93,206.

(S3) Third round-trip added 12/17/89 between Oakland and Bakersfield.

(S4) Fourth round-trip added 10/25/92 between Oakland and Bakersfield.

(S5) Fifth round-trip added 2/21/99 between Sacramento and Bakersfield.

(S6) Sixth round-trip added 3/18/02 between Sacramento and Bakersfield.

(S7) Seventh round-trip added 6/20/16 between Oakland and Bakersfield.

(F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.

(F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all trains billed on short term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Incudes cost of connecting buses. Depreciation and interest (equipment capital cost) included in operating cost under solely-related cost basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.

(F3) Calculated service costs shown here may not reflect actual State contract cost. From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation and interest (equipment capital cost). For the fourth round trip, State cost was 70 percent of train operating loss plus equipment capital cost. Between October 1995 and September 1996, State cost was 100 percent of train operating loss and 60 percent of equipment capital cost. Between October 1996 and September 1997, State cost was 65 percent of train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak or other third party contractors for operating expenses, and State payment of entire net cost of all connecting bus routes.

(F4) Between State Fiscal Years 1993-94 and 2003-04, Amtrak cost is based on billings submitted and reflects cost basis and Amtrak shares as stated in notes (F2) and (F3) above. However, Amtrak does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available/ beginning in FY 2004-05, no Amtrak share is billed.

(F5) Farebox Ratio – The ratio of Operating Revenue to Operating Expense.

Amtrak operates the state-supported San Joaquins on track owned by the UPRR and the BNSF through operating agreements with the UPRR and BNSF. UPRR owns the 49 miles of track used by the San Joaquins between Stockton and Sacramento, and 39 miles between Oakland and Port Chicago, whereas the remaining 276 miles (between Port Chicago and Bakersfield) are owned by BNSF (see Table 2.2). UPRR's track is a mix of single and two (2) main tracks – between Oakland and Port Chicago, the service operates over 33.5 miles of double-track and six (6) miles of single track, while between Sacramento and Stockton, operation is over 33 miles of single track and 16 miles of double-track in five (5) sections. The BNSF line has approximately 65.7 miles of double track divided among five (5) segments. Main tracks are defined as sections of double-track at which a passenger speed of 79 mph is possible.

Table 2.2

San Joaquins Route Ownership and Track Characteristics

Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max Speed	Signal System
Oakland Jack London Square	7.0	Oakland 10th St.	4.2	2.8	UP	2	50	CTC
Oakland 10th St.	2.2	Martinez	31.7	29.5	UP	2	79	CTC
Martinez	34.7	Port Chicago	41.3	6.6	UP	1	79	CTC
Port Chicago	1163.5	Stockton	1120.7	42.8	BNSF	1-2	79	CTC
Sacramento	89.0	Elvas	91.8	2.8	UP	2	35	CTC
Elvas	38.8	Stockton	84.7	45.9	UP	1	60	CTC
Stockton	1120.7	Bakersfield	886.9	233.8	BNSF	1-2	79	CTC
			TOTAL	**364.2**				

Source: California Department of Transportation
Notes: *General Number of Mainline Tracks
Owners:
BNSF - BNSF Railway Company
UP - Union Pacific Railroad Company
Signal Systems: CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.

Assessing the ridership patterns of the San Joaquins is critical to monitoring performance and conducting effective service planning. Table 2.3 shows passenger on/offs (i.e. boardings/alightings) at San Joaquins train stations for Federal FY 2024. These numbers include trips with a Thruway Bus connection (which comprise a considerable number of the trips at Bakersfield, Stockton (San Joaquin Street), Sacramento, Hanford, Martinez, and Emeryville Stations). Table 2.4 illustrates how on/offs can differ significantly from the true origins/destinations points of passengers by excluding on/offs of passengers making transfers between a bus and train. While on/offs are useful for planning station capacity and design issues, origin/destination statistics are far more useful (and accurate) for service planning. For example, in Table 2.3, Bakersfield is shown as having the most (391,167) passenger on/offs in FY 2024. However, about 67 percent of these passengers took a connecting bus between Southern California, reducing the number of passengers who actually traveled to/from Bakersfield as an origin/destination point to 128,070, (see Table 2.4). Stockton (San Joaquin St.) Station is shown as having the third highest ridership with 265,700 passengers in Table 2.3, but about 57 percent of these passengers took a connecting Thruway Bus, reducing the number of passengers who actually traveled to/from Stockton (San Joaquin St.) Station as an origin/destination point to 114,591 (see Table 2.4, see prior note on this table). Many of those taking a Thruway Bus at Stockton (San Joaquin St.) Station were actually traveling to/from Sacramento (about 160,000 passengers). For Sacramento Station, the total number of passengers (rail + Thruway Bus) actually traveling to/from Sacramento was nearly 32,626 passengers.

Table 2.3

San Joaquins Train Station Ridership Report - FY 2024* (Includes Passengers Making Thruway Bus Transfers)		
	Station	**On/offs (FY 24)**
1	Bakersfield	391,167
2	Fresno	311,977
3	Stockton (San Joaquin St.)	265,700
4	Merced	134,267
5	Hanford	130,068
6	Modesto	130,068
7	Emeryville	98,553
8	Martinez	90,018
9	Oakland	66,952
10	Richmond	43,516
11	Sacramento	34,897
12	Antioch	33,695
13	Turlock-Denair	30,758
14	Madera	26,533
15	Wasco	24,399
16	Corcoran	21,775
17	Stockton (Downtown)	5,375
18	Lodi	2,679

Source: Amtrak, 2024
*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

Table 2.4

San Joaquins Train Station Ridership Report - FY 2024* (Does Not Include Passengers Making Thruway Bus Transfers)		
	Station	**On/offs (FY 24)**
1	Fresno	310,301
2	Merced	128,785
3	Bakersfield	128,070
4	Hanford	121,129
5	Stockton (San Joaquin St.)	114,591
6	Modesto	102,155
7	Oakland	64,984
8	Emeryville	54,074
9	Martinez	52,669
10	Richmond	43,516
11	Antioch	33,695
12	Sacramento	32,626
13	Turlock-Denair	30,758
14	Madera	26,533
15	Wasco	24,399
16	Corcoran	21,775
17	Stockton (Downtown)	4,917
18	Lodi	2,679

Source: Amtrak, 2024
*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

Table 2.5 provides Federal FY 2024 ridership for the top San Joaquins “city pairs” (including trips that start or end on an Amtrak San Joaquins Thruway Bus stop). This data includes the true origins/destinations of riders, providing an accurate picture of ridership markets. Tables 2.3, 2.4, and 2.5 highlight the importance of incorporating Thruway Bus travelers when discussing San Joaquins ridership.

Table 2.5

San Joaquins City Pair Ridership – FY 2024 (Includes Key Train Stations and Thruway Bus Stops)	
City Pair	**Ridership**
Fresno – Hanford	39,845
Bakersfield – Fresno	29,536
Fresno – Sacramento	28,370
Fresno – Los Angeles (Union Station)	27,896
Fresno – Merced	17,406
Oakland – Stockton (San Joaquin St.)	16,337
Emeryville – Fresno	15,846
Los Angeles (Union Station) – Merced	14,945
Fresno – Stockton (San Joaquin St.)	14,842
Fresno – Oakland	14,687
Bakersfield – Sacramento	14,604
Fresno – San Francisco	13,907
Fresno – Modesto	13,774
Fresno – Martinez	13,456
Los Angeles (Union Station) – Sacramento	13,144
Fresno – Richmond	10,220
Los Angeles (Union Station) – Wasco	10,198
Merced – Modesto	10,090
Richmond – Stockton (San Joaquin St.)	9,963
Bakersfield – Stockton (San Joaquin St.)	9,850
Source: Amtrak, 2024	

San Joaquins Amtrak Thruway Bus Service

The extensive network of dedicated Amtrak Thruway Buses connecting with the San Joaquins to and from destinations around California and Nevada is critical to the performance of the overall service. In addition to the Thruway Bus service connections in Bakersfield, other Amtrak Thruway Bus service connections are provided at Sacramento, Stockton, Lodi, Oakland, Emeryville, Martinez, Merced, Hanford, and Fresno. Approximately 55 percent of San Joaquins passengers used an Amtrak Thruway Bus on at least one end of their trip. San Joaquins ridership to/from key Amtrak Thruway Bus stops can be found in Table 2.6.

All trains either initiating or terminating at Bakersfield are met by Amtrak Thruway Buses connecting south to Southern California. In FY 2024, over 366,705 San Joaquins passengers used an Amtrak Thruway Bus between Bakersfield and Southern California or Las Vegas, with over 55 percent of these passengers traveling to or from Los Angeles Union Station (over 202,000 passengers).

Table 2.6

San Joaquins Ridership at Key Thruway Bus Stops – FY 2024		
	Bus Stop	**Passenger On/offs**
1	Los Angeles (Union Station)	202,602
2	Sacramento	154,186
3	San Francisco	41,072
4	San Jose	28,602
5	Chico	19,441
6	Riverside	14,059
7	Santa Rosa	11,311
8	San Diego	10,237
9	San Bernadino	9,401
10	Burbank	7,370
11	UCLA/Westwood	7,126
12	Pasadena	6,508
13	Eureka	5,382
14	Yosemite Valley*	4,415
15	Arcata	4,264
16	Anaheim	1,902

*Aggregate of all Yosemite Valley bus stops
Note: The above figures are total ons (boardings) and offs (alightings) at each bus stop.
Source: Amtrak, 2024

The Thruway Bus system extends north to Redding; east to Reno and Las Vegas, Nevada; south to Indio; and all along the California coast from Arcata to San Diego. SJJPA contracts with Amtrak for dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as part of the San Joaquins, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system in the same manner as the trains. In 2020, as a result of the pandemic, SJJPA took action to make some marked reductions to the San Joaquins Thruway Bus network in order to create a much more cost-effective service. In September 2021, SJJPA took additional action to maintain many of these measures for the foreseeable future. These changes included: truncating Route 19 at San Bernardino (it had previously served two split lines beyond San Bernardino that terminated in Indio and in Hemet); truncating Route 1c (deleting stops at Westchester, El Segundo and Torrance) and adding a terminus stop at Santa Monica; eliminating Route 1b (and adding more Route 1 service to Los Angeles Union Station); eliminating Route 12 (between Bakersfield and the Antelope Valley); eliminating Route 34 (between Stockton and San Francisco); eliminating the McKinleyville and Rio Dell Scotia stops along Route 7 and adding a new terminus stop at Cal Poly Humboldt State University; and working with Amtrak to have Routes 10 (which was merged with what was formerly Route 9), and 18 provided by private operators with revenue-sharing interline agreements with Amtrak (which eliminate most of the annual costs to the San Joaquins for these routes). FY 2024 ridership for these routes is shown in Table 2.7. The FY 2024 Thruway Bus routes and their origins/destinations are as follows:

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

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

Route 3 – Chico (from Stockton/Sacramento Stations): Stockton-Sacramento-Chico;

Route 3A – Chico-Redding

Note: Route 3a buses are operated by RABA – Redding Area Bus Authority.

Route 6 – South Bay (from Stockton Station): Stockton-San Jose;

Route 7 – North Bay/Redwood Empire (from Martinez Station): Martinez-Vallejo-Napa-Santa Rosa-Eureka-California Polytechnic State University, Humboldt (Arcata);

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

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

Route 15 – Yosemite National Park (from Merced/Fresno Stations):

Route 15 – Mammoth Lakes-Yosemite National Park (Summer Only);

Route 15A – Merced-Yosemite National Park;

Route 15B – Fresno-Yosemite National Park (Summer Only)

Note: Route 15 buses are operated by YARTS - Yosemite Area Regional Transportation System.

Route 18 – Central Coast/Visalia (from Hanford Station): Visalia – Hanford – San Luis Obispo – Santa Maria

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

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

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

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

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

Note: Route 20 buses are operated by El Dorado Transit

Route 35 – Santa Cruz (from San Jose Station): San Jose-Santa Cruz (buses operated by Santa Cruz Metropolitan Transit District).

Note: Route 6 connects passengers to Route 35 via Stockton to San Jose Station;

Route 40 – San Jose (from Merced): Merced-Los Banos-Gilroy-San Jose (expected to start fall 2025);

Route 56 –Stockton (from San Jose Station): San Jose - Stockton (Note: three one-way trips, Monday-Friday via the Altamont Corridor Express train);

Route 99 – San Francisco (from Emeryville Station): Emeryville-San Francisco.

Table 2.7

San Joaquins Thruway Bus Route Ridership - FY 2024		
Thruway Bus Route		**Ridership**
Route 1*	(Fresno - Bakersfield - Los Angeles – Santa Ana - San Diego)	259,236
Route 1C	(Bakersfield – Van Nuys – Santa Monica)	32,626
Route 3	(Stockton - Sacramento - Redding)	154,244
Route 6	(Stockton - San Jose)	28,549
Route 7	(Martinez - Napa - Santa Rosa - Eureka – Cal Poly Humboldt/Arcata)	42,329
Route 10	(Las Vegas - Bakersfield - Oxnard - Santa Barbara)	32,509
Route 15A/15B	(Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley)	5,295
Route 18	(Visalia - Hanford - San Luis Obispo - Santa Maria)	12,407
Route 19	(Bakersfield - Riverside-San Bernardino)	42,614
Route 56	(San Jose - Stockton)	8,575
Route 99	(Emeryville - San Francisco)	39,735
	Total Ridership	**625,493**

Source: Amtrak, 2024
Notes: The above figures are total on/offs (boardings/alightings) for each bus route, and includes ridership for both directions. Additionally, for shared Thruway Bus routes, riders transferring to/from the Capitol Corridor and Pacific Surfliner trains are included in the ridership figures.
* Route 1 is made up of two sub-routes (1and 1C) which serve locations within the Los Angeles Basin and the Greater Southern California region.

3. EXISTING TRAINSETS, NEW EQUIPMENT, AND MAINTENANCE

Caltrans, in partnership with the Federal Railroad Administration and States for Passenger Rail Coalition, is working to provide new rail equipment to not only meet increased demand from growth on existing services, but also for planned service expansions on the three (3) State Supported services. With the Siemens Charger Locomotive order complete, Caltrans continues accepting delivery of Siemens Single-Level Venture Passenger Rail Cars for the San Joaquin Corridor in the Northern California Fleet.

The current San Joaquins fleet consists of a mix of locomotive types and train cars. The State of California owns or leases all locomotives and train cars utilized by the San Joaquins.

With the addition of the Siemens Venture Cars and with ridership recovery progressing on the San Joaquins, SJJPA intends to reintroduce the 7th daily roundtrip, restoring service to pre-pandemic levels for the coming year. This service restoration is not considered the start of any new/expanded service, but reintroducing the service on a new optimized schedule including Thruway Bus connections to the Pacific Surfliner service and adjustments to improve scheduling for the Sacramento market will require delivery and deployment of new Venture Car trainsets. SJJPA will proceed to approve and implement a schedule change to move the San Joaquin Corridor onto the new, optimized schedule pattern for the 7th Roundtrip and activate the two trains needed to restore the 7th Roundtrip when equipment is available

Existing Equipment

The San Joaquins and Capitol Corridor currently share a combined fleet of 13 F59 PHI Locomotives, 10 Charger Locomotives, and 75 bi-level passenger coaches and cab cars. The San Joaquins also utilizes 8 State Owned Comet Car coaches, as well as 30 Venture Cars and two (2) F40 Cabbage cars (which the State leases from Amtrak). Comet cars are being phased out as Venture cars are deployed in revenue service. Venture cars are exclusively used on the San Joaquins corridor. The equipment identified above is referred to as the Northern California Fleet.

California Cars (Bi-Level Vehicles)

Historically, the San Joaquins primarily utilized bi-level California Cars. With the introduction of Venture cars, San Joaquins will primarily utilize single-level vehicles in the future. The bi-level equipment was purchased by the State in the 1990's for use on the three (3) California Intercity Passenger Rail Corridors. The Northern California bi-level fleet is shared between the San Joaquins and Capitol Corridor services to allow for maximum flexibility in seating capacity.

An essential feature of the bi-level coaches as well as the Venture cars is the ability for doors to be operated remotely on either side of the train from a single point of control. This feature allows the operator to maximize passenger flow in boarding and alighting operations and thereby minimizing station dwell time.

Comet Cars (Legacy Single-Level Vehicles)

The San Joaquins currently utilize one (1) Comet Car per trainset to meet BNSF's minimum axle count of 28 axles per train as required to mitigate the loss of shunt issues on the BNSF railroad, with one (1) Comet Car trainset available for use in an emergency. The Comet Cars are being removed from service as the new State Owned Venture Car sets are introduced and put into revenue service. The removal of Comet Cars from service in Northern California will allow the vehicles to be reallocated to Southern California for potential use on the LOSSAN Corridor.

Siemens Charger Locomotives

Caltrans procured 24 new Siemens Tier IV Charger diesel-electric locomotives, 10 of which were delivered for use in the Northern California Fleet. The 10 locomotives are shared between the San Joaquins and Capitol Corridor trains. The Charger Locomotives meet EPA Tier IV emission standards and are capable of operating at 125 mph in revenue service. These locomotives replaced P42 locomotives which were being leased from Amtrak. The remaining 14 Charger Locomotives are in revenue service on the LOSSAN Corridor in Southern California.

EMD F59PHI Diesel Locomotives

Caltrans owns 13 EMD F59PHI Diesel locomotives shared between CCJPA and SJJPA corridors. These locomotives are critical to the operation as they are the only locomotives capable of operating the San Joaquins corridor in high temperatures during summer months. SJJPA is concerned about the current state of the F59 fleet and working with Caltrans to ensure the prescribed overhauls are completed to reduce major in-service failures resulting in higher repair expenses.

New Equipment

Siemens Single-Level Passenger (Venture) Rail Cars

Caltrans in agreement with Sumitomo Corporation of Americas (SCOA) will provide 49 single-level rail cars for use on the San Joaquins Corridor in Northern California. Siemens Mobility, Inc. (Siemens) is the car builder of this contract. Delivery of these new cars began in March 2020 with the balance of the cars scheduled to be delivered in 2026. The structure and design of these new rail cars is based on the passenger cars being used on the Brightline Service, which runs between West Palm Beach and Miami in Florida. San Joaquins Venture Cars trainsets consist of six (6) cars each.

The first Venture Car train set went into revenue service in December 2023, with the 4th set anticipated to enter revenue service in mid-2025. The final Venture Cars will be delivered in early 2026, enabling all seven (7) trainsets to be available for revenue service in mid-2026.

Stadler Rail - H2 Flirt (Zero Emission Multiple-Unit (ZEMU)

Caltrans entered into an agreement with Stadler Rail USA to procure ten 4-car H2 Flirt trainsets to be utilized initially on the San Joaquins and then introduced onto various Passenger Rail Corridors in the State. These trainsets will be powered by hydrogen fuel-cell technology, which allows for zero tailpipe or point-source emission operation. The H2 Flirt's are scheduled to be completed and ready for testing in late 2027 and anticipated to be ready for revenue service in 2029. SJJPA staff is providing technical support to Caltrans during the development of the vehicle design, testing, commission and acceptance of the vehicles.

Accessibility of Equipment

While the mix of fleet deployed on the San Joaquins requires unique approaches to each trainset type, no person shall be denied access on the basis of physical ability. Accessibility features for bi-level coaches include onboard wheelchair lifts, two (2) designated spaces per train car for passengers in wheelchairs, and one (1) wheelchair-accessible lavatory on the lower level of each passenger coach.

Prior to the Covid-19 Pandemic, the State had deployed Comet Car trainsets on the San Joaquins. Since the Comet Car trainsets have high floors and do not have onboard wheelchair lifts, hand-cranked mobile wheelchair lifts are currently utilized to provide accessibility at all San Joaquins stations. Each single-level Comet Car coach has one wheelchair-accessible lavatory. Currently, the Comet Cars are deployed into service on the lowest ridership trains and will be phased out as Venture cars are deployed into revenue service. As with the Comet cars, the new single-level Siemens passenger rail cars have high floors and currently utilize the hand-cranked mobile

wheelchair lifts. However, SJJPA is currently working with the State and its consultants to explore more efficient ways to provide accessibility than the hand-cranked mobile wheelchair lifts. SJJPA and Caltrans are working together to construct temporary mini-high platforms at the existing stations to allow for level boarding on Venture Cars. Caltrans is working on the design of the portable bridge plate that will be stored on the cars. In addition, Siemens is working on the car-borne lift to test on one of the Venture Cars, with both solutions accommodating level-boarding. Further planning will need to be undertaken so that single-level rail cars are integrated effectively into the Northern California Fleet.

Passenger Information Displays and Wi-Fi

Currently, each passenger coach is equipped with electronic passenger information displays (PIDS) that provide the train number and destination, plus other public information. To ensure fast, reliable Wi-Fi service, the CCJPA is leading, and is responsible for, upgrading the system on the Northern California fleet, with all vehicles being upgraded, including Venture Cars.

Renewable Diesel Implementation

In coordination with Caltrans and CCJPA, SJJPA is helping meet California's Greenhouse Gas (GHG) emission reduction goals with renewable diesel being used exclusively in all the locomotives of the Northern California Fleet since May 2023.

SJJPA is also committed to utilizing renewable diesel in the bus fleets used to run the extensive San Joaquins Thruway Bus system. SJJPA has directed Amtrak to require use of renewable diesel in all future contracts with bus operators and renewable diesel has already been deployed on all routes.

Maintenance and Renovation

Caltrans, SJJPA, CCJPA, and Amtrak have been working on transitioning maintenance of the State-Owned Northern California Passenger Rail Equipment fleet to SJJPA, with numerous agreements required to facilitate the transition over the last two (2) years. Staff is also negotiating agreements with UPRR and Caltrain to allow for turnaround services to continue at the outlying locations for both the San Joaquins and Capitol Corridor services. The transition is scheduled to be completed prior to July 1, 2025.

The transition of maintenance responsibilities of the State-Owned Northern California Passenger Rail Fleet, consisting of 86 passenger rail cars, 24 locomotives, and two (2) Non-Powered Control Units (NPCUs), allows Caltrans, SJJPA and CCJPA to implement a more proactive maintenance program for the State-Owned passenger rail fleet in Northern California. This initiative covers both passenger cars and locomotives, aiming to enhance progressive maintenance, cleaning standards, equipment reliability, effective asset utilization, and uses the same model as Venture Cars with the Authority assuming oversight. The San Joaquin Regional Rail Commission, as SJJPA's Managing Agency, will provide the oversight to complete work on behalf of Caltrans, utilizing staff and existing third-party agreements as necessary under the previously approved Rail Maintenance Services Agreement. Much of the maintenance work and cleaning will be completed at the Oakland Maintenance Facility (OMF) with the equipment being rotated to the Stockton RMF only as needed.

With the introduction of the State-Owned Venture Cars, Caltrans entered into an agreement with SJJPA to perform all maintenance activities for these vehicles on behalf of the State. This includes conditional acceptance activities at the SJRRC Rail Maintenance Facility (Stockton RMF), and as Venture Cars enter revenue service. The daily inspections, cleaning, and maintenance of the vehicles will be completed in Oakland, Bakersfield, and Sacramento, while all federally required inspections and heavy maintenance will be completed at the Stockton RMF. SJJPA will continue management and oversight of Amtrak for the train operation portion of the Service.

Additionally, in 2023, Caltrans entered into an agreement with SJJPA on a Truck Overhaul Program for the 88 State-Owned Bi-level Passenger Rail vehicles, with work being done at the Stockton RMF. This program will overhaul the trucks, diaphragms, and coupler systems of the State-Owned vehicles.

Caltrans, Amtrak, SJJPA, and CCJPA have created a program for identifying overhaul projects to the existing fleet that will result in improved performance and reliability. For example, a midlife overhaul project on the existing State-Owned fleet of F59 Locomotives is anticipated to be advertised in the Summer 2025.

Caltrans recent procurement of ZEMUs for operation on the Valley Rail Project, between Stockton and Natomas and ultimately between Merced and Natomas, requires further modification to the Stockton RMF to accommodate the hydrogen technology of the vehicles. In particular, ZEMUs often require overhead maintenance work due to vehicle designs accommodating hydrogen technologies, in contrast to work currently performed underneath existing equipment at the Stockton RMF. The engineering and development of facility modifications to the Stockton RMF is contingent on funding and direction from the State of California.

4. OPERATING PLAN AND STRATEGIES

SJJPA is in the process of a significant optimization and expansion effort of the San Joaquins Service. SJJPA is pursuing a notable increase in the frequency of the San Joaquins between Sacramento and the San Joaquin Valley. This aggressive program (the details of the Valley Rail Program is mentioned in Chapter 5) is needed to serve existing market demand (to capture a larger share of the business and leisure travel market to/from Sacramento) and to enable the San Joaquins to provide better connectivity to the HSR infrastructure under construction in the San Joaquin Valley. The most immediate priority for the expansion of service is the implementation of the 8th and 9th Daily Roundtrips. Details about capital improvements associated with the 8th and 9th Daily roundtrips can be found in Chapter 5, along with information on the joint SJJPA/San Joaquin Regional Rail Commission (SJRRC) 2018 Transit and Intercity Rail Capital Program (TIRCP) Valley Rail grant application, which was successful in funding this expansion of service.

SJJPA introduced a new schedule in Spring 2019 which returned the San Joaquins to full-corridor service for seven (7) daily roundtrips and initiated a “slotted” schedule and distributed pad-time for improved on-time performance. In terms of optimizing operations, the slotted schedule SJJPA developed for Spring 2019 is based on a bi-hourly pulse system, providing statewide connectivity and consistent service frequency throughout the day. The pulse approach not only allows for improved service but is also more effective operationally and makes better use of infrastructure investments. The schedule results in a fixed interval between trains, and symmetrical northbound and southbound operations that reduce the number of locations needed for passenger-on-passenger train meets. BNSF simulations show high on-time performance with this schedule.

Due to the COVID-19 pandemic, San Joaquins service was reduced from seven (7) daily roundtrips to four (4) daily roundtrips. Since October 22, 2021, the San Joaquins has been operating six (6) daily roundtrips. The 7th daily Roundtrip is anticipated to be reintroduced in 2025. The reintroduction of the 7th Roundtrip is a restoration of pre-pandemic service levels and not considered start of new/expanded service – the restored 7th Roundtrip will adjust the bi-hourly pulse to optimize Thruway Bus (Route 1) connections to the Pacific Surfliner service based on the spring 2025 service change implemented by LOSSAN, improve the scheduling of Sacramento trains, and seek to minimize chronic freight conflicts impacting the morning southbound departure from Sacramento. SJJPA’s previous plans for increased service speeds and reductions in operating time remain on hold while the service builds back ridership and revenue. SJJPA will continue to advance efforts to improve on-time performance once the 7th Roundtrip service is restored. Full implementation of the 7th Roundtrip will require delivery and deployment of additional new Venture Car trainsets as described in the equipment sections of the Annual Business Plan.

To enhance the current service of the San Joaquins, SJJPA is committed to working with CalSTA, Caltrans, CCJPA, LOSSAN, SJRRC, Amtrak, BNSF, UPRR, and regional and local transit providers to improve connections to local/regional transit service to trains and connecting bus service along the San Joaquins Corridor. To help achieve this, SJJPA will coordinate through the San Joaquin Valley Regional Policy Council Rail & Transit Working Group to initiate the San Joaquin Valley Network Integration Study and TOD Action Plan (funded through a Sustainable Transportation Planning grant awarded by Caltrans in 2024), which aims to assist in coordinating improved communications and connectivity. SJJPA will also work to optimize the San Joaquins Thruway Bus services by implementing the provisions of SB 742 (Allen), adjusting routes to promote higher ridership and be more cost-effective, and pursuing partnerships with public and private bus operators to reduce operating expenses and increase ticket revenue. SJJPA has scoped and will complete a Thruway Network Optimization Study in 2025, which will be coordinated with Caltrans Division of Rail staff to provide alignment with statewide intercity bus network planning.

The CHSRA’s 2024 Business Plan anticipates HSR operations beginning on the Merced-Bakersfield HSR EOS by 2030 - 2033. SJJPA is working with CHSRA, CalSTA, Caltrans, and SJRRC so improvements and service expansions for the San Joaquins and ACE services integrate with initial HSR service in the San Joaquin Valley, as well as HSR service extensions beyond the San Joaquin Valley. SJJPA is also working in partnership with CHSRA and CalSTA towards the goal of SJJPA being the operating agency for the Merced-Bakersfield HSR EOS.

FY 2024/25 and FY 2025/26 Operating Plan

The FY 2025/26 and FY 2026/27 operating plan for San Joaquins includes the return of full-corridor service for seven daily roundtrips.

Service Pattern in FY 2025/26 and FY 2026/27

Northbound Trains:

Bakersfield – Sacramento: 2 daily trains

Bakersfield – Oakland: 5 daily trains

Southbound Trains:

Sacramento – Bakersfield: 2 daily trains

Oakland – Bakersfield: 5 daily trains

Operating Plans Beyond FY 2026/2027

Commencement of the 8th and 9th Daily Roundtrips

Beyond FY 2026/27, SJJPA plans to launch the 8th and 9th Daily Roundtrips. This expansion of service will increase the total number of daily Roundtrip trains serving Sacramento from two to four (while maintaining five daily roundtrips to the Bay Area). Both roundtrips serving Sacramento are expected to initially originate/terminate at the San Joaquin Street Station in Stockton and will serve as connecting trains (with a timed transfer) for passengers traveling on San Joaquin Valley – Bay Area trains. SJJPA plans to extend the 8th and 9th Roundtrips to Merced when operations on the High-Speed Rail Early Operating Segment are initiated – implementation of these roundtrips is dependent on completion of double platform projects at Modesto and Turlock-Denair by Caltrans. Ongoing coordination between SJJPA and Caltrans is needed to monitor the funding plan and schedule for delivery of these projects.

Between Sacramento and Stockton, two (2) of the four (4) daily roundtrips will utilize the UPRR Fresno Subdivision (which the San Joaquins currently use for service to the Sacramento Valley Station), while the other two will utilize the UPRR Sacramento Subdivision, a corridor currently not used by passenger rail services. While the Sacramento Subdivision does not connect to the Sacramento Valley Station, it does allow for the San Joaquins to provide service to six planned new stations, including four in Sacramento (Natomas, Old North Sacramento, Midtown, and City College), as well as in Elk Grove and Lodi. A shuttle serving the Natomas Station will also meet each San Joaquins train to provide a convenient connection to the Sacramento International Airport.

SJJPA long-range operating plans center on seeking capital and operational funding to greatly increase the frequency of San Joaquins trains between Sacramento and Merced, while maintaining adequate service levels to locations in the Bay Area. With these frequencies, the San Joaquins will be well-positioned to provide robust feeder service to future high-speed rail service between Sacramento and Merced, while truly transforming travel options between Sacramento and the San Joaquin Valley. SJJPA is also planning for expanding service north of the Sacramento Region.

Rail Operating Strategies

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA has implemented several strategies to improve the San Joaquins. Some of the strategies listed are being pursued with little or no additional resources.

Increasing On Time Performance (OTP)

SJJPA recognizes that on-time performance (OTP) is a cornerstone of reliable rail service and a key driver for attracting ridership, especially among business travelers. Through close collaboration with Amtrak, BNSF Railway, Union Pacific Railroad, and DB Engineering and Consulting, we continue to implement strategies to enhance punctuality and create a dependable experience for our passengers.

In FY 2022, OTP faced challenges due to third-party impacts such as trespasser interference and BNSF-managed maintenance activities, resulting in a decline to 76.3%. The following year, FY 2023, saw further challenges with unprecedented rainfall and runoff causing flooding and the reappearance of Tulare Lake along the Wasco-Corcoran route segment. This necessitated major track repairs by BNSF, reducing OTP to 64.5% for the year. Recovery efforts were swift, with repairs largely completed by early August 2023, leading to steady improvements. By December 2023, OTP reached 80% for the month, climbing to 84% for January 2024. These gains continued into FY 2024, with OTP improving to 74.2% for the year, reflecting our ongoing commitment to operational excellence.

To sustain this progress, SJJPA remains proactive in addressing challenges. Our strategies include regular conference calls with Host Railroads, Amtrak, and Caltrans to analyze delay causes, identify solutions, and prevent future disruptions. Looking ahead, SJJPA is committed to continuing to improve OTP, recognizing its critical role in supporting ridership growth and the economic vitality of the regions we serve.

Specific strategies for improving OTP include:

- Deployed a slotted/pulsed schedule with pad-time distributed throughout the route in coordination with CalSTA, Caltrans, Amtrak, BNSF and UPRR. SJJPA expects improvements to the pulse schedule pattern to be implemented with restoration of the 7th Roundtrip.
- Coordinating with the Host Railroads to bring dispatchers out to tour the San Joaquins Corridor and ride the trains to develop an understanding of the territory being dispatched.
- Working with the Host Railroads and Amtrak to identify capital and/or system improvements to improve on-time performance.
- Working with Host Railroads to develop strategies and incentives that will lead to improved OTP, including providing additional incentive-based access payments between SJJPA and the Host Railroads similar to what has proven to be extremely successful with the Capitol Corridor over many years.

Table 4.1

On-Time Performance of the San Joaquins (Based on Federal Fiscal Year)	
FY 2012	88.1%
FY 2013	77.7%
FY 2014	75.4%
FY 2015	73.6%
FY 2016	84.0%
FY 2017	76.6%
FY 2018	76.9%
FY 2019	66.9%
FY 2020	83.0%
FY 2021	84.6%
FY 2022	76.2%
FY 2023	64.5%
FY 2024	74.2%
Source: Amtrak, 2024	

Other Rail Service Coordination Strategies

- SJJPA will continue to evaluate existing train and connecting bus schedules and determine if there are potential changes which could improve ridership, revenue, and cost effectiveness. Schedule adjustments have the potential to improve the San Joaquins performance without additional resources.
- Assess operational impacts and potential schedule changes from the implementation of planned and potential new stations along the existing San Joaquins Route, including Oakley, and Madera.
- Represent the San Joaquins at quarterly Capital Improvement Team (CIT) meetings with the Union Pacific Railroad (UPRR). Operational issues encountered over the prior month and any upcoming capital and system projects that could affect train performance are discussed at these meetings.
- Participate in quarterly CIT meetings with the BNSF to discuss operational issues encountered over prior months and any upcoming capital and system projects that could affect train performance.
- Work with the Capitol Corridor JPA, LOSSAN JPA, and Caltrans to provide improved connections to the Capitol Corridor and Pacific Surfliner, including initiation of coordination activities necessary to plan for bus connections to the Pacific Surfliner at Newhall on the Antelope Valley line.
- In coordination with SJJPA and CCJPA, Caltrans completed a Project Study Report for a planned turn-around track improvement to enable either CCJPA or SJJPA trains to be turned at Martinez, providing operating flexibility to optimize capacity in the corridor between Martinez and Oakland. In 2025, SJJPA will continue to work with Caltrans and CCJPA to further advance an operating plan, funding plan, and timeline for implementation of the project.
- Coordinate with Caltrans to develop a Service Development Plan for the San Joaquin Corridor and planned extensions meeting State and Federal requirements for the FRA CID program (see Chapter 5).
- Continue regular coordination between SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority that was re-established in early 2025 on service planning, infrastructure development, and equipment interoperability for services in a universal passenger rail corridor over the Altamont Pass being developed as part of the Valley Link project.
- Historically, the Amtrak San Joaquins service has provided two (2) scheduled stops to Allensworth State Park for two (2) of their highly attended events, Juneteenth on the second Saturday in June and Rededication on the second Saturday in October. To account for passengers traveling from the Bay Area, train 710 has operated on an adjusted schedule. Additionally, limited train stops have been coordinated to support Black History Month. Groups of 15 passengers or more have also been permitted to book travel to Allensworth any time of the year through Group Travel and Kids 'n' Trains program.

Thruway Bus Operating Strategies

Thruway Bus service is a key component of San Joaquins operations, providing important connections to transit systems and tourist destinations, such as Yosemite, San Francisco, and Southern California. Additionally, many routes operate through rural communities, offering corridor-wide connections to San Joaquins trains. However, Thruway Bus service was restricted to ticketed Amtrak train passengers which results in underutilization of bus capacity and high operating costs. Opening key segments of Thruway Bus service to non-rail passengers could reduce operating expenses, increase ticket revenue, increase public and environmental benefits, and complement/augment local and regional bus services.

To accomplish this, SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. SJJPA is working in coordination with private intercity bus providers and public local and regional bus providers to implement the provisions of SB 742. SJJPA is also pursuing partnerships with public and private operators that would allow San Joaquins passengers to utilize intercity bus services of other agencies/companies, while allowing non-Amtrak passengers to utilize the same services. By increasing the load factor on connecting bus services (i.e.

the number of seats filled on each bus), SJJPA anticipates a pronounced reduction in operating expenses and higher ticket revenue. As required by SB 742, SJJPA submitted a “Report to the Legislature” on December 27, 2022, regarding the progress of the implementation of the provisions of this bill and its impacts on private intercity bus carriers which is available on the SJJPA website.

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

Shasta Regional Transportation Agency (SRTA) is planning a new express bus service (Salmon Runner) between Redding and Sacramento as part of the proposed North State Intercity Bus System. To fund the necessary capital investments (including several electric buses), SRTA received a TIRCP award in 2018. SJJPA, SRTA, and the Redding Area Bus Authority (RABA), have formed a partnership that would allow San Joaquins passengers currently traveling on Amtrak Thruway Buses from Sacramento to Red Bluff or Redding to utilize the new Salmon Runner service instead, which will provide much faster travel times between Sacramento and Redding as the new line would run along I-5 corridor rather than the more circuitous SR 99 corridor..

As a first step to this express service, SJJPA entered into an MOU with RABA in 2024 as the local transit operator to implement an interim service before the express route is operational. This interim service allowed for the service change for Route 3 at Chico to occur, with the RABA service continuing north to Red Bluff and Redding, and with the benefit to RABA of providing longer distance service as viable for their operations. The MOU between the two agencies outlines the parameters of SJJPA’s financial support, while ensuring San Joaquins passengers have seamless access/ticketing on the new RABA-run interim service and the future Salmon Runner service. SRTA recently completed a bus-rail study in 2025 that revisited and updated implementation planning for the Interstate 5 express bus service between Redding and Sacramento. SJJPA will continue to work with SRTA and RABA to plan for the Salmon Runner service to be implemented within the next 1-2 years.

Potential Partnerships with North Coast Stakeholders to Optimize Thruway Bus and Other Bus Services

Stakeholders in Marin and Sonoma Counties and farther north along the North Coast have expressed a strong interest in optimizing the Thruway Bus service (Route 7) that currently operates between Arcata and Martinez. SJJPA has engaged in initial discussions with representatives in various cities, State Senator McGuire’s office, and officials from Sonoma-Marin Area Rail Transit (SMART) on developing strategies for improving utilization of the existing Thruway Bus service and to provide connecting Thruway Bus service to SMART trains. In 2023, SJJPA, Greyhound, local/regional agencies and other interested stakeholders along the corridor completed work on a Caltrans led study for service integration and improvement along the North Coast (Route 7 Corridor) to increase the usefulness of intercity bus services and other connecting bus services in the North Coast Corridor. Based on the findings of this effort, SJJPA took action to open all bus stop pairs along Route 7 for bus-only ticketing.

Throughout 2024, SJJPA coordinated with stakeholders in Solano and Humboldt Counties to modify service in low ridership stops in Leggett and Laytonville, and eliminated the Great America stop in American Canyon. On September 20, 2024, the SJJPA Board voted to approve those changes that were made to help make Route 7 trips to Eureka faster and facilitate transfers with the Humboldt Transit Authority North State Express at Ukiah. In late 2024, SJJPA started engaging with transit partners to better coordinate local, regional, and statewide travel through Marin and Sonoma Counties. Through the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS), transit service should be streamlined to connect Bay Area riders to SMART trains and other local and regional partners.

In 2025, SJJPA will work to enhance transit access and integration by collaborating with Sonoma and Marin transit agencies through MASCOTS, as well as working with Caltrans and local and regional agencies along Route 7 to improve service and strengthen connectivity with other transit networks.

Implementation of SB 742 Provisions

SB 742 (Allen) was signed by Governor Newsom on October 8, 2019, and its provisions became law on January 1, 2020. The implementation of SB 742 needs to be phased in over time. SJJPA approved bus-only ticketing for Routes 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville) at the January

24, 2020 SJJPA Board Meeting and Route 1c (Bakersfield – West Los Angeles), Route 19 (Bakersfield – Inland Empire) and Route 40 (new route between Merced and San Jose) at the March 27, 2020 SJJPA Board Meeting. As specified in SB 742, before offering bus-only tickets on Thruway bus routes, SJJPA consults with and considers local and regional public transit operators to determine if a local or regional public transit operator can provide the planned service and attempt to avoid conflicts with existing public transit services. SJJPA also makes a good faith effort to coordinate with private motor carrier services to provide timely connections with intercity rail services, including agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing services. The implementation of SB 742 is expected to enhance existing intercity private bus services and to avoid damage to these services if possible. SJJPA's efforts to implement SB 742 are documented, presented, and available for public comment at applicable SJJPA Board Meetings.

Due to the COVID-19 pandemic, implementation of SB 742 was put on hold to reserve seating capacity for train passengers while overall seating capacity was reduced on both trains and thruway buses at 50% of normal capacity. SJJPA continued with implementation of SB 742 in late 2021, after restrictions on seating capacity had been lifted and ridership was increasing. At the September 24, 2021, SJJPA Board Meeting, SJJPA took action to provide bus-only ticketing to the new Route 1c terminus stop at Santa Monica and received a report from staff on the status of SB 742 implementation. Bus-only ticketing was made available on most routes by December 2021 (1c, 7, 9, 10, 15, 16, 19, and 40). At the November 19, 2021, SJJPA Board Meeting bus-only ticketing was approved for Route 7 (Martinez – Santa Rosa – Arcata) for bus-pairs not served by Greyhound, and subsequently for all bus-pairs along Route 7 at the July 21, 2023 SJJPA Board Meeting. At the January 26, 2024 SJJPA Board Meeting, Route 3 stops were opened for all Redding and Red Bluff bus-pairs upon RABA implementing their operations of the route between Chico and Redding. Staff will continue working to open all bus-pairs for Routes 3 and 6. Route 3 in particular will remain a priority to open all bus stop pairs for bus-only ticketing regardless of the future operator. Approval for Route 1 is expected to be sought at future SJJPA Board Meetings, but this may occur after the focused work with RABA and SRTA for express service along the I-5 corridor.

Thruway Bus Changes to Create a More Cost-Effective Network

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

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

SJJPA intends to initiate connecting Thruway bus improvements tied to restoration of the 7th Roundtrip in FY 2025/26. Longer-term optimization of the Thruway bus network operated by SJJPA will be identified in the Thruway Bus Network Optimization Plan to be completed in coordination with Caltrans in this timeframe.

Coordination of Operations with Future High-Speed Rail Service

Recognizing the complimentary nature of the San Joaquins and the future high-speed rail system, a Joint Policy Statement was adopted by CHSRA, SJJPA, and Caltrans in 2013 to facilitate the cooperation and input of local communities on all decisions related to any changes in the San Joaquins and consistent planning between these agencies. As required by the enabling legislation for SJJPA, this 2025/26 SJJPA Business Plan Update is consistent with the 2024 California State Rail Plan (CSRP) and the CHSRA's 2024 Business Plan.

With California's phased approach to implementing the State's high-speed rail (HSR) project, conventional rail services are particularly critical to the success of the interim service of the proposed HSR system. The San Joaquins (including the Thruway Buses), with its desirable rail connectivity to the Bay Area, Sacramento, and the northern San Joaquin Valley, provides strong support for the proposed HSR Early Operating Segment (EOS), which would run from Merced to Bakersfield. With well over $30 billion being invested in the California HSR project between Merced and Bakersfield, the improvement and expansion of the San Joaquins as a feeder network should be a very high priority for SJJPA, California High-Speed Rail Authority (CHSRA), the State, the regions, and the FRA, in consultation with the BNSF and UPRR.

SJJPA, along with CalSTA, Caltrans, and the Central Valley Rail Working Group worked cooperatively on the CHSRA's "Merced to Sacramento Connected Corridors North Study." The purpose of this study was to identify elements of an integrated investment program that aligns the goals of rail-planning efforts by SJJPA and the region more closely with the phased implementation of the High-Speed Rail (HSR) program. By collaborating to align regional goals, better passenger rail service can be delivered to the Northern San Joaquin Valley Region, from Merced to Sacramento, than would be possible with uncoordinated efforts. The Study concluded that an incremental and well-coordinated approach to service expansion and capital investment leading to full HSR deployment will allow the region to achieve better, faster, and more-frequent service, sooner than would occur if each agency pursued their interests independently. The Connected Corridors North Study and CHSRA's coordination with SJJPA resulted in an approach for phased regional investment which is fully consistent with SJJPA's planning for service improvements. This collaborative effort enabled CHSRA to strongly support the joint SJJPA/SJRRC 2018 TIRCP application for providing additional passenger service to Sacramento which will serve as a complementary "feeder" service to HSR and is an important first step toward bringing direct HSR service to Sacramento.

SJJPA strongly supports Governor Newsom's and CHSRA's proposed Merced-Bakersfield HSR EOS with intermediate stops at Fresno, Madera, and Kings/Tulare. SJJPA has been working with SJRRC, CHSRA, Caltrans, CalSTA, and the CHSRA's Early Train Operator (ETO) on planning for integrating the San Joaquins and ACE services with the Merced-Bakersfield HSR EOS. Both the San Joaquins and ACE rail services would directly connect with HSR services at a multi-modal station in downtown Merced. For the San Joaquins, this will require a new track connection between the BNSF and UPRR mainlines known as the Merced Intermodal Track Connection (MITC) Project (see Figure 4.1). In coordination with CHSRA and the City of Merced, the proposed multi-modal station at Merced would be elevated and have a western boundary at "R" Street. SJJPA is taking the lead in the environmental clearance/detailed design for the MITC Project (CHSRA is environmentally clearing the Merced Multimodal Station). To most efficiently integrate the San Joaquins and the EOS HSR service, Merced will become the southern terminus for San Joaquins rail service once operations begin on the HSR infrastructure which is anticipated between 2030 - 2033. SJJPA is coordinating with SJRRC to plan and environmentally clear a layover and maintenance facility for ACE and San Joaquins services in Merced as part of the MITC Project (see Figure 4.1). The environmental review process for MITC formally began on January 5, 2023, with the release of the Notice of Preparation (NOP), the draft EIR was released for public comment in July 2024, and the Final EIR will be adopted in 2025. More information for this important project is available on the SJJPA website.

In partnership with CalSTA and CHSRA, SJJPA has taken the lead on the Madera HSR Station implementation in advance of the initiation of HSR EOS service (when the San Joaquins truncate at Merced). The Madera HSR Station was a late addition to the HSR system by CHSRA in 2016. As a result, this station was not environmentally cleared by CHSRA, nor was it included in the CHSRA funding plans. SJJPA has accepted the responsibility to environmentally clear, secure funding, and implement the Madera HSR Station. SJJPA is implementing the Madera HSR Station in three distinct phases. The first phase is to relocate the existing San

Joaquins Station to a new location on the BNSF line in the vicinity of Avenue 12. The second phase is to implement the improvements needed for the station to become the Madera HSR Station for the EOS – this includes the HSR platform on the east side of the mainline HSR tracks, HSR stopping track that connects to the mainline tracks, expanding the access road to the station, and constructing additional parking. The third phase (Full Build Madera HSR Station) is to build the HSR platform on the west side of the mainline HSR tracks, HSR stopping track that connects to the mainline HSR tracks, and a pedestrian overcrossing to connect the two side platforms. SJJPA completed CEQA for the first two phases in early 2021. Construction of the relocated Phase 1 San Joaquins Madera Station is anticipated to begin in 2025. SJJPA worked with CalSTA and Caltrans to secure the $134 million in funding necessary for Phase 2. In partnership with Caltrans, SJJPA was able to get $80 million included in the 2024 Interregional Transportation Improvement Program (ITIP) for Phase 2 and was awarded $54 million by the FRA to complete the Phase 2 project.

The San Joaquins and ACE rail services will be key feeder services for the Merced-Bakersfield HSR EOS, providing important connectivity to the Northern San Joaquin Valley, Sacramento and to the Bay Area. In addition, the extensive San Joaquins Thruway Bus Network, will provide equally important connectivity to Southern California and the rest of the state (see figure 4.2). The initiation of the Merced-Bakersfield HSR EOS will lead to substantially improved intercity passenger rail service throughout California, with much higher frequencies of service, shorter travel times, better on-time performance, reduced emissions and GHG, improved safety, higher ridership and reduced state subsidies. SJJPA is committed to continuing to work with CHSRA, Caltrans, CalSTA and SJRRC to implement a fully integrated statewide intercity service which utilizes the HSR infrastructure between Merced and Bakersfield that will bring great benefits to the state, demonstrates electrified HSR operations, and leads to the expansion of the statewide HSR network. To help move the implementation of HSR in California forward, SJJPA approved an initial MOU with CHSRA and CalSTA at the November 20, 2020 SJJPA Board Meeting in which each agency committed to working toward the goal of having SJJPA be the operating agency for the Merced-Bakersfield HSR Interim Service.

Key points from the MOU include:

- CHSRA would be responsible for implementing and providing access to, and maintenance for the HSR infrastructure (including track and railway systems, bridges, platforms) and HSR trainsets;
- SJJPA would act as the operator (indirectly, by contract) of the Interim HSR Service. SJJPA will identify and propose a delegate “Operator”, to be approved by CHSRA, to operate trainsets and stations;
- SJJPA would pay CHSRA a System Access Fee for usage of CHSRA infrastructure and related assets in an amount sufficient to cover the portion of CHSRA’s maintenance and overhead costs that are related to the Interim Service;
- SJJPA would work to have a joint Operator for ACE, San Joaquins and HSR;
- CalSTA will work with SJJPA on the best approach for its business plan under this new model. CalSTA will review and approve SJJPA business plans that include plans and budgets for SJJPA to operate Related Services after ensuring that all legal requirements have been met.

In FY 2025/26, and FY 2026/27, SJJPA will continue to work with CHSRA and CalSTA on more detailed agreements, and planning for network integration, interim HSR stations and connectivity, and service operations for the Merced-Bakersfield HSR EOS. In FY 2022/23, SJJPA received funding needed to environmentally clear (CEQA & NEPA) the full-build Madera HSR Station and is the CEQA lead for this effort that began in 2023, with the draft EIR is expected to be released in the spring of 2025. SJJPA is requesting $500,000 in FY 2025/26 to complete full-build Madera HSR Station CEQA/NEPA and 15% design.

SJJPA continues to execute its tasks related to the joint SJJPA/CHSRA/CalSTA MOU. SJJPA has initiated several coordinating tasks and projects to ensure that progress is made over time with the strategic goal of being prepared to operate initial Central Valley Segment operations. Tasks and projects underway and requiring funding include:

- Ticketing Integration – Technical to support to prepare ticketing for San Joaquins which builds upon work by SJRRC for ACE. Coordination work between SJJPA and CHSRA to prepare technical ticketing documents to support fare integration and ticketing integration in the future.

- Preparations for Universal Operator – Work to prepare for Universal Operator consistent with the intentions of the SJJPA/CHSRA/CalSTA MOU.
- Support for Grants to Complete Capital Program and Operations – Support to continue to apply for grants and various funding opportunities related to completing the capital projects, procuring and upgrading equipment/facilities, and securing operating funds necessary to deliver the joint service plan. The support also includes grants management and compliance post-award.
- Operational Preparedness Support – As SJJPA prepares to perform operational oversight, technical support is required to ensure operation preparedness is structured and progressing, including coordination support with CHSRA, CalSTA, Caltrans, and ETO.
- Service Plan Coordination – As SJJPA continues to oversee the delivery of the San Joaquins future expanded service, the Service Plan Coordination initiative will work toward the necessary coordination tasks to prepare the San Joaquins are prepared to initiative coordinated service with other partners.
- Product and Market Development – In preparation for High-Speed product introduction, planning work is required to establish appropriate passenger experience and necessary market development insight to maintain service continuity and potential advanced market stimulation.

Table 4.2

High Speed Rail/Early Train Operator Coordination Support (FY 2024/25 - FY 2026/27)			
Expense Category	**FY 2024/25 (Approved)**	**FY 2025/26 (Requested)**	**FY 2026/27 (Projected)**
ZE Transition Plan	$400,000	-	-
Ticketing Integration	$600,000	$250,000	$250,000
Preparations for Universal Operator	-	-	$800,000
Service Plan Coordination	-	$500,000	$500,000
Grants Support	$900,000	-	-
Operational Preparedness	-	-	$700,000
Product and Market Development	-	-	$700,000
Total	**$1,900,000**	**$750,000**	**$2,950,000**

Figure 4.1 – Merced Intermodal Track Connection (MITC) Project

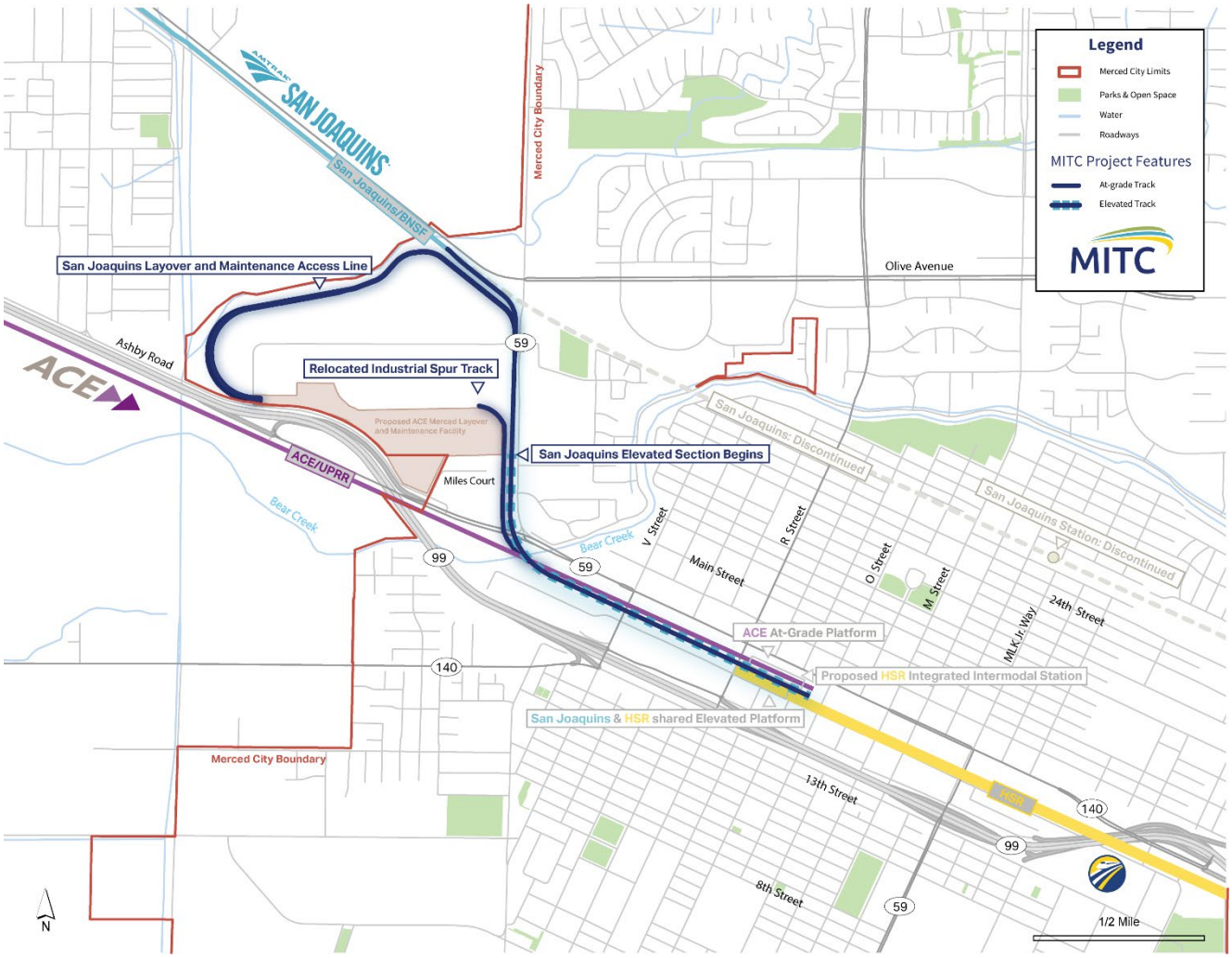


Figure 4.2 - Statewide Intercity Rail and Thruway Bus Network



5. SHORT-TERM AND LONGER-TERM CAPITAL IMPROVEMENT PROGRAMS

A key goal of SJJPA is to build upon the State's efforts to improve the performance and increase the frequency of the San Joaquins and expand ridership through increased awareness of the service and the development of new ridership markets. In 2018, the Transit and Intercity Rail Capital Program (TIRCP) awarded the San Joaquin Regional Rail Commission (SJRRC) and SJJPA $500.5 million in funding for the joint "Valley Rail" program. Valley Rail is an integrated expansion of San Joaquins intercity and Altamont Corridor Express (ACE) commuter rail services. As part of Valley Rail, SJJPA has developed an "Estimated 10-Year Capital Improvement Program" to expand the capacity of the San Joaquins Corridor and prepare the San Joaquins to best complement and integrate with future HSR service. This chapter details SJJPA's strategies to deliver the Valley Rail Program to expand the capacity of the San Joaquins corridor, as well as identifying specific projects in SJJPA's Short-Term and Longer-Term Capital Programs.

The Valley Rail Program

Valley Rail improves geographic equity by better connecting the Central Valley counties of Sacramento, San Joaquin, Stanislaus, and Merced to not only each other, but also to the Bay Area. With future High-Speed Rail connections, first between Merced and Bakersfield, and then to San Jose, Valley Rail is poised to become a crucial link to the greater California passenger rail network. This transformative, megaregional project helps further the State's vision for an integrated rail network, with enhanced Thruway Bus connections, and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California. Valley Rail implements new daily roundtrips for the San Joaquins service to better connect San Joaquin Valley travelers with the Sacramento Area, and an extension of ACE between Sacramento and Merced.

Challenges Associated with the Implementation of the Valley Rail Program

Scope and Scale - The size and complexity of the Valley Rail Program, built within the confines of the freight railroad right of way, is unprecedented in the Central Valley. The capital improvement program, including planned extensions, currently consists of 78 projects, totaling approximately $3.5 billion. Many utilities exist within the freight rail corridors due to their linear nature and thus require miles of relocation to accommodate the new track necessary for passenger service. The sheer volume of engineering submittals, utility reviews and relocations, and construction contracts is an immense challenge not just for SJJPA, but all associated stakeholders.

Schedule Delay - The Valley Rail Program consists of several project segments that improve rail service on ACE and the San Joaquins for the San Joaquin Valley, Sacramento, and the Bay Area. The project segments include Lathrop to Ceres Extension, Sacramento Extension, Ceres-Merced Extension, Stockton Diamond Grade Separation, the Merced Intermodal Track Connection (MITC) project, Madera HSR Station, and Oakley Station. Thus, simultaneous reviews and approvals are required by UPRR and BNSF for the entire Valley Rail Program.

At the beginning of the program, the project delivery schedules assumed engineering review and approval times consistent with historical project timelines when SJJPA was implementing only two (2) to three (3) projects at a time. Since then, the program has expanded to include many more projects, with the quantity of design review submittals increasing proportionally. In 2024, the Valley Rail Program submitted 152 design packages to the host railroads, and in 2025 the program expects to submit 180. This high volume of design review submittals is being reviewed by firms with finite staff capacity, and delayed reviews have impacted the delivery schedule of the entire Valley Rail Program. Despite this challenge, the Valley Rail program staff have worked proactively with contracted design firms and the host railroads to reduce the average submittal review duration by 48% between 2023 and 2024, from 62.5 days to 32.7 days.

The delays in getting final design approved for utility relocations has caused a negative impact on nearly all projects within the Valley Rail Program. Many of the utilities that are being relocated are well over seventy-five years old and are layered and integrated among, and within each other. Redesigning these utilities has been more time consuming than anticipated. The speed of utility relocation is entirely subject to the utility owner's control. Again, due to the large number of projects and submittals occurring simultaneously, it is a challenge for the companies to perform so many reviews and/or designs in a timely manner.

Cost Increase - Many projects experienced significant cost increases in the design phase. Over the past few years, UPRR and BNSF have modified their design standards for track, sidings, platforms, and layover facilities. Additionally, the host railroads require that their operations are not constrained by project delivery, leading to complex phasing of construction projects to avoid impacts. These design and construction standards are requirements with which SJJPA must comply and changes are not negotiable. This has resulted in cost increases and the need to request supplemental funds to comply with the new design standards.

Since the pandemic, inflation has also increased the cost of all phases of Valley Rail projects, but the impact is even greater for the construction phase. The cost escalation from supply chain issues, labor costs, labor shortages, reduced competition (specifically in rail industry), and rising interest rates are a well-known challenge across many different industries and are being discussed and evaluated nationally and globally in many forums. Inflation has risen by approximately 30% cumulatively, since the onset of the pandemic in late January 2020. Figure 5.1 below shows this cost escalation from the past 10 years, as reported by the U.S. Bureau of Labor Statistics.

Figure 5.1: 10-Year Construction Materials Cost Escalation



These Challenges associated with schedule delays and cost increases contribute toward a substantial increase in the FY25/26 funding request, as outlined in Chapter 10. SJJPA acknowledges and understands that given the constraints with the state budget, the full requested amount may not be provided. SJJPA will continue to work with CalSTA, Caltrans and other funding partners to pursue supplemental and new funding opportunities to capitalize professional services and administrative costs necessary to deliver the Valley Rail Program.

Coordination with San Joaquin Regional Rail Commission (SJRRC) for Valley Rail Program Delivery

As previously stated in Chapter 1, SJRRC serves as the Managing Agency for SJJPA and provides the staffing and consultants necessary to oversee planning, operations, and project delivery related to the San Joaquins. In addition, SJRRC is designated as the lead agency to secure and administer funding, negotiate with the host railroads, and execute all contracts in the shared service corridor between Stockton and Natomas. This helps mitigate any schedule delays on the agency side by eliminating the need for multi-agency approvals for the numerous project contracts and submittals. Additionally, SJRRC established a Valley Rail Stations and Facilities Committee to further streamline the Board actions on project delivery. This four-member Committee includes two (2) members from SJRRC Board and two (2) members from SJJPA Board, representing Sacramento, San Joaquin, and Stanislaus Counties and is empowered to approve all strategies and contracts related to the engineering and construction within the shared services corridor. SJRRC has also built up a dedicated Capital Project Delivery Team consisting of in-house staff as well as seconded staff to focus solely on the Valley Rail Program and support the Stations/Facilities Development Committee. In FY 25/26, more key staff will be added to the Capital Project Delivery Team.

Figure 5.2: San Joaquins Train at Fresno Station



Valley Rail Planned 10-Year Capital Improvement Program

In coordination with the State, BNSF, and UPRR, SJJPA is in the process of implementing its planned 10-Year Capital Improvement Program, which will transform the San Joaquins Corridor into one that will not only vastly improve intra-Central Valley and inter-Central Valley-Bay Area travel, but also performs as an efficient feeder service to the State's future high-speed rail (HSR) system. The improvements for this program will benefit multiple agencies and other rail services, including freight, and are consistent with the 2024 California State Rail Plan and the 2024 CHSRA Business Plan. A major feature of the Valley Rail program is the creation of a new passenger rail corridor along UPRR's Sacramento Subdivision between Sacramento and Stockton, on which San Joaquins trains are envisioned to share tracks and stations with the ACE rail service. Improvements associated with Sacramento Subdivision are consistent with CHSRA's Connected Corridor North Study to bring early implementation of HSR to Sacramento. The Valley Rail 10-Year Capital Improvement Program also maintains and optimizes service to the

Bay Area and improves safety and security along the San Joaquins Corridor. This program of improvements is designed to allow for seven (7) intercity Roundtrips from Sacramento to Merced, enable increased intercity service to the Bay Area on the existing San Joaquins route and via the Altamont Corridor, extend some service north of Sacramento to Chico, and provide direct connectivity with the Merced-Bakersfield HSR Early Operating Segment along the BNSF route through the implementation of the MITC Project.

Elements of the Valley Rail 10-Year Capital Improvement Program include:

Corridor Capacity Enhancements for Additional Daily Roundtrips: This program includes the improvements needed for the 8th and 9th Daily Roundtrips, which are detailed in the Short-Range Capital Improvement Program. It also includes improvements for additional Roundtrips to enable eight (8) daily intercity Roundtrips between Sacramento and Merced and additional intercity trips to the Bay Area, which are discussed in the Longer-Term Capital Improvement Program. SJJPA completed a service planning study in early 2025 at the request of BNSF for service above seven (7) Roundtrips, which clarified infrastructure requirements for service up to nine (9) Roundtrips, subject to review and microsimulation modeling by the railroad.

New Maintenance and Layover Facilities: To support the 8th and 9th Daily Roundtrips, two (2) layover facilities will be needed as part of the Short-Term Capital Improvement Program. To provide additional service between Sacramento and Merced (eventually hourly), a new maintenance facility, and an expanded Stockton Regional Maintenance Facility, will be needed as part of the Longer-Term Capital Improvement Program.

Safety and Improvements: SJJPA is in the process of planning and implementing projects that will improve safety throughout the San Joaquins Corridor, including station lighting upgrades, improved pedestrian crossings at the tracks, new fencing along sections of the corridor with high incident rates, etc. Additionally, SJJPA is working with Amtrak and the host railroads to reduce trespasser and vehicle/crossing incidents along the corridor.

New Stations: As part of the 8th and 9th Daily Roundtrips and establishing service along the Sacramento Subdivision, the SJJPA is currently working to implement up to six (6) new stations north of Stockton, including Lodi, Elk Grove, and four (4) in Sacramento (City College, Midtown, Old North Sacramento, and Natomas). A new station in Oakley is also being implemented, as is a relocated station in Madera. These are contained in the Short-Term Capital Improvement Program. New stations are also being planned for as part of any extension of service north of Sacramento (Plumas Lake, Marysville-Yuba City, Gridley, and Chico). SJJPA is also implementing numerous station enhancement and parking projects to bring about a high-quality passenger experience.

New Equipment: To enable additional Roundtrips and extensions of service, additional trainsets will be necessary beyond what is currently being procured by the State of California. In the Short-Term Capital Improvement Program, additional trainsets are included for the 8th and 9th Daily Roundtrips. To reach hourly service between Sacramento and Merced, additional train sets will be needed (see the Longer-Term Capital Improvement Program).

Service Extensions: In conjunction with the 8th and 9th Daily Roundtrips, SJJPA is working to extend service along the Sacramento Subdivision to new locations in Sacramento. Details are contained in the Short-Term Capital Improvement Program. In the longer-term, extensions north of the Sacramento Region (to serve Yuba, Sutter, and Butte counties) and to provide additional intercity roundtrips via the Altamont Corridor which would terminate at a new Union City/BART Station are being planned. A future extension of service to the Oakland Coliseum/Airport will also be considered as a longer-term possibility.

During implementation of this capital improvement program, SJJPA will continue to work with the State to:

- Secure funding for cost escalation and future projects;
- Prioritize the delivery of key projects;
- Minimize the construction impacts of projects;
- Maximize the benefits of projects on overall service performance; and

- Coordinate with CHSRA regarding MITC Project and Merced Intermodal Station, the Madera Relocated Station, and grade separations or improvements being done to the BNSF track as a result of the implementation of the initial construction of the HSR system.

The Estimated 10-Year Capital Improvement Program consists of a Short-Term Capital Improvement Program (0-5 years) and a Longer-Term Capital Improvement Program (5+ years), both of which are detailed below.

Valley Rail Short-Term Capital Improvements

SJJPA is currently focused on implementing a substantial Valley Rail Short-Term Capital Improvement Program over the next five years. The Program contains four areas of improvement: 8th and 9th Daily Roundtrips based on the service plan requested by the BNSF Railway for service above 7 Roundtrips, Other Station Projects, and Corridor and Other Projects. Each of these four areas of improvement are described below and specific Short-Term project and costs are summarized in Table 5.1.

Table 5.1

San Joaquins Corridor - Short-Term Capital Projects ($ Millions Construction Year)					
Improvement Program/Project (0-5 yrs)	**Project Cost**	**Funding Secured**	**Funding Sources**	**Lead Agency**	**Status**
Short-Term Service Improvements					
Cabral Station Expansion	$18.02	$17.71	Measure K / SGR / SRA	SJJPA / SJRRC	Construction 2025
Minor Capital – Station/Service Enhancements	$.50	$.50	PTA	SJJPA	Ongoing Minor Capital
8th and 9th Daily Roundtrips					
Track Improvements - BNSF Stock. Sub	$35.76	$27.36	TIRCP / SRA	SJJPA / BNSF	Design Select Construction 2025
Valley Rail North (Stations/Track, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas)	$537.20	$415.21	TIRCP / SB132 / ITIP / STA / AHSC	SJRRC / SJJPA / UPRR	Design Select Construction 2025
Track Extension (RMF to Cabral Station)	$70.56	$24.05	Prop 1A / CMAQ / FTA 5307 / FTA 5309/ 2016 Earmark / Measure K	SJRRC / UPRR	On Hold
Modesto and Turlock-Denair Double Platforms*	Managed by Caltrans		ITIP	Caltrans / BNSF	Design
San Joaquin St. Layover Project	$8.10	$7.00	ITIP	SJJPA	Design Pending
Other Station Projects					
Madera Station Relocation/Expansion	$49.23	$49.23	TIRCP / SRA / SB125	SJJPA	Construction 2025
Madera HSR Station EOS Build	$134.53	$134.53	SB125 / MEGA / ITIP	SJJPA	Design
New Oakley Station Platform	$8.28	$8.28	TIRCP/SRA	SJJPA	Construction 2025
Hanford Station	$2.74	$2.64	SRA	SJJPA	Design
Corridor and Other Projects					
Stockton Wye	$18.71	$18.71	SRA	UPRR	Construction 2025
Platform Accessibility for High-Floor Cars	TBD	$0.50	STIP	Caltrans / SJJPA	Construction
Cal PIDS Replacement/Upgrade	$2.10	$0.70	CalOES / PTA	SJJPA / CCJPA	Design
Stockton Diamond Grade Separation	$501.00	$396.50	BUILD / ITIP / TCEP / TIRCP / SB132 / Measure K / CMAQ	SJRRC / SJJPA / UPRR / BNSF	Design Construction 2025
UPRR South Stockton Yard Crossovers	$17.00	$17.00	SRA / TCEP / TIRCP / UPRR	SJRRC / SJJPA / UPRR	Construction 2025
Stockton Rail Maintenance Facility Expansion	$30.23	$30.23	ITIP / SJJPA SRA / Caltrans SRA / Prop 16 / CalOES	SJRRC / SJJPA	Close-Out
Source: Caltrans Division of Rail and SJJPA, 2025.					

8th and 9th Daily Roundtrips

The deployment of the 7th Daily Roundtrip between Oakland and Bakersfield on June 20th, 2016 was the first step in increasing San Joaquins service frequency. The 7th daily round-trip was suspended during the COVID-19 pandemic and is scheduled to be reinstated in 2025. In the meantime, SJJPA is continuing to focus on improvements needed to increase service frequency to Sacramento. The next step is the implementation of the 8th and 9th daily roundtrips, which are initially planned to operate between Sacramento and Stockton. These trips will provide connections to Bay Area–to–Bakersfield trains and will later be extended to Merced once service begins on the High-Speed Rail Early Operating Segment.

Many of the required capacity improvements for the 8th Daily Roundtrip will be completed between Stockton and Merced within the next ten (10) years. These improvements consist primarily of double-tracking projects (see Table 5.2). There are also plans to install second platforms at four (4) stations over the next few years, which will reduce holdouts, thereby increasing capacity.

Determining improvements needed between Sacramento and Stockton for the 8th and 9th Daily Roundtrips has been more complicated. Running additional passenger trains on this section of the UPRR's Fresno Subdivision would be very difficult. Given this situation, SJJPA began exploring the option of utilizing the Sacramento Subdivision, a parallel UPRR-owned rail corridor to the west in coordination with CalSTA, CHSRA, Caltrans, SJRRC, and the Central Valley Rail Working Group. Feasibility studies by SJJPA/SJRRC and CHSRA determined that the Sacramento Subdivision was the most viable alternative for expanded passenger rail service from the San Joaquin Valley to Sacramento, and UPRR indicated there is potential to provide passenger service on this corridor. In 2017, SJJPA's Board adopted the Sacramento Subdivision as the preferred corridor to pursue future service expansion to Sacramento.

SJJPA was engaged in planning and environmental work to determine needed improvements to establish passenger rail service along the Sacramento Subdivision as part of the development of the 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application. SJJPA worked in partnership with SJRRC on the TIRCP application, as the SJRRC-managed Altamont Corridor Express (ACE) rail service would share the tracks and stations along the Sacramento Subdivision with San Joaquins trains between Sacramento and Stockton. On January 12, 2018, SJPPA and SJRRC submitted the joint TIRCP to CalSTA. On April 26, 2018, CalSTA announced that the SJJPA/SJRRC Valley Rail application was awarded $500.5 million to expand San Joaquins and ACE services.

The following improvements related to the 8th and 9th Daily Roundtrips (see Table 5.1) were developed and included in the TIRCP application:

- Track Improvements (UPRR Sacramento Subdivision);
- New Stations (six along the Sacramento Subdivision, including Natomas, Old North Sacramento, Midtown, City College, Elk Grove, and Lodi);
- Track Extension (Stockton Cabral Station to the ACE Maintenance Facility);
- Layover Facilities (in Natomas for the Northern Terminus, in Merced, and a temporary facility in Fresno for the Southern Terminus of the expanded service);
- TIRCP application also included Capital Access Fees.

Since the TIRCP funds were awarded, SJJPA-SJRRC has been moving forward toward constructing improvements and stations for the Stockton-Sacramento segment along the Sacramento Subdivision. These improvements will also lay the groundwork for additional Roundtrips to Sacramento in the future for the San Joaquins and ACE services.

On January 31, 2023, CalSTA awarded SJJPA and SJRRC an additional $142 million for the Valley Rail Program. These additional funds will ensure the completion of three (3) project areas, encompassing nine (9) individual components, including: (a) Natomas, Elk Grove, North Lathrop, Manteca, Modesto, Ceres, and Madera Valley Rail stations, (b) the Stockton Diamond Grade Separation, and (c) ACE platform extensions at Lathrop/Manteca,

Tracy, Vasco Rd, Livermore, and Pleasanton stations. The projects awarded funding in this TIRCP cycle received grants in previous TIRCP cycles. The additional state resources will help fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging significant federal and local investments.

Since 2023, the Valley Rail program has been awarded competitive grant funding from various sources, demonstrating the importance and viability of the program. SJJPA and SJRRC have been awarded an additional $290 million in state, local, and federal funds from 10 different sources. Federal funding consists of $55 million from the highly competitive MEGA Grant program for the Madera high-speed rail station. State funding included $85 million via ITIP, $71 million via TIRCP, and $38 million via TCEP, all for various projects. Local funding includes $13 million SB 125 funding from StanCOG for Modesto and Ceres stations, $13 million SB 125 funding from Madera CTC for the Madera station relocation and high-speed rail stations, and $14 million CMAQ funding from SJCOG for Stockton Diamond.

Other Station Projects

In addition to the station projects associated with the 8th and 9th Daily Roundtrips, SJJPA is currently involved in several other station projects.

Relocated Madera Station: SJJPA is working with CHSRA, Madera County, Madera CTC and the City of Madera to relocate the Amtrak station in Madera County. A new station location off Avenue 12 is being implemented to support the potential for greater ridership and transit-oriented development, improve connectivity and accessibility for transit and automobiles. The new station has been designed and environmentally cleared to enable future high-speed rail operations at this location. Funding for the Relocated Madera Station (Phase 1 for the Madera HSR Station) was included in the 2018 and 2023 TIRCP awards. SJJPA also worked with Madera County Transportation Commission (Madera CTC) to secure $12 million in SB 125 funding in early 2024 to account for cost escalation and fully fund this project. The formal CEQA environmental review process for the relocated station was certified at the January 22, 2021 SJJPA Board Meeting. Construction of the relocated station is expected to begin in 2025. While the CEQA process included clearance for the improvements needed for HSR Early Operating Segment (EOS), CHSRA requested that SJJPA take the lead in getting environmental clearance for the full-build Madera HSR station which began in 2023. CHSRA is expected to be the NEPA lead for this process using its NEPA delegation from the FRA.

New Oakley Station: SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be completing the design phase of the project in 2025. Construction is slated to begin for the Oakley Station Platform Project in mid-2025.

SJJPA included and was awarded the station platform and trackwork in its portion of the 2018 TIRCP application. City of Oakley is providing matching funds for parking and other station facilities.

Other Station Enhancement Projects Include:

- Lighting
- Signage
- Landscaping
- General repairs
- Parking

Corridor and Other Projects

Stockton Wye: This project will provide a new wye connector track between the UPRR Fresno Subdivision and the BNSF Stockton Subdivision, which will enhance train movement within the busy rail environment of Stockton. Construction will occur in conjunction with the Stockton Diamond Grade Separation project, as the wye is located in the northwest side of the existing diamond. This project supports SJJPA goals of increasing capacity in the San Joaquins Corridor and the frequency of San Joaquins trains.

Platform Accessibility for High-Floor Cars: With the historical operations of the single-level Comet Cars and the launch of the Siemens Venture Cars both of which have high-floors, SJJPA is working on solutions to improve the passengers' experience boarding/deboarding the cars that currently require the use of steep stairs. The high-floor cars limit accessibility and slow boarding, increasing the dwell time of trains at stations. To improve accessibility and speed boarding for existing and future high-floor passenger cars, SJJPA is currently working to install modular Mini-High Platforms (small sections of the platform that are raised to the same height as the high-floor rail cars and accessible via a ramp from the lower part of the platform) at all existing and planned San Joaquins stations. The stations on the BNSF corridor will be the first to be installed with the UP stations following behind as SJJPA continues to work through the installation designs with the railroad.

Stockton Diamond Grade Separation Project: This project elevates the UPRR Fresno Subdivision tracks over the BNSF Stockton Subdivision, where they currently intersect at the Stockton Diamond. This intersection is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. In partnership with the SJJPA, SJRRC and Caltrans pursued and received $120 million in state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. ITIP and SB132 funds support the environmental, detailed design and right of way. SJRRC certified the environmental impact report (EIR) on June 4, 2021. The EA for NEPA clearance was released on July 29, 2022, and was completed in August 2022. The project cost has increased significantly due to various factors, such as market escalations, longer project durations related to track and signal construction phasing, as well as municipal and third-party utility costs escalations. SJJPA was able to secure an additional $101 million from TCEP, TIRCP 2024, and SJCOG's CMAQ. However, the project is still not fully funded, and SJJPA plans to aggressively pursue additional funding prior to the allocation deadline/construction start date. Construction is expected to commence in the Summer of 2025 pending approval of all funding partners.

Cal PIDs Replacement/Upgrade: The legacy CA PIDS was originally implemented in the early 2000's, and both the hardware and software components of the system have reached the end of useful life. In 2019, SJJPA and CCJPA terminated its CalPIDS Agreement with Amtrak. SJJPA agreed with CCJPA's request to lead procurement of new PIDS hardware and software for multiple rail agencies in California. CCJPA has rescheduled the implementation of the upgraded CalPIDS system for the San Joaquins and ACE stations to begin in FY2025, instead of the originally planned FY2021. The upgrade is currently delayed due to the vendor selection process managed by CCJPA, impacting the overall project timeline and postponing the deployment of the enhanced passenger information systems. SJJPA understands how important the CalPIDS project is and will explore ways to expedite the project implementation.

Safety Improvement Projects (Lighting, Security Cameras, Fencing, At-Grade Crossing Safety Improvements, and Grade Separations): SJJPA will continue collaborating with Amtrak and the host railroads, UPRR and BNSF. This initiative aims to identify specific opportunities to enhance safety measures at designated locations and grade crossings. Our approach includes a comprehensive evaluation of existing grade crossings alongside analyzing traffic patterns. Potential improvements may involve upgrading signage, enhancements to visibility, installing advanced warning systems, and physical modifications to the crossings and access points. The primary objective of this initiative is to mitigate the risk of trespasser strikes and near misses, thereby improving public safety and identifying additional safety enhancements.

Accidents involving intercity passenger rail services and vehicles predominantly occur at "at-grade" crossings, where railroad tracks and roads intersect at the same level. There are hundreds of such at-grade crossings along the San Joaquin Route. SJJPA will conduct comprehensive risk assessments as part of our System Safety Plan and Risk-Based Hazard Analysis Program. We will collaborate with the Rail Commission Joint Safety Committee and establish small working groups comprising representatives from BNSF, UPRR, the Capitol Corridor Joint Powers Authority (CCJPA), Amtrak, and Caltrans to formulate a plan and establish priorities for at-grade crossing improvements.

This initiative will encompass an inventory of all previous incidents at grade crossings along the route, potential enhancements, and identifying key crossings that should be prioritized for future grade separation. Enhancements to grade crossings will contribute to increased safety and improve the operational efficiency of the San Joaquins and freight services.

Federal Railroad Administration Corridor Identification and Development Program

The Corridor Identification and Development Program (Corridor ID) will serve as the basis for prioritizing and funding intercity passenger rail projects included in the SJJPA capital program in future Annual Business Plans. The Corridor ID program was created by the Federal Railroad Administration (FRA) in 2023, which is a requirement of the Bipartisan Infrastructure Law to establish a pipeline of priority projects for federal funding of intercity passenger rail corridors. The program dedicates federal funding for distinct service planning, environmental review and preliminary design stages for corridors accepted by the FRA into the program, following an initial scoping stage to determine inventory and review the status of planning and project development activities in each corridor, and to determine the level of corridor readiness relative to program requirements.

FRA released a call for corridor nominations to be accepted into the initial Corridor ID Program in early 2023. Caltrans prepared and submitted an application on behalf of the SJJPA for the San Joaquins corridor, including extensions to Chico and Redding, which the FRA accepted into the program with an initial funding award to begin scoping the corridor for the program – all corridors were accepted into the initial program at the initial scoping stage, requiring participating States and corridor stakeholders to receive approval from FRA to advance into and complete subsequent Service Development Planning, Environmental, and Preliminary Design stages. The SJJPA will coordinate with Caltrans in 2025 to initiate development of an FRA-approved Service Development Plan that is expected to be complete by 2027.

Valley Rail Longer-Term Capital Improvements

SJJPA is developing a comprehensive program of improvements to increase the frequency of trains beyond the 8th and 9th Daily Roundtrips, reduce travel time, increase ridership, and improve service reliability of the San Joaquins. Longer-term improvements are identified below. The development of these projects will require further review by SJJPA and is subject to approval from the State, Union Pacific, BNSF, local and regional agencies, and other interested parties. In partnership with SJRRC, SJJPA is focused on delivering these improvements and service increases in advance of the initiation of service on the HSR EOS (now expected between 2030-2033).

Expanded Service between Sacramento and Merced

SJJPA aims to continue to increase intercity service between Sacramento and Merced. The purpose of this increase in frequency is twofold: 1) accommodate increasing demand for business travel and leisure day trips; and 2) provide a connection from Sacramento and Northern San Joaquin Valley to the high-speed rail system at the Merced Station. While improvements being planned as part of the 8th and 9th Daily Roundtrips will help prepare the corridor for the future, additional infrastructure projects will be needed for additional intercity Roundtrips providing connections to service being planned for the High-Speed Rail Early Operating Segment.

SJJPA has established a long-term goal of implementing up to 12 Roundtrips (service provided approximately every hour) on the San Joaquin Corridor. Capital requirements assumed for achieving this long term service goal include: increasing the capacity of Cabral Station in downtown Stockton, constructing the grade separation of the Stockton Diamond (i.e. the intersection of UPRR Fresno Subdivision and the BNSF Stockton Subdivision), construction of double-tracking projects as necessary based on the service plan for corridor expansion, the MITC Project to enable the multi-modal connection with the Merced-Bakersfield HSR Interim Operating Segment, construction of a new maintenance facility, and the procurement of additional rolling stock. One of the additional intercity Roundtrips is expected to utilize one (1) of the slots from the ACE extension to Merced along the UPRR

between Stockton and Merced. The full extent of improvements required to reach long-term goals are still being determined, which also assumes additional improvements and/or capital access fees along the Sacramento Subdivision. Optimization of both scheduling and equipment has the potential to reduce the need for physical infrastructure. In addition to optimization, capital access fees are being considered as an approach for implementing service in lieu of constructing infrastructure directly.

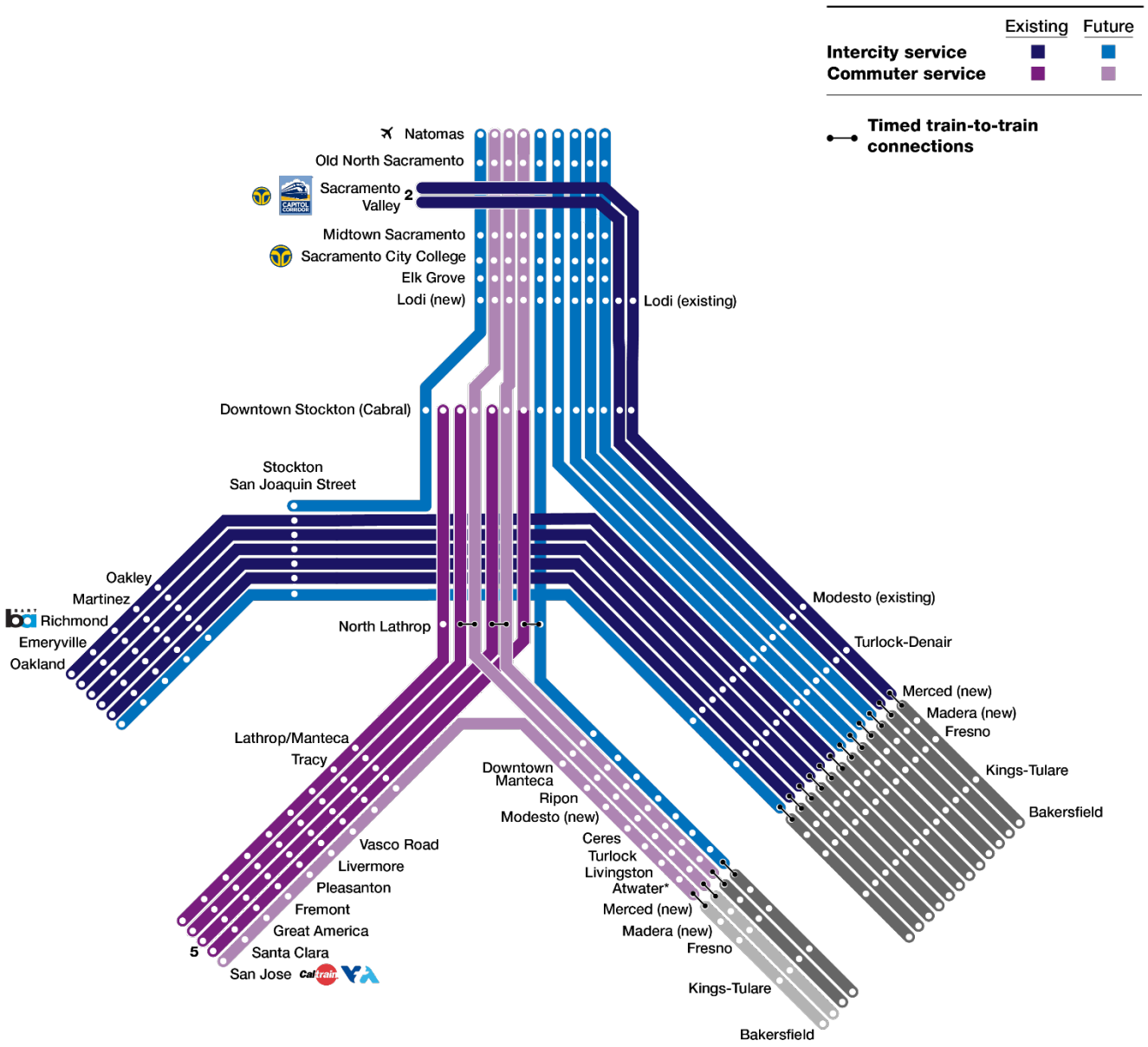
Corridor Capacity Enhancements between Stockton and Oakland

Additional track improvements between Stockton and Oakland would improve the reliability of the existing service as well as possibly allow for an increase in the number of daily Roundtrips from the five (5) that operate today. Caltrans has previously identified a variety of improvements between Oakley and Port Chicago that SJJPA is considering. Significant investment would also be required between Port Chicago and Oakland for improvements to allow additional train service to Oakland (from Martinez) for either the San Joaquins or Capitol Corridor. Additional specific projects still need to be identified to understand the full extent of the improvements needed. SJJPA will work with Caltrans, CCJPA, BNSF, and UPRR to determine the needs that remain beyond the current projects identified and will be continuing to work with CCJPA and UPRR on the Caltrans led study effort for determining what improvements would be needed in order to be able to make Martinez a future transfer station (so some additional Roundtrips might terminate at Martinez in the future). SJJPA is planning for one additional San Joaquins Roundtrip between Stockton and Oakland by the time the HSR EOS is operational (2030-33).

Merced Intermodal Track Connection (MITC) Project and Merced Layover

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

Figure 5.3: Estimated 10-Year Capital Improvement Program Service Goals



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

Beyond the 10-year planning horizon, SJJPA will consider pursuing an extension of the San Joaquins to Butte County (Chico). SJJPA partnered with the Butte County Association of Governments (BCAG), Caltrans, and SACOG on initial planning work that could lead to service north of Sacramento. The 2024 State Rail Plan identifies a San Joaquins Extension to Chico as a potential “long-term” expansion of the San Joaquins, and SJJPA is working with Caltrans, and local and regional partners to continue to further examine this possibility through the state’s Corridor ID planning effort. The Corridor ID effort will include investigating the infrastructure needed to allow for future service to directly link between Valley Rail service (and extended service to Chico) along the Sacramento Subdivision with Sacramento Valley Station (SVS).

As an expansion of the Valley Rail Program, SJJPA will continue to work with SJRRC, Caltrans and local and regional partners to plan for having some intercity service utilize the Altamont Corridor to bring additional

connectivity for the HSR EOS to Northern San Joaquin Valley and Bay Area markets (Southern Alameda County the Silicon Valley). Having intercity service along the Altamont Corridor has been a service expansion goal of the SJJPA for many years. SJRRC partnered with MTC and Caltrans on planning for the connection to Union City/BART, which is included in the 2024 State Rail Plan as a long-term project. In addition, SJJPA is coordinating with SJRRC, Caltrans District 10, San Joaquin COG, and the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link) on the potential for a new shared-use passenger infrastructure in the Altamont Corridor. SJJPA and SJRRC will also seek opportunities for private sector funding in the development of a substantially improved Altamont Corridor alignment.

In the future, SJJPA may consider an extension from the current terminus at Oakland Station to the Oakland Coliseum/BART Station (currently served by Capitol Corridor trains). Extending the service just five (5) additional miles to this station would provide another direct link between the San Joaquins and BART, as well as new connections to the Coliseum complex and the Oakland Airport via the BART to OAK Automated Guideway Transit service (formerly called the Oakland Airport Connector).

Another project that could be considered beyond the 10-year planning horizon is to consolidate Stockton's two (2) rail stations at Cabral Station, which would enable Stockton to be served by a single station, providing a safer environment for passengers, more secure parking, a direct connection to Sacramento – San Joaquin Valley trains, ACE commuter trains, and promote transit-oriented development. An alternative that could be investigated for Stockton is relocating the "San Joaquins Street" station to a location in the vicinity/east of the Stockton Diamond Grade Separation Project. This alternative would enable this relocated station to provide direct service to both the Bay Area and to Sacramento.

6. PERFORMANCE STANDARDS AND ACTION PLAN

Pursuant to AB 1779, the Secretary of CalSTA submitted a set of uniform performance standards on June 30, 2014, for all state-supported intercity passenger rail corridors. These standards require the administrators and operators of these intercity services to control costs and improve efficiency. SJJPA adopted the CalSTA performance standards on September 27, 2014.

CalSTA identified three (3) uniform performance standards measures to be used for the State supported intercity passenger rail services: usage, cost efficiency, and service quality.

Usage – measured by passenger miles and ridership.

Cost Efficiency – measured by farebox recovery and total operating cost per passenger mile.

Service Quality – measured by endpoint on-time performance, all-station on-time performance, and operator responsible delays per 10,000 train miles.

In support of the State's performance standards, SJJPA has developed measures to continuously monitor the financial, operational, and ridership performance, as well as outreach effectiveness of the San Joaquins. Additionally, SJJPA already has and will continue to develop strategies to maintain successful performance of the San Joaquins. Due to the COVID-19 pandemic, public transit across the United States has experienced a precipitous decline in ridership and revenue. In response to the COVID-19 ridership and revenue environment, SJJPA, along with CalSTA, Caltrans, CCJPA and LOSSAN JPA, have focused on monitoring performance of the intercity passenger rail system, developing strategies for cost control (including service ramp-up from suspensions), and continually moving the system toward ridership and revenue recovery. In addition to the CalSTA performance standards, SJJPA has focused on the environmental impact of the San Joaquins and its role in helping to create a more sustainable California. Increases in San Joaquins ridership benefit the environment by reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development. It is estimated that in FY 2019, San Joaquins passengers (including those on Thruway Buses) traveled over 240 million passenger miles, resulting in a significant net reduction in CO2 emissions. Starting in 2022, all new RFPs for the thruway bus program will require renewable diesel and all routes currently use either renewable diesel, or renewable diesel 99. Additionally, SJJPA has now fully transitioned to renewable diesel fuel in all locomotives, which further reduces emissions, while also looking ahead to the planned 8th and 9th Daily Roundtrips and other proposed service increases.

FY 2024/25 and 2025/26 Action Plan

For FY 2024/25 and FY 2025/26, SJJPA will continuously develop action plans with service criteria and objectives to increase ridership, control costs, improve quality, increase the benefits of the San Joaquins Corridor, and better integrate all corridor-serving public transit systems with the San Joaquins (including dedicated Thruway Bus services). Each action will be part of SJJPA's overall management of the San Joaquins as a transportation product in a highly competitive travel market. The following is a list of areas to be covered:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Plan to reinvest these savings to improve service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, EOS operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR EOS.

- Complete the environmental and detailed design work for the MITC Project.
- Coordination with Caltrans as an essential stakeholder in the Federal Railroad Administration's (FRA) Corridor ID Program for the intercity service envisioned in the SJJPA's 10-year capital improvement program, Valley Rail, and North Valley Rail.
- Support the California Integrated Travel Program (CalITP) efforts and the early deployment of a pilot program that would include California's intercity and commuter rail services.
- Implement Valley Rail improvements needed for the planned 8th and 9th Daily Roundtrips in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR EOS.
- Contribute to the ongoing fleet analysis being conducted by Caltrans, which is examining ways to maximize deployment and scheduling efficiencies along the San Joaquins and Capitol Corridors, allowing for increased capacity for rail service and more efficient utilization of equipment.
- Support state efforts to transition to a zero-emission fleet for rail services as the first corridor to run hydrogen-powered trains for intercity passenger rail service in the United States.
- Participate in the Statewide Working Group Fleet Management focus group that will address issues such as the retirement of the Comet Cars from regular service and the deployment of the new Siemens rolling stock (including any additional infrastructure associated with the new equipment).
- Continue SJJPA's Marketing and Outreach efforts.
- Develop the SJJPA Business Plan Update for FY 2026/27.
- Work with Caltrans and CCJPA to develop a funding plan and timeline for implementation for enabling trains to be turned at Martinez. Continue to coordinate with UPRR, BNSF, and Amtrak on schedule and train performance.
- Conduct market research to solicit feedback from passengers and potential riders to understand existing ridership markets and to identify emerging markets.
- Monitor and report on the status of Business Plan commitments.
- Continue to refine SJJPA's Capital Improvement Program.
- Work to improve coordination of fares and service schedules with connecting transit systems.
- Continue to evaluate measures to improve train and Thruway Bus performance, including modifications to existing service routes and opening more routes and city-pairs for bus-only ticketing.
- Coordinate with state and regional partner agencies to advance planning and implementation of express intercity bus service along the Interstate 5 Corridor between Redding and Sacramento to replace intercity bus connections operated by RABA between Chico and Redding.
- Implement a pilot program for an additional Thruway Bus route to serve passengers from Southern San Joaquin Valley and Southern California via Merced to Silicon Valley terminating in San Jose with stops at Los Banos and Gilroy.
- Continue to explore new partnerships with public or private bus operators and implement the provisions of SB 742 with the goal of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and encourage cities, regional governments, and transit agencies to pursue additional Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.

- Partner with SJRRC, SACOG, Sacramento Regional Transit (Sac RT) and the City of Sacramento on a grant-funded planning effort near the planned Old North Sacramento station of the Valley Rail Program to enhance connectivity and land use compatibility around this critical station area.
- Explore implementing a business class section and/or “Quiet Car” on trains.
- Work with Amtrak to increase performance tracking through detailed monthly reports on ticketing (including e-Ticketing), delays, and food service.
- Work with UPRR, BNSF, Amtrak, and the State to grow ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements.
- Continue planning and environmental work related to additional service to Sacramento in coordination with BNSF, UPRR, CHSRA, CalSTA, and the Central Valley Rail Working Group.
- Continue the deployment and marketing of new Venture Car trainsets.
- Coordinate with Caltrans and Amtrak to identify and implement equipment modifications to increase reliability, improve passenger amenities, and improve service.
- Coordinate with Caltrans and the Statewide Intercity Passenger Rail Working Group to identify rolling stock needed for increased service levels.
- Develop and work to establish a program to provide subsidies for residents of disadvantaged communities within the San Joaquins Corridor who cannot afford the regular fares.
- Continue to work with CHSRA, Amtrak, the City and County of Madera, and CalSTA to relocate the Amtrak Madera station at Avenue 12 (Madera HSR Station Phase 1) that would provide a seamless connection between the San Joaquins and future high-speed rail service, as well as improved access over the existing Madera Amtrak Station.
- Complete CEQA/NEPA clearance for the full-build Madera HSR Station (Phase 3). Continue to support Madera County and City of Madera efforts to carry out their successful Caltrans Sustainable Transportation grant award to develop a specific plan for the station area and much of southern Madera County.

7. ESTABLISHMENT OF FARES

SJJPA will work with Caltrans and Amtrak to develop fares, ensuring the service is attractive and competitive with other modes of transportation along the corridor. Available ticket types on the San Joaquins are one-way, round-trip, 10-ride tickets, and monthly passes. The multi-ride tickets, and tickets purchased by seniors, students, veterans, military personnel, the disabled, and children under the age of 15 are sold at a discounted rate. In February 2023, Amtrak removed the restriction of one discounted child per fare-paying adult. Now, children 15 and under are 50% off up to 7 children for a fare-paying adult. Additionally, Amtrak provides reduced fares for groups of more than 15 people. A “Friends and Family” discount program has been established for the San Joaquins, enabling small groups of two (2) to six (6) passengers to travel for less every day of the week with the exception of a few black-out dates during peak travel periods. Passengers that buy one full-fare ticket save 50% on up to five (5) companion fares with the Friends and Family discount.

In 2018, with an initiative aimed at upholding long-established discounts for riders, the three California JPAs (CCJPA, LOSSAN, and SJJPA) collaborated to create California Everyday Discounts. Seniors, students, military (veterans and active duty), and passengers with disabilities can receive a 15% discount for any trip across the three (3) services. This came after a decision from Amtrak to reduce the discount under their national tariff fares for these passenger types to 10%, which all three JPA’s were against. Since that time, the California Everyday Discount program remains well-supported by each agency and sees regular usage by passengers, despite the fact that they are required to use a discount code.

The current fare policy for the San Joaquins is reserved ticketing with no revenue management. The reserved ticketing policy requires a passenger(s) to purchase a ticket(s) for a specific train/thruway bus for a specific date of travel. Reserved ticketing helps operations better control the inventory of available seats to prevent standing conditions, especially during high traffic periods. The San Joaquins have a single, “one-bucket” fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance-based methodology with a descending per mile rate as the length of the trip increases. A 5% overbooking policy is in place so that no undue sold-out situations occur in short segments of the corridor. Reserved ticketing alerts ticket purchasers of “at-capacity” trains to help encourage them to purchase tickets for a less impacted train or another date.

SJJPA will investigate other opportunities to increase fare revenue, including but not limited to:

- Diversify product offerings by adding a Business Class;
- Institute regular fare increases;
- Promote and educate the community on use of bus-only trips in the corridors unlocked due to SB 742;
- Explore State or JPA controlled ticketing technology provided it can be incorporated into the Amtrak reservation and capacity technology;
- Continue and expand the transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services;
- Increase public awareness of the Service to increase ridership and revenue;
- Encourage new riders by promoting discounts for group travel and families;
- Partner with established events to promote untapped ridership (i.e. Battle of the Bay, Allensworth State Historic Park, Hanford Winter Wonderland, Farm to Fork, etc.); and
- Explore establishing a program to subsidize tickets for residents within disadvantaged communities along the San Joaquins Corridor who cannot afford to pay regular San Joaquins fares.

8. SERVICE AMENITIES AND FOOD SERVICE

The San Joaquins boasts many great amenities that are integral to the attraction, satisfaction, and retention of riders as they are key marketable features of the service that add value to the customer experience program. To align amenities with rider expectations and market availability, the SJJPA conducts ongoing research, surveys, and performance measurements to assess the overall health of the customer experience program as well as to identify opportunities to elevate the existing offerings. SJJPA collaborates closely with Caltrans, Amtrak, and the other JPAs to advance program initiatives that can be expanded throughout the state. The customer experience program includes service amenities such as:

- Complimentary Wi-Fi on Trains and Thruway Buses;
- Onboard Entertainment Package;
- Bicycle Storage;
- Comfortable and Versatile Seating; and
- Food and Beverage Service.

Onboard Wi-Fi and Entertainment

All coaches in the Northern California Fleet offer complimentary Wi-Fi to riders, allowing them the opportunity to remain productive during their trip, or explore the diverse entertainment media available via the Wi-Fi portal. The FY 20/21 Wi-Fi system upgrade allowed for the introduction of the portal which boasts content such as blockbuster films, television shows, digital books and magazines, as well as a marketplace to feature San Joaquins and partner promotions. Usage of the portal has seen a steady growth of about 15% for FY 24/25 compared to FY23/24. Management of the Wi-Fi service is performed in coordination with SJJPA, CCJPA, Caltrans, and contracted services. SJJPA is working with CCJPA and contractors to expand the entertainment package to Thruway Bus services as part of a pilot program.

Bicycle Storage

With many popular bikeable destinations located along the San Joaquins route, bicycle storage is promoted as an important amenity. Bi-level coaches have bicycle storage units that hold three bicycles on the lower level of the car. In addition, 14 first generation California Cab Cars (8300-series) have undergone a retrofit to hold 13 bicycles as opposed to seven (7) bicycles. The five (5) Surfliner Cab Cars (6000-series) have storage space for up to 13 bicycles in the lower baggage area. The Siemens Venture cars hold three (3) bicycles per train car in a convertible luggage storage rack.

Comfortable and Versatile Seating

The bi-level and Venture coaches feature comfortable seating that help distinguish train travel from other forms of transportation, offering passengers a travel experience without a middle seat, ample leg room, and plenty of overhead storage. Additionally, the San Joaquins provide free checked bag service at select stations for up to two (2) bags, and passengers permitted two carry-on and one personal item. With power plugs available at each seat, passengers can keep their devices connected and fully charged throughout their entire journey. Seating versatility is another option for the San Joaquins service, as coach cars provide two (2) options for individual and group seating. Individual seats have drop-down, lap trays for items such as food and laptops as well as footrests. Group seating can accommodate up to four passengers with a shared table for food, work, games, and more. The Venture car equipment not only matches but expands upon the seating comfort and versatility from that of the bi-level coaches. Power outlets have been moved between seats, so passengers sitting in the aisle have equitable access, shared tables include a personalized retractable section that creates better ergonomics for the use of laptops, and moveable armrests allow for maximum relaxation.

Food and Beverage Service

The positive evolution of the food and beverage program remains a top priority for SJJPA, while at the same time being able to address initiatives related to escalating program costs, new equipment, and overall passenger experience. Recent programs modifications that have been introduced or will soon be rolled out are:

- Providing complimentary snack boxes for two daily trains without Cafe Car (2021);
- Creating Snack Stations for four daily trains with Venture Car equipment (2024);
- Onboarding a third-party provisioner for food and beverages (2025); and
- Transitioning all San Joaquins over to complimentary snack service (2025).

With the delay in the implementation of the vending solution onboard the Venture Cars, SJJPA leveraged an existing model of providing passengers with a complimentary snack box. Having monitored the strategy and considered passenger feedback, though the complimentary snack box was appreciated, many of the items within the box were left uneaten, causing unnecessary waste. To evolve the complimentary service, SJJPA introduced the ‘Snack Station’, a single item grab ‘n’ go service onboard the Venture Cars. This new version provided passengers with several options to choose from while maintaining similar and at times lower costs than the snack boxes.

Transitioning to full complimentary service not only creates cost savings over trying to retain full Cafe Car service on some trains, but it also supports having equitable experience for all passengers regardless of which train or equipment they board. To achieve this, as part of a pilot program, SJJPA is working directly with a third party provisioner that can supply the items used for complimentary service in Bakersfield. This new program will also help SJJPA establish a business case in the market for provisioners to work directly with transportation agencies on similar projects, including vending machines, which has been a challenge in prior procurement attempts.

The next phase of the program will be for SJJPA to introduce vending machine equipment onto the Venture Car trains. In addition to satisfying compliance standards, there will be vending car modifications that include creating a storage area and kiosks, all of which will allow for the return of onboard, attended sales on all trains. Additional interim solutions will continue to be explored that align with improving rider satisfaction, including other projects such as introducing Business Class to the service. SJJPA is requesting $2.34 million for program costs.

9. MARKETING AND OUTREACH

The San Joaquins integrated train and Thruway Bus service spans nearly the entirety of the State of California and into Nevada, and is comprised of 18 stations, nine (9) bus routes, has a marketing footprint of 10 designated marketing areas (DMAs), and connects riders to over 100 destinations along the route. To support the ridership growth and retention for seven daily trains—five (5) operating between Bakersfield and Oakland and two between Bakersfield and Sacramento—along with more than half of riders of the Thruway Bus service, the SJJPA passenger experience and marketing department employs a mix of marketing program strategies that include:

- Brand Management and Advertising;
- Communications and Public Relations;
- Community and Stakeholder Outreach;
- Destination and Organizational Partnerships;
- Passenger Appreciation and Engagement;
- Market Research and Data Analysis; and
- Marketing Program Funding.

Marketing Program Funding

SJJPA is requesting a yearly allocation of $1.75 million, equivalent to what was requested last year, to facilitate marketing and advertising to the entirety of the San Joaquins corridor. This allocation will enable SJJPA's marketing and outreach program activities to keep pace with the rising inflationary costs that impact direct expenses such as paid media and digital advertising. Additionally, as initiatives related to critical programs such as Valley Rail and zero-emission locomotive conversions advance, there will need to be an expanded requirements for public relations and public outreach, which is accounted for in this funding request.

Marketing Program Activities

Brand Management

As the managing agency for the San Joaquins, in addition to ensuring the successful operation of the service, SJJPA is responsible for developing a program and budget necessary to manage the brand and grow ridership. Under the operating agreement with Amtrak, SJJPA can use the Amtrak San Joaquins service name and marks in its promotion of the service; however, all rights are owned by Amtrak, unlike CCJPA which owns the trademark for the Capitol Corridor. In recent years, SJJPA has been taking on more direct responsibility for the operations of the San Joaquins and that, coupled with the advancement of the Valley Rail program and California High Speed Rail, the need to proceed with rebranding the Amtrak San Joaquins service has become critical.

Rebranding Project

SJJPA has laid the groundwork necessary for the huge undertaking of rebranding the service, which has included: qualitative and quantitative market research; working with focus groups; auditing the SJJPA website, social media, and advertising performing; and rider testimonials. Beyond creating a new name for the service, a brand architecture was developed so the SJJPA would be effectively positioned to manage a service that lives up to its mission, delivers with the right tone in its messaging, and accurately reflects its vision. During this process, SJJPA aimed to address current challenges and with new, more accurate desires.

Table 9.1

Current Brand Challenges	New Brand Desires
Difficult to spell	Represent California – San Joaquins serves almost the entire state
Limits assumed scope of services	Encompass both Train and Bus
Investment does not match ownership	Keep flexible for future integrations and plans

Finally, as with any strong brand, it must accurately reflect riders' key reasons to believe, which can be summed up in SJJPA's promise to keep affordability, connectivity, passenger-centric focused solutions, and enjoyment of the service top of mind. With the support of the SJJPA Board of Directors, Amtrak, and Caltrans, SJJPA will be adopting a new name for the service in FFY25 and bringing it to market in early FFY26. The successful launch of the rebranding will require and encompass updating a large swath of assets, including digital (website, social media), physical (train equipment, bus livery, station signage, bus stop signage), and communication (advertising, marketing collateral, outreach) elements as well as effective coordination with Amtrak. As this effort is above and beyond the traditional scope of the marketing program, which will be running concurrently, to manage all aspects of this project an additional rebranding allocation is being requested in the amount of $1.5 million. Those funds would be used as follows:

Table 9.2

Rebranding Budget Request	FY25/26	FY26/27	FY27/28
Equipment Repainting *Venture Car Decals* *Bi-Level Restriping* *Thruway Buses*	$700,000	$700,000	$700,000.00
Signage and Passenger Information *Stations, Onboard, & Bus Stops* *Accessible Boarding Technologies*	$350,000	$300,000	$250,000.00
Marketing and Advertising *Website Design* *Graphic Design* *Paid Advertising* *Public Service Communications*	$275,000	$-	$-
Outreach and Engagement *Outreach Materials* *Community and Stakeholder Activations* *Media Events*	$175,000	$-	$-
Total	**$1,500,000**	**$1,000,000**	**$950,000**

Advertising, Communication, and Public Relations

SJJPA engages in targeted advertising campaigns through both digital and traditional advertising channels. The advertising program utilizes a multi-touch methodology wherein multiple mediums are employed to reach a broad base of current and prospective riders with key messaging about the service, destinations, and offers. Digital advertising tactics include display ads, paid search, digital radio, social media, and pre-roll video advertising. SJJPA has been able to refine targeting efforts to reach audiences with the most conversion potential by leverage data collected through market research, rider engagement, and owned channels such as the website and email lists. Traditional advertising channels such as television, radio, print, billboards, and sponsorships remain a viable means for increasing brand awareness more broadly.

In addition to being a source for centralized service-related communications, SJJPA's owned channels allow for the establishment and deepening of relationships with current and prospective riders. Current communication channels include email, social media accounts, and the website. These channels are essential for being able to engage with riders, as SJJPA does not own customer information, as that lives with Amtrak; however, with the plans to introduce a new ticketing system, SJJPA will not only be able to maintain data, but leverage that information to improve rider experience by creating direct feedback loop, encourage frequency of ridership with personalized offers, establish a loyalty program, and develop more relevant content to improve channel performance.

SJJPA's social media portfolio includes Facebook, Instagram, Twitter, YouTube, TikTok, and most recently Pinterest. Strategic development of a variety of paid and organic content for these platforms is essential to reach a broad audience based on demographics such as age, gender, location, and income. In addition to using content creation as a means to reach new audiences, SJJPA has also begun working with macro- and micro-influencers, college student ambassadors, and destination partners.

Over the next several years, SJJPA will be heavily engaged with service expansion, new station launches, project kickoffs, and network integration. To support these initiatives and various program milestones, staff have been working strategically to make sure proper funding sources are in place. These combined efforts, which are accelerating, requires SJJPA to take an even more proactive role in its storytelling and building a larger strategy around, while at the same time ensuring that community engagement and representation remains intact and is elevated. SJJPA intends to expand its suite technological resources to allow for better insights into earned media and tracking for public engagement.

Outreach, Stakeholder Engagement, and Partnerships

SJJPA contracts with qualified Outreach Teams to develop creative strategies for stakeholder engagement, community partnerships, tabling at events, university and college outreach, media relations, and partner development. Each Outreach Team is geographically located throughout the state to be an on the ground presence for the San Joaquins and as content experts for engaging with communities in their markets.

- Stakeholders are vital to promoting the service, improving local presence, and activating communities to ride the train. Stakeholder education meetings and presentations have been a successful way to create champions from organizations like; chambers of commerce, bicycle coalitions, university Alumni Associations, League of California Cities, and California State Association of Counties. SJJPA also coordinates and hosts regular meetings of the San Joaquin Valley Rail Committee (SJVRC), a technical advisory committee composed of a diverse group of rail advocates from various backgrounds and affiliations. Committee members represent all the counties through which the San Joaquins operate, as well as Thruway Bus regions including Los Angeles, San Francisco, and Northern California. SJVRC members provide critical feedback to SJJPA on how to improve the San Joaquins from the perspective of ordinary citizens.
- Service education and awareness is an important grassroots marketing principle. To educate corridor communities and stakeholders, Outreach Teams frequently give presentations to community groups, organizations, school groups, businesses, and others to grow awareness of the service and cultivate community ambassadors and to identify opportunities for group travel along the route. With Hispanics comprising 37% of California's population, recent data supports that 46% of San Joaquin riders are Hispanic. SJJPA and Outreach Teams will continue tailoring outreach strategies, providing promotional materials in Spanish, and utilizing new informational outlets that reach the high-density Hispanic Community locations throughout the San Joaquins corridor, such as the Mercado program.
- There are many colleges and universities accessible by the San Joaquins service. SJJPA has invested in making travel more affordable for students by offering a variety of discounts that are ideal for their anticipated travel needs. Outreach Teams are responsible for developing and managing relationships with key educational partners to promote the service, provide marketing collateral, educate them on the service area, and look for opportunities for them to market to students on our behalf. Explore opportunities to develop and nurture relationships with student ambassadors as additional resources to help promote the service to different audiences. For deeper penetration of brand awareness on campuses, the Student Ambassador program provides an opportunity for current students to help promote the service via their own social media channels and at on campus events. The success of the program continues to build year-after-year with over 80 applicants submitted for the 24-25 academic year, of which 10 were selected to be ambassadors.

- To meet current and prospective riders in their communities, SJJPA and Outreach Teams table at local community events in the corridor to hand out service information, promote key destinations and discounts, provide train safety information, and listen to the community's feedback on the service. Event tabling is an important strategy for reaching Hispanic and disadvantaged communities, allowing Outreach Teams to meet these communities in their contexts with materials adapted to their language. Additionally, Outreach Teams employ or contract bi-lingual service ambassadors for SJJPA.
- Outreach Teams assist with media relations, utilizing their established relationships with local and regional media contacts to help schedule interviews, facilitate press conferences, and ensure that SJJPA press releases and media advisories are successfully delivered.
- Marketing partnerships are an important strategy to amplify brand reach, enhance market presence, and reach shared partner goals. SJJPA and the Outreach Teams engage target destination, travel, sports, and event partners to establish mutually beneficial relationships that promote the San Joaquins through partner advertising channels such as email, website, digital and printed ads, etc. To offset costs, a partnership toolkit with asset valuation has been developed to leverage SJJPA owned advertising channels for trade partnership marketing.

Rider Appreciation and Engagement

Rider retention is critical to the ongoing success of the San Joaquins. In a traditional marketing environment where there would be access to passenger information and data, unique offers and rewards could be leveraged with passengers to increase frequency of ridership or to recommend alternative destinations. With this information being owned by Amtrak, SJJPA has been able to develop an augmented approach at showing appreciation to riders and engaging with them. Throughout the year, station events and activities are planned to surprise and delight passengers with holiday or partner themed informational items and activities. SJJPA also collaborates with destination partners with incentives that highlight partner offerings and the accessibility from the service.

Market Research

To learn more about the onboard passenger experience for San Joaquins trains and Thruway Buses, as well as to gain insight in the key markets along the route, SJJPA conducts bi-annual passenger and market surveys. As this research is conducted every other year, there will be no onboard or market surveys for FY 25/26.

10. ANNUAL FUNDING REQUIREMENT

The annual State budget includes a line item for the operating costs of the three State Supported intercity rail services. For each service, the State budget provides funding for intercity train operations, a marketing budget, minor capital projects, and the administrative staff budgets. The California Legislature approved the FY 2023/24 State budget that continues this support.

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. This chapter documents ridership and revenue projections; FY 2023/24 financial numbers (actuals); operating, marketing, and administrative funding requests of SJJPA for FY 2025/26 to FY 2026/27. Also documented are operating cost analysis and cost savings due to management decisions and proposed uses for these funds per the Interagency Transfer Agreement (ITA) or otherwise as coordinated with the State. The FY 2025/26 plan identifies the various ongoing multi-year service and program initiatives for FY 2025/26 and those anticipated for FY 2026/27. See Table 10.4 for a summary of service and program initiatives.

The FY 2024/25 year has generated unprecedented momentum between SJJPA and the State to achieve a long-term financially sustainable service. Extensive efforts have been made to right size the States investment for intercity passenger rail and thruway service through focused and achievable actions with full implementation in key areas for the FY 2025/26.

SJJPA acknowledges the limited financial capacity of the State and looks forward to working to ensure that any necessary budget constraints are applied to lower priority projects to adjust. In the event that projects cannot be fully funded at this time, SJJPA requests approval of the overall scope of work within the annual business plan, and the ability to adjust accordingly within projects. SJJPA looks forward to working with the State throughout the fiscal year as financial resources become available, or opportunities arise for funding to be adjusted between Other Operations Projects based on service needs. See Table 10.5 for the summary funding requests by major category.

State Ridership and Revenue Projections

San Joaquins has continued its growth pattern over the recent fiscal years. San Joaquins is forecasted to continue to grow through marketing activities, destination partnership expansion, and the reintroduction of the 7th roundtrip.

Table 10.1

Ridership and Revenue Actuals and Forecasts (FY 2024 - FY 2026)

Federal Fiscal Year (OCT – SEP)	Ridership	YoY % Change	Revenue	YoY % Change
FY 2024 (Actuals)	909,555	7%	$31,160,828	4%
FY 2025 (Forecasted)	927,675	2%	$31,718,229	1.8%
FY 2026 (Forecasted)	949,989	2%	$32,219,864	1.6%

* SJJPA revenue forecast is lower due to the expected loss of Food & Beverage revenue. With the Venture Cars growing their percentage of fleet, the lack of Café Cars will lower the opportunity for Food and Beverage revenue. This will have a correlative decrease in on-board labor and associated costs within the Amtrak contract.

FFY 2023/24 Operating Fiscal Report (Actuals)

The net operating costs (expenses less revenue) for Amtrak to operate the San Joaquins for FFY 2023/2024 was $59,059,086 for six (6) roundtrip service levels, which was satisfied with the allocation for the FFY 24. The other operating costs incurred outside of Amtrak contract for FY 24 were $4,240,237 for maintenance of State-Owned equipment, station leases, insurance, and host right of way maintenance projects.

FY 2023/24 Administrative Fiscal Report (Actuals)

The net administrative costs for SJJPA to manage and administer the San Joaquins for FY 2023/24 was $4,125,568.

Operating Cost Analysis and Management Actions Resulting in Operating Cost Reductions/Revenue Enhancements

Per the ITA, SJJPA is currently planning to program any potential cost savings realized as a result of ongoing management actions to service improvements. Cost savings at this time have been from investment income, realignment of thruway service, revenue over annual budget, and other accumulated funds are being held for future operations payments or otherwise as coordinated with the State. A list of potential items that could utilize these cost savings is outlined below.

Potential Cost Savings Utilization

- California Passenger Information Display System (Cal PIDS) Upgrade – SJJPA portion of the project;
- New Station and Parking Improvements - Land acquisition and construction costs;
- Accessibility improvements to various San Joaquins stations;
- Contribute to the SJJPA's Operating Surplus account according to the Interagency Transfer Agreement;
- Costs associated with San Joaquins rebranding effort; and
- Increase required Self-Insured requirements as required by Insurance Policy.

Operating Funding Request (FY 2025/26 and FY 2026/27)

The financial performance of the San Joaquins is dependent on several institutional arrangements. The most important arrangement is the contract with Amtrak to operate the service and maintain any assigned equipment and facilities.

San Joaquins operating expenses that fall under the Amtrak contract include:

- Full return to seven (7) roundtrip service, subject to equipment availability;
- Onboard labor;
- Railroad performance incentives;
- Train fuel and power;
- Property insurance for state-owned rolling stock operated (maintained by Amtrak);
- Liability insurance and indemnification;
- Lease of Amtrak equipment;
- Commissary and station costs;
- Terminal yard costs;
- Police presence;
- Support of Amtrak's regional and national supervision; and
- Connecting bus service and other operating expenses.

The CTC allocated SJJPA $49,984,806 in operating funding for FY 2024/25, This balance was utilized for the Amtrak contract. SJJPA was awarded $4,515,000 for truck overhauls, direct passenger provisioning, insurance, stations lease obligations and other direct expenses. SJJPA was also awarded $27,795,125 for maintenance of State-Owned Equipment that is accepted and in current revenue service. The funding request for FY 2025/26 is $54,964,851 for 7 roundtrip service for the Amtrak contract, $35,900,000 for State Owned Equipment in State supported revenue service, and $7,461,200 for the non-Amtrak operational items (see Table 10.2). Any amounts above operational uses will be applied to approved projects prior to requesting reimbursement. For FY 2026/27 the San Joaquins projected funding request is $56,613,797 for the Amtrak contract, $37,695,000 for State-Owned Equipment deployed in revenue service and $7,079,460 for non-Amtrak operational items.

Difference between the Amtrak State Payment Forecast and the Operations Budget

The Amtrak State Payment Forecast will not exceed the Approved Operations Budget.

Other Operations Funding Request (FY 2025/26 and FY 2026/27)

FY2025/26 affirms that increased day-to-day operational oversight improves the service in a way that directly speaks to passenger concerns. These relevant and strategic initiatives are meant to improve service performance, lower overall costs, and maximize current and future economies of scale. Priority focus areas that require other operations include evolving the food and beverage program to be an equitable experience across all equipment; transitioning maintenance of State Owned equipment to a third-party with an unprecedented level of commitment to revenue service equipment that safeguards the passengers and employees. Efforts are underway to improve on time performance by working in close collaboration with host railroads and the train operator to address dispatching, turnaround, interference and overall train slot scheduling. Each of these operational components has taken time to move from a conceptual framework to full implementation and the funding provided by the State has facilitated impressive momentum. The comprehensive list of items included in Other Operations are below:

- **Station Leases and Facility Expenses** – As SJJPA takes a more active role in the oversight of the San Joaquins stations and facilities funds are required for station leases and other facility maintenance costs.
- **Contingent Railroad Liability Insurance Premiums** – SJJPA is responsible for Contingent Railroad Liability Insurance Premiums outside of the Amtrak contract and for State Owned Equipment (Ventures and Legacy) and these funds are required annually.
- **Passenger Services and Amenities Operations** – In an effort to introduce a program that creates an equitable experience on new and existing equipment; identify a pathway to reduce escalating program costs associated with the Café Car; and to improve overall passenger experience, SJJPA is taking a proactive and innovative lead in the evolution of its Food and Beverage program. These initiatives are being advanced by working directly with a local, third-party provisioner to contain operating costs; piloting out the vending solution on Venture Cars, which opens the possibility of expanding this model to legacy equipment benefitting all State-Owned equipment; and modifying the Venture vending cars to accommodate needed storage and kiosks to introduce on board sales. For more information on the Vending Solution and program overview see Chapter 8.
- **San Joaquins Rebranding** – Service rebranding for the Amtrak San Joaquins is a necessary next step in ensuring that the service can properly align with the vision of the State Rail Plan for a seamlessly integrated network. Additionally, this would remove restrictive barriers of having an Amtrak owned brand, and position SJJPA to have autonomous oversight of a service that is representative of the vast geographic region being serviced by its train and bus routes. For more information on the Service Rebranding see Chapter 9.
- **Host Railroad Right of Way Maintenance** – SJJPA continues to work directly with the Host Railroads to assess cleanup efforts along the corridor and safety and security activities aimed at reducing at-grade passenger interference. For more information on Safety and Security projects see Chapter 12.

- **State Owned Equipment Maintenance** – In 2024 SJJPA entered into an agreement with the State for the commissioning and annual maintenance of State-Owned Venture Cars based on its progressive placement into service. Beginning in March of 2025 SJJPA further transitioned mechanical oversight for the entire Northern California State Owned Equipment pool. This should result in long-term cost efficiencies and an improved condition of equipment under the Other Direct Operations allocation. Through this transition SJJPA and the State's ultimate goal to improve equipment utilization will be realized as State Owned assets are maintained with the highest commitment to safety, federal regulations and industry best practice. For more information see Chapter 3.
- **Equipment Wreck Repair** – SJJPA is requesting other operations allocation for the Equipment Repair Fund for State-Owned revenue service equipment to continue to meet the future costs associated with a growing equipment pool and phased acceptance of multiple types of rolling stock.
- **State Owned Rolling Stock Technology and VSS** – State-Owned Venture cars have a required cost for Video Surveillance System technology that historically flowed through the Operating Agreement with Amtrak for handling the video data for standard and/or emergency service calls to Stockton and/or Oakland for the video downloads/offloads from the Venture cars.
- **Zero Emission Multiple Units** – SJJPA is requesting $5,000,000 over four (4) years for additional resources necessary for mobilization activities related to the Caltrans ZEMU procurement. Since the ZEMUs will be utilized throughout California, SJJPA will submit a funding request via separate letter to Caltrans outside of SJJPA Annual Business Plan approval process.

Table 10.2

Other Operations - Detail (FY 2024/25 - FY 2026/27)			
Expense Category	**FY 2024/25 (Approved)**	**FY 2025/26 (Requested)**	**FY 2026/27 (Projected)**
Station Leases and Facility Expenses	$100,000	$79,200	$79,200
Contingent Railroad Liability Insurance Premiums	$900,000	$2,500,000	$2,500,000
Service Rebranding	-	$1,500,000	$1,000,000
Passenger Services and Amenities Operations	$100,000	$2,340,000	$2,457,000
Host Railroad Right of Way Maintenance	$1,000,000	$500,000	$500,000
State Owned Equipment Maintenance	$25,095,125	$35,900,000	$39,490,000
Equipment Wreck Repair	$500,000	$500,000	$500,000
State Owned Rolling Stock Technology and VSS	$100,000	$42,000	$43,260
Total Other Operations	**$27,795,125**	**$43,361,200**	**$44,774,460**

Administrative Funding Request (FY 2024/25 and FY 2025/26)

Funds are required for the SJJPA to provide administrative functions for the San Joaquins. For FY 2025/26, SJJPA administrative costs are estimated at $6,740,047. In 2024/25 SJJPA continued to deliver measurable progress in concentrating on organizational needs to meet the ever-increasing responsibilities assumed under the ITA. Various initiatives and joint efforts between SJJPA and the State have evolved to account for the steady increase within key areas of administration. SJJPA welcomes the increased role and responsibilities of administration and recognizes that financial resources must continue to yield tangible betterment for the service

and stabilize in future years. Key areas that continue to experience increased activity include contracts and procurement, grants, programming, legal and rail specific professional services, operational and passenger facing services. See Table 10.5 for a summary of these administrative costs alongside operations, marketing, service and program initiative costs. See Table 10.3 for a summary of budgeted administrative costs.

Table 10.3

Administrative Budget for the San Joaquins - Detail (FY 2023/24 - FY 2026/27)			
Expense Category	**FY 2024/25 (Approved)**	**FY 2025/26 (Requested)**	**FY 2026/27 (Projected)**
Salaries/Benefits/Contract Help	$4,335,610	$4,620,670	$4,759,290
Office Expenses/Postage/Memberships, etc.	$49,335	$54,810	$55,906
Computer Systems	$5,250	$5,460	$5,569
Communications	$33,376	$4,200	$4,284
Motor Pool	$34,300	$18,753	$19,128
Transportation/Travel	$15,750	$45,000	$45,900
Training	$5,402	$9,917	$10,115
Audits/Regulatory Reporting	$45,750	$47,580	$48,531
Professional Services - Legislative	$260,000	$270,400	$275,808
Professional Services - Legal	$132,000	$167,280	$170,625
Professional Services - General	$199,231	$440,650	$449,463
Software Integration & License Fees	$33,000	$5,000	$5,100
Professional Services - Operations	$121,939	$125,000	$127,500
Professional Services - Grants & Programming	$145,000	$254,800	$259,896
Professional Services - Planning	$330,000	$120,000	$122,400
Communications - Operations	$15,105	$15,105	$15,407
Publication/Legal Notices	$12,500	$12,500	$12,750
Maintenance of Headquarters	$195,047	$221,424	$225,852
Insurance - Administration	$87,725	$91,983	$93,822
Insurance - Railroad	$66,275	$78,449	$80,017
Insurance Management Fees	$8,250	$10,000	$10,200
Security Services/Safety Programs	$94,697	$121,066	$123,487
Total Administration	**$6,225,542**	**$6,740,047**	**$6,874,843**

Marketing Funding Request (FY 2024/25 and 2025/26)

SJJPA is requesting a yearly allocation of $1,750,000, equivalent to what was requested last year, to facilitate marketing and advertising to the entirety of the San Joaquins corridor. This allocation will enable SJJPA's marketing and outreach program activities to keep pace with the rising inflationary costs that impact direct expenses such as paid media and digital advertising. This funding will also support the state-wide marketing strategies and tactics developed in collaboration with the State and the California Joint Powers Authorities to continue to grow ridership; enhance the passenger experience; advocate for local, state, and federal funding and rail policies; and to improve rail safety along our corridors. Additionally, as initiatives related to critical programs such as Valley Rail and zero emission locomotive conversions advance, there will need for expanded requirements for public relations and public outreach, which is accounted for in this funding request.

Minor Capital Funding Request (FY 2024/25 and FY 2025/26)

SJJPA is requesting $500,000 per year provided for "Minor Capital" projects (projects valued at $388,000 or less in total project cost) for FY 2025/26 and FY 2026/27. This amount is consistent with the approved amount in the FY 2024/25 annual business plan. In SJJPA's management of these funds, the "Minor Capital" program has been successful in keeping the San Joaquins Corridor in a state of good repair, as well as making small service improvements. In recent years, due to increases in construction and material costs, and inflation, funding has been insufficient to complete the generated project list, however a modest project list is still advancing.

SJJPA Service and Program Initiatives

In addition to direct current service costs, SJJPA, in coordination with Caltrans and CalSTA, are leading and collaborating on various efforts to improve the service in the near and long term. The FY 2025/26 funding request has been modestly reduced from the FY 2024/25 projected amount to achieve a financially sustainable and achievable program. Below are a list of current projects and funding requests:

- **Marketing Analysis** - To learn more about the onboard passenger experience for San Joaquins trains and Thruway Buses, as well as to gain insight into the key markets along the route, SJJPA conducts bi-annual passenger and market surveys. For more information see Chapter 9.
- **High-Speed Rail/Early Train Operator (ETO) Coordination Support** – SJJPA has several ongoing efforts with CHSRA and the ETO to accomplish its role and responsibilities as a party to the joint MOU and as a partner to the project. For more information see Chapter 4.
- **Program and Project Management Services for Capital Projects** - SJJPA has several ongoing capital projects that require specific assistance for track construction and related requirements between hosts, the FRA, and the various jurisdictions. Technical support will assist with timely project advancement. For more information on the various track projects see Chapters 4 and 5.
- **Madera Station High-Speed Rail CEQA/NEPA** – SJJPA is leading the Madera Station effort on behalf of the State and in coordination with CAHSR. For more information on project status see Chapters 4, and 5.
- **State Owned Rolling Stock Overhaul Work** – SJJPA and the State have entered into an agreement to address a backlog of truck overhauls and café car overhaul/upgrades at the Stockton Rail Maintenance Facility. For more information see Chapter 3.
- **Visalia to Hanford Connector (Kings/Tulare)** – SJJPA is providing leadership and support for the Cross Valley Corridor. This effort is in conjunction with the ETO's requirement to coordinate with connecting transit for High-Speed Rail. For more information see Chapters 4 and 13.
- **Zero Emission Multiple Unit Study for Central Valley Service (CVS)** – SJJPA is leading the feasibility study to use ZEMUs for the CVS.

Table 10.4

SJJPA Service and Program Initiatives - Detail (FY 2024/25 - FY 2026/27)			
Expense Category	**FY 2024/25 (Approved)**	**FY 2025/26 (Requested)**	**FY 2026/27 (Projected)**
Marketing Analysis	$300,000	-	$300,000
High Speed Rail/Early Train Operator Coordination Support	1,900,000	$750,000	$2,950,000
Project Management Support	$500,000	$500,000	500,000
Madera Station High Speed Rail CEQA/NEPA	1,000,000	$500,000	500,000
State Owned Equipment Truck Overhaul	$1,000,000	-	-
Visalia to Hanford Connector (Kings/Tulare)	$115,000	$75,000	$75,000
Total SJJPA Service and Program Initiatives	**$5,815,000**	**$1,825,000**	**$4,325,000**

Table ES.1/10.5

SJJPA State Funding Request for the San Joaquins (FY 2024/25 - FY 2026/27)			
Expense Category	**FY 2024/25 (Approved)**	**FY 2025/26 (Requested)**	**FY 2026/27 (Projected)**
Operating			
-Amtrak Contract	$48,399,538	$54,964,851	$56,613,797
-Direct Operations and Mechanical	$27,795,125	$43,361,200	$44,774,460
Administrative	$6,225,542	$6,740,047	$6,874,843
Marketing	$1,750,000	$1,750,000	$1,750,000
Minor Capital Program	$500,000	$500,000	$500,000
SJJPA Service and Program Initiatives	$5,815,000	$1,825,000	$4,325,000
Total Request	**$90,485,205**	**$109,141,098**	**$114,838,100**

11. SEPARATION OF FUNDING

As identified in the Joint Exercise of Powers Agreement (JEPA) for the SJJPA, the Controller of the Managing Agency of the SJJPA shall perform the functions of Auditor and Controller of the SJJPA, and the Treasurer of the Managing Agency of the SJJPA shall perform the functions of Treasurer of the SJJPA. SJJPA has selected SJRRC as the Managing Agency for the SJJPA during the term of the ITA. SJRRC utilizes the Auditor-Controller and the Treasurer of the County of San Joaquin. SJRRC has established the appropriate accounting and financial procedures to make sure that the funds appropriated and otherwise secured during FY 2025/26 and FY 2026/27 for SJJPA to support the San Joaquins are solely expended to operate, administer, and market the San Joaquins.

The ITA includes language confirming that the State shall perform audits and reviews of financial statements of the SJJPA with respect to the San Joaquins. In addition, per the Managing Agency Services Agreement between the SJJPA and the SJRRC, SJJPA will require an annual independent audit of the accounts of SJJPA is performed (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

The County of San Joaquin Auditor Controller and Treasurer are the official Auditor Controller and Treasurer of SJJPA. The County of San Joaquin maintains separate funds for all financial activities of SJJPA and provide monthly reports to SJJPA. Day-to-day accounting transactions are performed by the SJRRC Fiscal Department under the direction of the Controller and Director of Fiscal Services. The SJRRC/SJJPA Controller will provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

12. SAFETY AND SECURITY

SJJPA Safety and security are primary concerns that affect all activities associated with every phase of the service, including planning, design, construction and expansion, testing, operations, and maintenance of the rail system. All management and employees are responsible for ensuring the safety of passengers, themselves, property, and the public that encounter the system.

As the managing agency and administrator, SJJPA oversees the San Joaquins passenger rail service operating on the UPRR and the BNSF owned territory. SJJPA contracts with Amtrak to provide onboard staffing (train and engine crews, cafe services), customer service, ticket agents, and the required management personnel to operate the San Joaquins. SJJPA, through its managing agency (SJJRC), will maintain the State-Owned Venture car fleet as the vehicles are placed into revenue service. Amtrak's CFR 270 System Safety Plan (SSP) encompasses all elements mandated by the Federal Railroad Administration (FRA). It outlines explicitly that Element 6, the Maintenance, Repair, and Inspection Program, is designated under the ACE CFR 270 SSP. Amtrak, as the designated operator under contract with the San Joaquin Joint Powers Authority (SJJPA), carries out all operational responsibilities.

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

- Vehicular and pedestrian safety at highway/rail grade crossings, including private crossings in rural areas of the San Joaquin Valley;
- Pedestrian safety along the railroad right-of-way;
- Security inside and around stations and at Thruway Bus stops;
- Passenger safety onboard trains and on Thruway Buses; and
- Emergency preparedness training and exercises with first responders in coordination with Amtrak, Host Railroads, state and federal regulatory agencies.

Components of the Program include:

- Requiring a robust communications protocol, including cooperation among all SJRRC managers, departments, employees and contractors relative to matters of safety and security;
- Continuous coordination with Amtrak, BNSF and UPRR;
- Pursuing an aggressive safety and security program of capital improvements; and
- Identifying relationships and responsibilities with local, state, and federal agencies that are responsible for and have governance over the San Joaquins Service, including the Federal Railroad Administration (FRA), National Transportation Safety Board (NTSB), California Public Utilities Commission (CPUC), and Transportation Security Administration (TSA).

SJJPA collaborates with Amtrak, Host Railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, SJJPA participates in:

- Corridor Improvement Team (CIT) meetings;
- Northern California Rail Safety Team activities;
- Partnership Performance Action Teams (PPAT);
- Regional Transit Strategies Working Group (RTSWG);
- Northern California Emergency Preparedness Task Force meetings;
- Joint Terrorism Task Force meetings;
- Cybersecurity Task Force meetings;
- Bay Area Urban Areas Security Initiate (UASI); and
- San Joaquin Multi-Agency Homeless Strike Force Team.

SJJPA will continue to work with Amtrak, BNSF and UPRR to identify safety and security issues, develop remediation strategies, and to secure grant funding to expand and enhance safety and security programs onboard all trains and Thruway buses, and along the railroad right-of-way.

Safety and Security Program for 2025/2026 and 2026/2027

The primary goals of the SJJPA's Safety and Security Program for the fiscal years 2025/26 and 2026/27 are twofold. First, the program aims to maintain a robust and comprehensive suite of educational initiatives designed to raise awareness and promote best practices in safety and security among all stakeholders. Second, it seeks to aggressively pursue capital improvement projects that will effectively address and eliminate unsafe conditions within the system. SJJPA is committed to creating a safer environment for passengers and staff through these efforts.

Safety and Security Educational Activities

SJJPA's educational efforts focus on increasing public awareness of rail safety and security along the San Joaquins Corridor. To increase awareness of the public, a wide range of populations and stakeholders will be targeted, including the existing base of employees, non-English speakers, agriculture and seasonal workers, school groups, community audiences, professional drivers, law enforcement officers, and emergency responders. To this end, SJJPA will continue to leverage a network of rail safety education resources through California Operation Lifesaver (CAOL) to inform communities about safe behavioral practices around the San Joaquins Rail Corridor.

Educating railroad personnel is as critical as raising public awareness. SJJPA will continue to take advantage of Department of Homeland Security (DHS) training resources and safety and security grant programs to build upon related activities already underway and to develop and implement new programs. Specific training efforts include but are not limited to the following:

- Emergency Preparedness Training for rail corridor first responders;
- Rail security awareness training for train crews, maintenance staff, bus operators, and station staff;
- Disaster simulations to assess and improve employee and first responder readiness; and
- Emergency Preparedness Training for passenger operations that connect to the San Joaquins.

Safety and Security Capital Improvements

An important aspect of safety and security are implementing physical improvements that will improve the safety and security of the Corridor and of train operations. In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic risk assessment of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. Important capital projects that SJJPA is currently implementing or currently pursuing include:

- As part of the comprehensive fencing upgrade initiative, the annual allocation request for 2025/26 will be specifically for phases 3 and 4 of the Fresno project and enhancements related to the Stockton Intermodal project;
- Inspections will be conducted bi-yearly at the beginning of the fiscal year using the Risk-Based Hazard Analysis and assessment Program;
- Risk assessments will be promptly conducted for any reported hazards or safety concerns, and mitigation efforts will be documented and shared with partners for transparency and accountability;
- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Opportunities to improve pedestrian grade crossings and construction of pedestrian grade separations;
- On January 28, 2022, the SJJPA Board of Directors approved a-not-to-exceed $1,000,000 agreement with BNSF to install fencing to deter trespassers from accessing the railroad right-of-way. BNSF has installed nearly one mile of fencing, with an additional mile slated for installation over the next year;

- Increased lighting at stations, and parking lots; and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

A critical capital improvement being implemented is Positive Train Control (PTC), which is an advanced railroad communication system, consisting of signaling and other equipment along tracks as well as on-board trains. PTC increases the operational safety of passenger trains (and freight trains) by preventing the following:

- Train-to-train collisions;
- Over-speed derailments;
- Incursions into established work zone limits; and
- Movement of a train through a main line switch in the improper position.

Other activities SJJPA will employ to improve safety and security include:

- Attending listening sessions with station personnel to help identify safety/security concerns and suggestions for improvements/solutions;
- Embracing the Transportation Security Administration's (TSA) offer to conduct threat / vulnerability assessments and station security profiles;
- Working with Host Railroads to ensure the corridor is kept clear of homeless encampments, and other unauthorized activities;
- Conducting thorough risk assessments along the right-of-way, at stations, and within facilities to identify and address safety and security issues;
- Partnering with local teams to effectively mitigate encampment trespassing; and
- Continuing to engage in detailed discussions and collaborative efforts with the Amtrak Western Commander and Inspector to enhance safety protocols and implement adequate security measures.

13. STATION AREA DEVELOPMENT AND CONNECTIVITY

Numerous benefits can be realized when encouraging increased development densities near San Joaquins stations and improving connectivity with other modes of transportation. In addition to potential benefits from minimizing land consumption associated with new growth/greenfield development, increased densities and residential development near San Joaquins stations concentrates activity to be conveniently located near these transportation amenities. This promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. It also accommodates new growth on a smaller footprint, benefiting the local jurisdiction from a business tax, mobility & access improvement, and essential service perspective. A dense development pattern can also better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve these communities. Local governments will determine which mechanisms best suit each community and which specific efforts could be implemented to improve connectivity and promote station area development.

Applying transit-oriented development (TOD) measures around rail stations is a strategy that not only works for large, dense urban areas, but also downtowns of smaller cities and suburban areas. Local governments play a crucial role in implementing station area development by adopting plans, policies, zoning provisions, and incentives for higher densities, and by approving a mix of urban land uses. TOD measures are typically applied to areas within about one-half mile of stations.

Connectivity with modes other than the automobile is particularly important for first and last-mile trips and to promote equitable transportation to serve disadvantaged/priority communities throughout California. In addition to helping increase ridership, improved transit and micro-transit connections support a more sustainable California by reducing automobile VMT, energy consumption, and greenhouse gas emissions.

Implementation Strategies for TOD at San Joaquins Stations

While the responsibility and authority needed to focus growth and station area development near San Joaquins stations reside primarily with local government, SJJPA can help make the San Joaquins an instrument for encouraging implementation of station area development principles the in following ways:

- Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote TOD in the vicinity of San Joaquins stations;
- Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations;
- Work with communities and organizations to support TOD and with developers to implement TOD.
- Require new San Joaquins stations be developed as a multi-modal transportation hub;
- Encourage the location of potential new San Joaquins stations in traditional city centers and/or areas with high potential for TOD;
- Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development, and TOD;
- Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles; and
- Encourage transit agencies and cities to align with policies that enhance connectivity to transit, consistent with many regional plans found in the San Joaquins service area.

Transit Oriented Development Around San Joaquins Stations

The San Joaquins serves18 rail stations, most of which are multi-modal transportation hubs located in traditional city centers. Table 13.1 presents the existing amenities and services at San Joaquin stations, as well as a preliminary assessment of their potential for new TOD. TOD opportunities are considered low at San Joaquins

stations that are located in outlying areas away from the city centers/downtowns. The highest potential for new TOD at San Joaquins stations is likely to be in the larger cities along the corridor. To encourage TOD, SJJPA is working to improve the usability of stations and Thruway Bus stops. Comprehensive assessments have begun with the objective of updating and improving signage at and near stations and stops to enhance the experience of riders, with new signage and bus stop locations being recently upgraded and implemented.

There are several large TODs that have developed or are being developed in the vicinity of San Joaquins stations or planned new stations. There are also opportunities to encourage TOD at several other stations. In addition to encouraging TOD, SJJPA is working with local and regional governments to improve transit connectivity at the stations described below, along with other stations.

Sacramento TOD

SJJPA's plans for four (4) new stations in Sacramento provide a great opportunity to not only leverage TOD that is already underway (especially around the planned Midtown Station), but to encourage TOD near new San Joaquins/ACE rail station locations. In addition to Midtown, Old North Sacramento, and City College hold promise for TOD in the immediate vicinity of the planned station sites. Near the Midtown Station, SJRRC partnered with the Capitol Area Development Authority and EAH Housing on two (2) affordable housing development projects in competing for funding from the Affordable Housing and Sustainable Communities (AHSC) Program in 2021. EAH Housing's On Broadway 140-unit affordable housing project was awarded a $29 million AHSC grant on January 26, 2022. The On Broadway project will be located on Broadway Avenue, less than a mile from Midtown Station. The AHSC grant has $10 million for transportation enhancements that include street improvements, $6.1 million for two (2) new ACE railcars, and $1.9 million for improvements to Midtown Station. SJJPA worked with a developer on a successful 2023 AHSC grant for a 124-unit affordable housing project in the vicinity of the future Old North Sacramento Station (440 Arden Way) which included $6 million to convert an ACE locomotive to have zero-emissions. In 2024, SJJPA worked with developers on another successful AHSC grant for an affordable housing project named Sakura. This project, located near Midtown Station (2000 16th Street), will provide $5 million in funding for a ZEMU car and $1.5 million for Midtown Station. SJRRC and SJJPA will continue to seek other future affordable housing developments to partner on providing TOD near future Valley Rail stations.

In 2023, SACOG was awarded a Caltrans Sustainable Transportation Planning Grant, with SJRRC and SJJPA as sub-recipients, and in partnership with the City of Sacramento and Sac RT. This grant will fund an action planning effort in the area that includes the Old North Sacramento Station and two (2) Sacramento light rail stations along Del Paso Boulevard. This work will begin in earnest in mid-2025 with initial outreach to the immediate community around the station area and various stakeholders near the Old North Sacramento Station site. This action plan will focus on immediate steps to enhance safety and security near the station, address multi-modal infrastructure needs to increase connectivity of the neighborhood and to the nearby Globe Light Rail Station, and encourage new TOD.

Immediately north of the existing Sacramento Valley Station, which San Joaquins trains currently share with Capitol Corridor trains, the 244-acre mixed-use TOD called The Railyards is currently being developed as an entirely new urban district of Sacramento. Plans call for a mix of housing types, a large retail component of over one million square feet, a large office space at 2.3 million square feet, along with other uses such as a hotel, recreational, and cultural land uses. SJJPA supports The Railyards development as a way to activate the environment surrounding the station and believes it will engender additional rail and transit ridership.

Stockton ACE Station (Cabral Station) TOD

Cabral Station serves as the Downtown Stockton Station for the San Joaquins. This station serves all San Joaquins trains to/from Sacramento. The City of Stockton has expressed interest in highlighting the rail connections available at the station. SJJPA is very supportive of the City's efforts to encourage development in downtown Stockton as it will not only improve connectivity and walkability to the station, but will greatly improve the surrounding neighborhood, likely leading to ridership increases on the San Joaquins. In support of furthering development around the station, SJRRC received a grant in the amount of $2 million for a streetscape

improvement project along East Channel Street, which directly connects Cabral Station to new developments and greater downtown, as well as San Joaquin Regional Transit District's Downtown Transit Center, and is expected to begin construction in 2024. In early 2023, the City of Stockton partnered with the SJRRC, SJJPA, San Joaquin COG, and SJ RTD on a Strategic Partnership – Transit planning grant from Caltrans for TOD in downtown Stockton which will include Cabral Station and the Stockton Transit Center. San Joaquin COG submitted the application, which will be led by the City of Stockton if successful. In late 2024, Caltrans awarded this grant and also requested the planning area to include the San Joaquin Street Station that the San Joaquins also serves for the Oakland-Bakersfield service.

In 2019, SJRRC partnered with Visionary Home Builders and the City of Stockton on their Grand View Village affordable housing development, located 0.5 miles west of Cabral Station. The development was awarded $17.9 million of funding from the AHSC program, including $4 million to purchase an additional ACE rail car and $202,000 for improvements to East Channel Street. The Grand View Village project opened for residents in spring 2024.

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

Richmond TOD

Richmond Station is located in the heart of the city and is a shared facility with BART. On the west side of the BART/Amtrak Station complex, a previously developed TOD spans nearly three (3) city blocks and includes many hundreds of residential units and small retail shops that greet people entering/exiting the station complex. Additionally, other TODs are proposed at the east entrance/exit of the station complex. There is also a large bus depot at the station, providing excellent connectivity. Richmond is a good case study in TOD for the San Joaquins as it is one of the most developed in the system.

Madera TOD

SJJPA worked with the Madera County Transportation Commission and the City of Madera and County of Madera to find an improved location for a relocated Madera Station. The existing station near the Madera Acres community has limited use, no transit connections, poor access to SR-99, and its location is expected to see only marginal growth in employment and transportation demand.

A relocated Madera station is being implemented by SJJPA at a location just north of the new Avenue 12 High-Speed Rail grade separation as the first phase of the Madera HSR Station to be implemented by SJJPA. Avenue 12 is a primary transit corridor for Madera County and has a direct connection to SR-99. The relocated station north of Avenue 12 will be consistent with the growth of Madera west of the BNSF line; provides the opportunity for TOD in the station vicinity; and will be closer to Madera Community College.

To support this relocated San Joaquins Station and future High-Speed Rail service, SJJPA assisted and supported Madera County and the City of Madera on a successful 2021 Caltrans Sustainable Transportation application. This grant is funding an update to an existing specific planning area to modernize and better orient proposed land uses towards transit-oriented development. This work is crucial as the rail station and services were not contemplated when the plan was originally adopted in the early 1990s in addition to the Madera Community College campus being built. This planning work began in 2023 and SJJPA expects to be a key stakeholder in the updated specific plan's development, adoption, and implementation.

Fresno TOD

While most TOD planning is focused on the immediate vicinity of the future HSR station in Fresno, which lies just under a mile to the west of the San Joaquins Station, SJJPA sees a great opportunity to encourage further development of downtown Fresno between the two stations. Many new developments have already been built or are in the planning phase, with several multi-family housing developments recently being completed or underway within walking distance of the station. SJJPA will continue to support further TOD development in downtown Fresno to support both the San Joaquins and future High-Speed Rail services, in addition to rail planning efforts just getting underway to study both regional rail and light rail services in the County and City respectively.

Oakley TOD

SJJPA has been coordinating with the City of Oakley to implement a San Joaquins station for several years. The SJJPA/SJRRC 2018 TIRCP award included the construction of the station platform and track, requiring SJJPA to coordinate with the City of Oakley, Amtrak, and BNSF Railways. The platform design phase began in 2021, and construction is slated to begin for the Oakley Station Platform Project in late 2024. The City of Oakley has completed the new park and ride lot adjacent to the station. With high levels of growth taking place in eastern Contra Costa County, it is anticipated the new San Joaquins station will encourage TOD in the vicinity.

Bakersfield TOD

The Bakersfield Amtrak station is very accessible and is adjacent to the heart of downtown. The station is within walking distance to hotels, the convention center and arena, many government office buildings, the county library, the city's ice and aquatic centers, a movie theater, Mill Creek Linear and Central Parks, and numerous affordable and market-rate housing options. This location offers continued opportunities for the station to catalyze transit-oriented development and land uses supportive of the San Joaquins. These uses and the further development of downtown will also encourage similar development near the future High-Speed Rail Station on the north side of downtown.



Table 13.1

Station	Station Ownership	Existing Amenities/Transit Connectivity	Within City Center	New TOD Potential
Sacramento	City of Sacramento	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 165 overnight parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services and Light Rail	Yes	High
Lodi	City of Lodi	Enclosed waiting room, ticket machine, phone, 380 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-ACE (Cabral)	SJRRC	Enclosed waiting room, ticket machine, phone, 185 parking spaces, Amtrak Thruway Bus, ACE Commuter Rail & Local/Regional Bus Service	Yes	High
Oakland-Jack London Square	Port of Oakland	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 500 short-term and 500 long-term parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services, Ferry	Yes	High
Emeryville	City of Emeryville	Enclosed waiting room, ticket office and machine, restrooms, ATM, 125 shared parking spaces, Amtrak Thruway Bus, Local/Regional Buses	Yes	High
Richmond	Union Pacific	Platform with shelter, ticket machine, phone, 400 shared parking spaces, Local/Regional Bus Services, BART	Yes	High
Martinez	City of Martinez	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 370 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-Amtrak (San Joaquin St.)	BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 24 parking spaces	No	Low
Modesto	City of Modesto	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 187 parking spaces, Local/Regional Bus Service	No	Low
Turlock/Denair	BNSF/Amtrak	Platform with shelter, ticket machine, 45 parking spaces, Local On-Demand Pilot	No	Low
Merced	State of California	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 46 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Madera	Madera County	Platform only, ticket machine, restrooms,19 parking spaces, Dial-a-Ride	No	Low
Fresno	City of Fresno	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 169 parking spaces, Bus Service	Yes	High
Hanford	City of Hanford/BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 47 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Corcoran	City of Corcoran	Enclosed waiting room, ticket machine, restrooms, phone, 90 parking spaces, Local/Regional Bus Services	Yes	Medium
Wasco	City of Wasco	Platform with shelter, ticket machine, 35 parking spaces, Bus Services	Yes	Medium
Bakersfield	City of Bakersfield	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 347 parking spaces, Amtrak Thruway Bus Services, Bus Services	Yes	High

Connectivity to San Joaquins Stations

The responsibility for providing connectivity to San Joaquins stations resides primarily with local and regional transit agencies. SJJPA coordinates with existing transit services and encourages local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also requesting that transit agencies promote their connection to the San Joaquins onboard their transit services, at their stops/stations, and through their respective websites. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to implement transit-transfer programs for San Joaquins passengers. In partnership with local and regional agencies, SJJPA is pursuing partnerships for Caltrans Sustainable Planning grants in 2025 and 2026 to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantaged/priority populations throughout the San Joaquins corridor.

Hanford, Corcoran and Wasco Connectivity

In 2021, SJJPA completed and published the “South of Merced Integration Study”. This work focused investigation on how best to provide continued connectivity to downtown Hanford, Corcoran, and Wasco once the High-Speed Rail Early Operating Segment begins operation (and Merced becomes the San Joaquins southern terminus). SJJPA coordinated closely with local and regional partner agencies on this study. As a result of this effort, SJJPA has entered into an MOU with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. SJJPA and other Kings-Tulare local/regional agencies partnered with Tulare County Regional Transit Agency (TCRTA) on their successful $33.8 million 2022 TIRCP application for electric buses and shuttles for the Cross-Valley Corridor that will initially enhance connections with the San Joaquins (until HSR operations begin). SJJPA is also committed to working with KCAPTA and Visalia Transit to seek state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia to augment and support the Phase 1 bus service. This additional service is expected to show the viability of enhanced transit operations along the Cross Valley Corridor in anticipation of planning and implementation of future rail service that will connect from Huron to Porterville via the Kings/Tulare High Speed Rail station. In the summer of 2024 through a local transit partnership, the Kings Area Regional Transit Agency (KART) implemented a connecting transit service between Hanford and Visalia, with support from SJJPA and approved through the Annual Business Plan. SJJPA intends to continue this support with $75,000 request to continue this timed connection to the San Joaquins. This service is anticipated to be supplemented in the future with environmental mitigation funds specified in the EIR completed by Caltrans District 6 for State Route 99 improvements.

In 2023, SJJPA also partnered with the City of Hanford, Kings CAG, Tulare CAG, Fresno CAG, KCAPTA, TCRTA, and CHSRA on a Caltrans Sustainable Communities Planning grant for Kings/Tulare HSR station area TOD and connectivity planning and Cross Valley Rail (Porterville – Huron) planning. The City of Hanford is the lead agency for this grant application and project manager for the planning effort where SJJPA will play a key stakeholder role to lead the rail service planning effort for the Cross Valley Corridor. Tulare CAG was also awarded $59.1 million to initiate the first phase of Cross Valley Corridor bus service that will run from Lemoore in Kings County to Lindsay in Tulare County. SJJPA also approved an MOU with Kern Transit to work in partnership to provide increased Kern Transit connectivity between Wasco and the future Bakersfield HSR Station once HSR Interim Service begins operations.

Network Integration Connectivity Study

In 2021, SJJPA undertook a connectivity study focused on the San Joaquin Valley stations and service to disadvantaged communities. This effort included the development of a GIS tool which shows transit routes which provide connectivity to each San Joaquins station, population density, and disadvantaged communities as defined by CalEnviroScreen. Findings of this effort were presented to the SJJPA at the July 22, 2022, Board Meeting and

the report was released July 2022. This work is helping the SJJPA focus on strategies and partnerships with local and regional providers to improve connectivity to San Joaquins stations.

In 2024, SJJPA was awarded a Caltrans Sustainable Transportation Planning Grant for rail and transit network integration work in the San Joaquin Valley and to help develop an action plan to support passenger rail, transit, and TOD. This effort will be led by SJJPA in coordination with a working group made up of staff from the eight (8) San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) and representing the San Joaquin Valley Regional Policy Council. In addition to network integration, this effort will create a valley-wide narrative of the State’s investment in rail and transit, highlighting the numerous local and regional services, their important connections to the San Joaquins and future High-Speed Rail, and how current and future transit-supportive land uses help further the State's climate goals while building economically resilient communities that are less car-dependent. The action plan is envisioned to be both a messaging tool and provide guidance to implement positive change in the built environment for stakeholders at all levels.