



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, August 1, 2025 – 9:30 am**

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

Teleconference Locations:

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

1046 W. Yosemite  
Ave.  
Manteca, CA 95337

3300 Capitol Ave.  
Building A  
Fremont, CA 94538

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

**Join Zoom Meeting**

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

**Or Telephone: +1 669 444 9171 US**

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

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

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

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

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

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

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

**2. Roll Call**

Roll Call: Arriola, Ding, Fugazi, Marchand, Morowit, Salwan, Vice-Chair Zuber, Chair Craig-Hensley

Ex-Officios: Zwahlen (StanCOG), Nguyen (SJCOG), Clifford (SJRTD), Magsayo (Catrans)

**3. Public Comment**

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

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

4. **Consent Calendar**
  - 4.1 Approve Minutes of San Joaquin Regional Rail Commission July 17, 2025 Board Special Meeting (Regular and Special Voting Members) **ACTION**
  - 4.2 Quarterly Report Out of Agreements and Purchases over \$100,000 Executed in the Fourth Quarter of Fiscal Year 2024/2025 **INFORMATION**
  - 4.3 Rail Commission/ACE Monthly Expenditure **INFORMATION**
  - 4.4 ACE Monthly Fare Revenue **INFORMATION**
  - 4.5 ACE Ridership **INFORMATION**
  - 4.6 ACE On-Time Performance **INFORMATION**
  - 4.7 Washington Update **INFORMATION**
  - 4.8 Monthly Marketing and Outreach Report **INFORMATION**
  
5. **Update Regarding the Future of the ACE Shuttle Program, Including Proposed Changes to Santa Clara Valley Transportation Authority's (VTA) Involvement and Plans for the Program Starting FY26/27** (Teri Hayes) **INFORMATION**
  
6. **The Rail Academy of Central California (TRACC) Update** (Megan Craig and Elizabeth Lewis, Union Pacific Railroad) **INFORMATION**
  
7. **Board Member Comments**
  
8. **Ex-Officio Comments**
  
9. **Executive Director's Report**
  
10. **CLOSED SESSION**  
**Public Employment - Recruitment**  
**One Position: Executive Director/Chief Executive Officer**  
**Conference with General Counsel Janice D. Magdich and Consultant Brent Ives**  
**Pursuant to Government Code Section 54957**  
(Regular and Special Voting Members)
  
11. **CLOSED SESSION**  
**Threatened or Anticipated Litigation: Government Code §54956.9(d)(2); One Case;**  
**Conference with Legal Counsel regarding Claim filed by Stronghold Engineering, Inc.,**  
**Alleging Monetary Claims Regarding Project 22-R-1700, Regional Rail Maintenance**  
**Facility Expansion**  
(Regular Voting Members Only)
  
12. **Return to Open Session and Disclosure of Action**  
(Janice D. Magdich)
  
13. **Adjournment**  
The next regular meeting is scheduled for September 5, 2025 – 9:30 am

**SAN JOAQUIN REGIONAL RAIL COMMISSION**  
Meeting of August 1, 2025

**Item 4.1**

**ACTION**

**Minutes of San Joaquin Regional Rail Commission July 17, 2025 Special Board Meeting**

The special meeting of the San Joaquin Regional Rail Commission (Rail Commission) was held at 9:30 am on July 17, 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, Morowit, Vice-Chair Zuber, Chair Craig-Hensley

Commissioners Absent: Arriola, Ding, Fugazi

Ex-officios Present: Sue Zwahlen (StanCOG), Kim Anderson (SJCOG), Ken Baxter (SJRTD)

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**ACTION**

4.1 Minutes of San Joaquin Regional Rail Commission June 6, 2025 Board Meeting (Regular and Special Voting Members)

**ACTION**

4.2 Rail Commission/ACE Monthly Expenditure

**INFORMATION**

4.3 ACE Monthly Fare Revenue

**INFORMATION**

4.4 ACE Ridership

**INFORMATION**

4.5 ACE On-Time Performance

**INFORMATION**

4.6 Washington Update

**INFORMATION**

4.7 Monthly Marketing and Outreach Support

**INFORMATION**

Chair Craig-Hensley requested a “pre-COVID” line item to be added to the ACE Ridership report to compare ridership in the future.

There were no public comments.

**M/S/C (Marchand/Zuber) to approve Items 4.1-4.7 of the Consent Calendar.**

**Passed and Adopted by the San Joaquin Regional Rail Commission on July 17, 2025, by the following vote to wit:**

AYES: 5 Marchand, Salwan, Morowit, Vice-Chair Zuber, Chair Craig-Hensley  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Arriola, Ding, Fugazi

5. **Adopt a Resolution Adopting the Fiscal Year 2025/2026 Work Program and Operating Budgets: SJRRC Operating Budget (\$7,135,000), ACE Operating Budget (\$50,313,727), SJJPA Operating Budget (\$109,141,098), SJRRC Rail Support Services (\$54,010,616), TRACC (\$639,600) and Combined Capital Budget (\$174,494,204) (Regular and Special Voting Members)** **ACTION**

David Lipari gave a presentation on this item.

Chair Craig-Hensley asked for clarification on the funding amounts listed under the Capital Projects that are scheduled to span over multiple years.

Mr. Lipari stated the funding included in the Work Program for these projects shows the spending authority the Rail Commission anticipates to spend in one fiscal year, not for the entirety of the projects listed.

Chair Craig-Hensley asked how staff time is tracked for projects that receive different funding (grants, state, federal, etc.).

Mr. Lipari explained that projects are coded accordingly on staff time sheets with labor codes that align with specific funding sources.

Commissioner Marchand identified a few duplicated pages at the beginning of the Work Program document that staff will be sure to amend before posting to the Rail Commission website.

There were no public comments on this item.

**M/S/C (Marchand/Zuber) to Adopt the Fiscal Year 2025/2026 Work Program and Operating Budgets: SJRRC Operating Budget (\$7,135,000), ACE Operating Budget (\$50,313,727), SJJPA Operating Budget (\$109,141,098), SJRRC Rail Support Services (\$54,010,616), TRACC (\$639,600) and Combined Capital Budget (\$174,494,204).**

**Passed and Adopted by the San Joaquin Regional Rail Commission on July 17, 2025, by the following vote to wit:**

AYES: 5 Marchand, Salwan, Morowit, Vice-Chair Zuber, Chair Craig-Hensley  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Arriola, Ding, Fugazi

6. **Adopt a Resolution Authorizing the Executive Director or Designee to Submit and Execute Any and All Agreements, Certifications, and Assurances and Any Other Documents Necessary to Terminate the \$3 Million Environmental and Preliminary Engineering Agreement Between the San Joaquin Regional Rail Commission and Alameda County Transportation Commission (Alameda CTC) for the Union City Intermodal Station Phase 3 Project, and to Work with California State Transportation Agency to Re-Purpose \$250,000 of State Rail Assistance (SRA) Funding that had been Allocated by the Rail Commission for the Union City Intermodal Station Phase 3 Project and Authorize the Executive Director or Designee to Terminate the Agreement with Mark Thomas for Environmental and Engineering Work for the Union City Intermodal Station Phase 3 Project**  
(Regular and Special Voting Members)

Dan Leavitt gave a presentation on this item.

Commissioner Marchand commended staff for their forward thinking and is in support of the actions being requested.

Chair Craig-Hensley asked how long environmental clearance would last for this project.

Mr. Leavitt explained if this project comes back to the Rail Commission, environmental clearance can still be completed.

Chair Craig-Hensley also asked if the Alameda County Transportation Commission would be able to use these repurposed funds however they would like.

Mr. Leavitt stated these funds will be allocated directly back to Union City from Measure BB.

There were no public comments on this item

**M/S/C (Marchand/Zuber) to Authorize the Executive Director or Designee to Submit and Execute Any and All Agreements, Certifications, and Assurances and Any Other Documents Necessary to Terminate the \$3 Million Environmental and Preliminary Engineering Agreement Between the San Joaquin Regional Rail Commission and Alameda County Transportation Commission (Alameda CTC) for the Union City Intermodal Station Phase 3 Project, and to Work with California State Transportation Agency to Re-Purpose \$250,000 of State Rail Assistance (SRA) Funding that had been Allocated by the Rail Commission for the Union City Intermodal Station Phase 3 Project and Authorize the Executive Director or Designee to Terminate the Agreement with Mark Thomas for Environmental and Engineering Work for the Union City Intermodal Station Phase 3 Project.**

**Passed and Adopted by the San Joaquin Regional Rail Commission on July 17, 2025, by the following vote to wit:**

AYES: 5 Marchand, Salwan, Morowit, Vice-Chair Zuber, Chair  
Craig-Hensley  
NOES: 0  
ABSTAIN: 0  
ABSENT: 3 Arriola, Ding, Fugazi

**7. Adopt a Resolution Approving Two (2) Agreements for On-Call Right of Way Services for the Valley Rail Program:**

**ACTION**

**(i) Approving an Agreement with Beacon Integrated Professional Resources, Inc. for On-Call Right of Way Services for the Valley Rail Program – South Region for an Amount Not-to-Exceed \$325,000 and Authorizing the Executive Director or Designee 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**

**(ii) Approving an Agreement with Monument ROW for On-Call Right of Way Services for the Valley Rail Program – North Region for an Amount Not-to-Exceed \$325,000 and Authorizing the Executive Director or Designee 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)

Christine Inouye and Autumn Gowan gave a presentation on this item.

There were no comments on this item.

**M/S/C (Zuber/Morowit) to Approve Two (2) Agreements for On-Call Right of Way Services for the Valley Rail Program:**

**(i) Approving an Agreement with Beacon Integrated Professional Resources, Inc. for On-Call Right of Way Services for the Valley Rail Program – South Region for an Amount Not-to-Exceed \$325,000 and Authorizing the Executive Director or Designee 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**

**(ii) Approving an Agreement with Monument ROW for On-Call Right of Way Services for the Valley Rail Program – North Region for an Amount Not-to-Exceed \$325,000 and Authorizing the Executive Director or Designee 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 July 17, 2025, by the following vote to wit:**

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

- 8. Adopt a Resolution Approving Amendment 01 to the Agreement with Union Pacific Railroad (UPRR) for Preliminary Engineering Services for the UPRR Stockton Yard South Crossover Project, Increasing the Amount by \$395,000 for a New Not-To-Exceed Amount of \$520,000, and Authorizing the Executive Director or Designee to Execute Amendment 01 and Any and All Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority (Regular Voting Members Only)**

**ACTION**

Ms. Inouye and Ms. Gowan gave a presentation on this item.

Stacey Mortensen added due to the rail congestion that is seen in Stockton and surrounding areas, the Rail Commission is in support of getting this crossover project fixed.

Chair Craig-Hensley asked if the remaining budget will be sufficient to complete this project?

Ms. Inouye confirmed the remaining budget will be sufficient.

There were no public comments on this item.

**M/S/C (Zuber/Morowit) to Approve Amendment 01 to the Agreement with Union Pacific Railroad (UPRR) for Preliminary Engineering Services for the UPRR Stockton Yard South Crossover Project, Increasing the Amount by \$395,000 for a New Not-To-Exceed Amount of \$520,000, and Authorizing the Executive Director or Designee to Execute Amendment 01 and 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 July 17, 2025, by the following vote to wit:**

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

## **9. Board Member Comments**

Chair Craig-Hensley provided information on the recently attended Mineta Transportation Institute (MTI) event stating it was a great opportunity to network with individuals within the transportation field.

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

Sue Zwahlen with StanCOG had no items to report.

Kim Anderson with SJCOG had no items to report.

Ken Baxter with SJRTD announced the “One Pill Can Kill” bus wrap event that took place on June 27 to raise awareness and educate the community on the dangers of counterfeit pills.

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

Ms. Mortensen thanked Momoko Tamaoki for scheduling a meeting and tour of the Rail Maintenance Facility with the Japanese Consulate-General, SJRRC Chair, and SJJPA Chair.

Ms. Mortensen also announced the upcoming TRACC graduation scheduled for July 27 in which elected officials, such as Congressman Harder, will be in attendance.

Additionally, Ms. Mortensen commended staff, led by Ms. Gowan, for the successful Federal Transportation Administration (FTA) audit recently conducted for the Rail Commission.

## **12. CLOSED SESSION**

### **CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

**Pursuant to Government Code Section 54956.8**

**Property: 1155 3<sup>rd</sup> Street, Oakland, Alameda County, California**

**Agency Negotiators: 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**

### **Public Employment - Recruitment**

**One Position: Executive Director/Chief Executive Officer**

**Conference with General Counsel Janice D. Magdich and Consultant Brent Ives**

**Pursuant to Government Code Section 54957**

(Regular and Special Voting Members)

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

Janice D. Magdich announced the return to open session at 10:55 am.

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

## **15. Adjournment**

Chair Craig-Hensley adjourned the meeting at 10:56 am

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

# SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of August 1, 2025

## STAFF REPORT

### Item 4.2

### INFORMATION

#### **Quarterly Report Out of Agreements and Purchases over \$100,000 Executed in the Fourth 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. The action did not establish how often those purchases needed to be reported to the Board and historically this has been done annually.

Due to the increased volume, this report will now be provided quarterly. Please refer to Attachment A for the list of agreements, amendments, and purchases that fall into the range of \$100,000 and \$250,000 that were executed during the fourth quarter of FY24/25 (April 1, 2025 – June 30, 2025).

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

##### 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.

## Attachment A

PO/ Agreement Number	Vendor Name	Description	Type of Purchase	Amount	New Not to Exceed (if applicable)	Effective Date	Operating or Capital
25R9200	Krauthamer & Associates LLC	Executive Level Recruitment Services - CEO	Services	\$ 128,000.00	N/A	6/13/2025	Operating
22J2203	BNSF Railway Company	Amendment 03 to Agreement for Preliminary Engineering Services for the Stockton Diamond and Stockton Wye	Services	\$ 115,123.00	\$ 1,115,123.00	5/20/2025	Capital
25R1300	WSP USA INC	Construction Management Services for the Stockton Diamond	Services	\$ 220,922.00	N/A	4/2/2025	Capital

**San Joaquin Regional Rail Commission**  
**ACE**  
**Rail Support Services**  
**TRACC**  
**Operating Expense Report**  
**MAY 2025**  
**92% of Budget Year Elapsed**

SJRRC OPERATING EXPENSES	FY 24-25 BUDGET	EXPENSE THRU MAY 2025	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	\$ 5,369,127	\$ 4,708,409	88%
Contracted Services Subtotal	\$ 724,435	\$ 305,349	42%
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 6,093,562</b>	<b>\$ 5,013,758</b>	<b>82%</b>

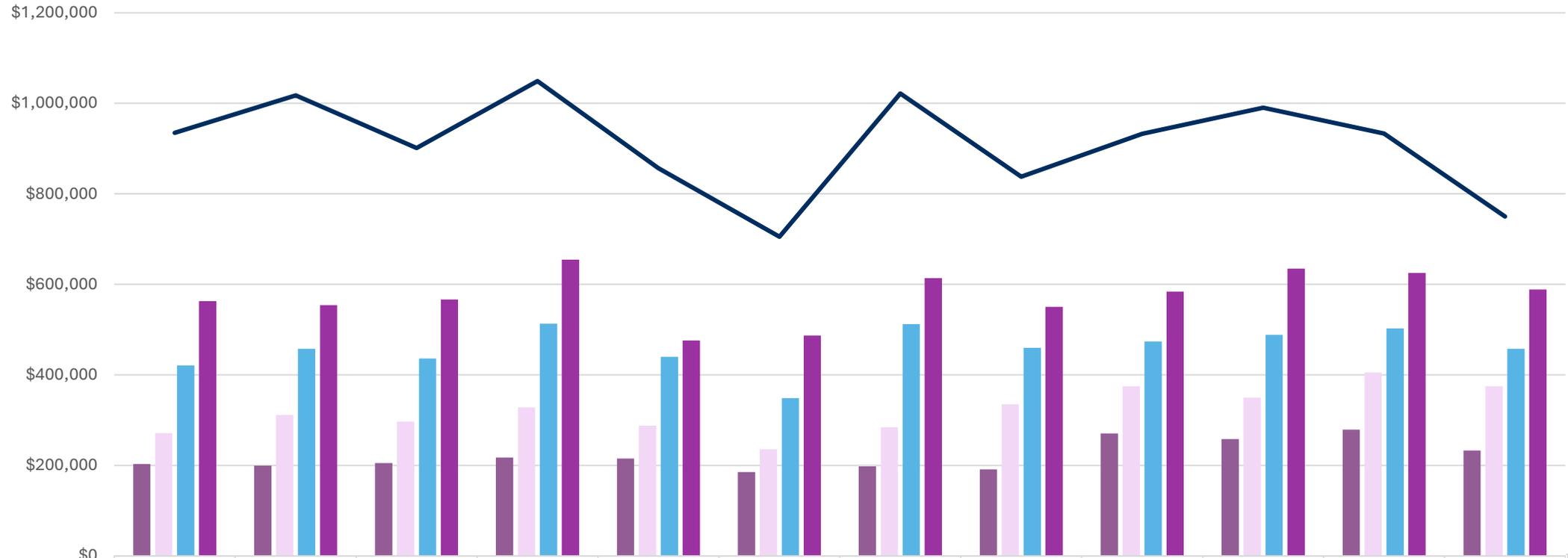
ACE OPERATING EXPENSES	FY 24-25 BUDGET	EXPENSE THRU MAY 2025	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	\$ 5,146,940	\$ 4,592,907	89%
Contracted Services Subtotal	\$ 29,652,395	\$ 23,939,211	81%
Shuttle Services	\$ 2,677,033	\$ 2,453,947	92%
Capital Access	\$ 3,242,516	\$ 2,972,306	92%
Capital Maintenance	\$ 4,500,000	\$ 4,125,000	92%
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 45,218,885</b>	<b>\$ 38,083,371</b>	<b>84%</b>

RAIL SUPPORT SERVICES OPERATING EXPENSES	FY 24-25 BUDGET	EXPENSE THRU MAY 2025	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	\$ 318,047	88,844	28%
Contracted Services Subtotal	\$ 104,347,559	\$ 15,932,008	15%
<b>TOTAL RSS EXPENSES</b>	<b>\$ 104,665,606</b>	<b>\$ 16,020,851</b>	<b>15%</b>

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

TRACC OPERATING EXPENSES	FY 24-25 BUDGET	EXPENSE THRU MAY 2025	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	\$ -	-	0%
Contracted Services Subtotal	\$ 620,000	\$ 103,996	17%
<b>TOTAL CONTRACTED SERVICES EXPENSES</b>	<b>\$ 620,000</b>	<b>\$ 103,996</b>	<b>17%</b>

# ACE Revenue



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	Total
FY 21/22	\$203,146	\$199,559	\$205,136	\$217,259	\$215,381	\$185,230	\$197,959	\$191,273	\$270,983	\$258,089	\$279,131	\$233,217	\$2,656,362
FY 22/23	\$271,492	\$311,393	\$296,654	\$328,448	\$288,159	\$235,456	\$284,482	\$335,116	\$375,035	\$349,912	\$405,208	\$374,932	\$3,856,286
FY 23/24	\$420,901	\$457,738	\$436,072	\$513,376	\$439,812	\$348,624	\$511,980	\$459,873	\$474,017	\$488,783	\$502,497	\$457,778	\$5,511,452
FY 24/25	\$563,073	\$554,275	\$566,474	\$654,322	\$475,942	\$486,864	\$613,911	\$550,131	\$583,629	\$634,729	\$625,418	\$588,682	\$6,897,450
FY 18/19 (Pre-Pandemic)	\$934,823	\$1,017,601	\$901,396	\$1,049,117	\$856,601	\$705,227	\$1,021,424	\$837,812	\$932,548	\$990,292	\$933,163	\$749,848	\$10,929,849

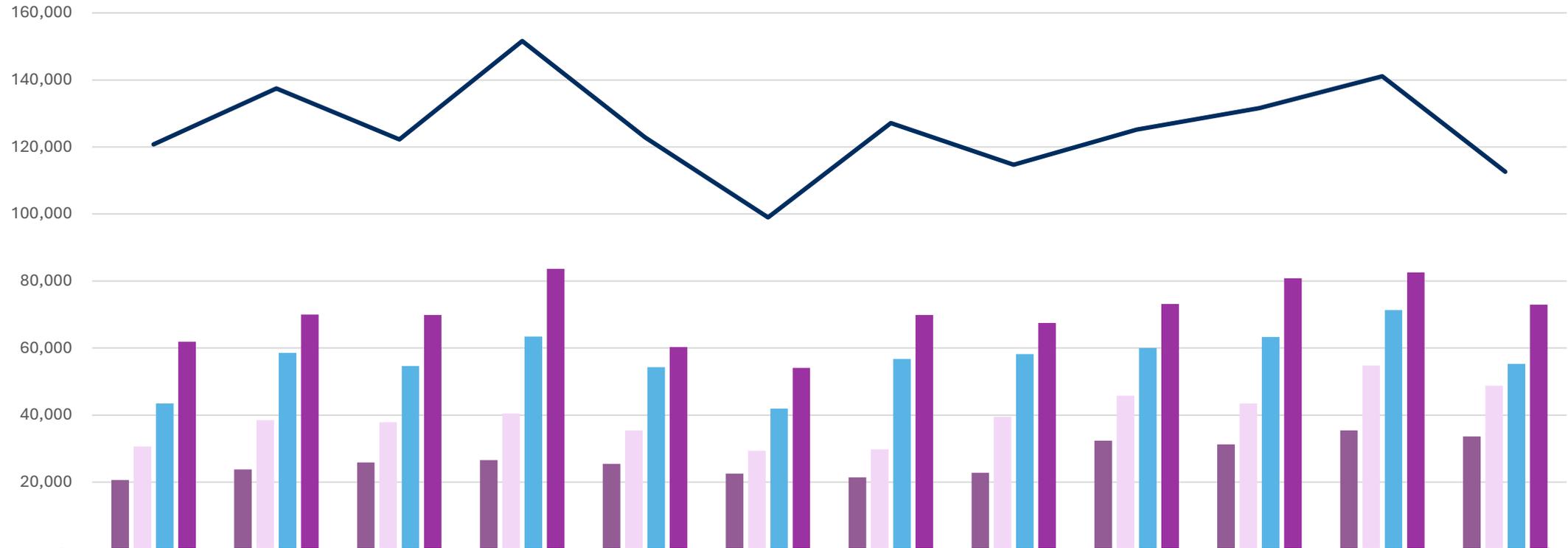


% of Budget Year Elapsed: 100%

FY 24-25 % of Budgeted Fare Revenue Received to Date: 114.2%

Projected Annual Fare Revenue (includes Amtrak Thruway Service and Special Event Train): \$6,033,000.00

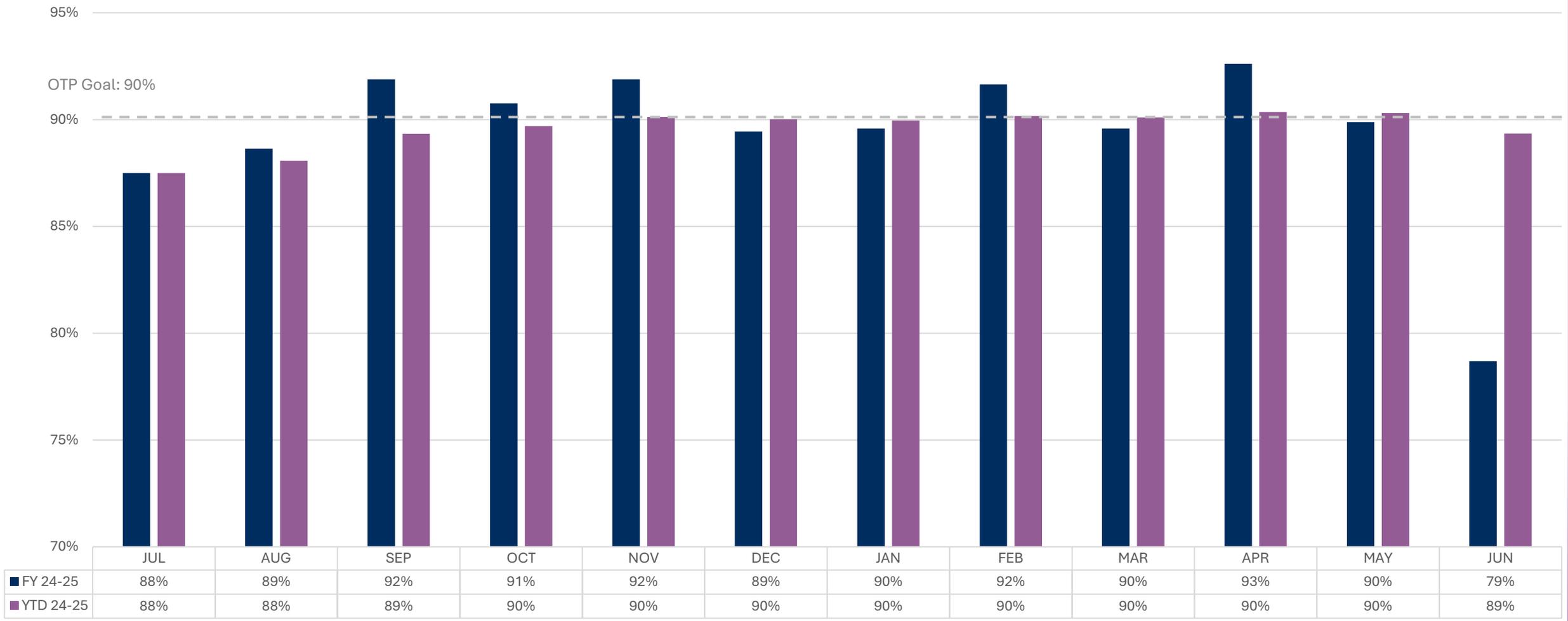
# ACE Ridership



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	Total
FY 21/22	20,628	23,802	25,848	26,579	25,435	22,529	21,393	22,830	32,391	31,265	35,446	33,606	321,752
FY 22/23	30,601	38,525	37,898	40,504	35,433	29,397	29,814	39,513	45,766	43,488	54,788	48,771	474,498
FY 23/24	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
FY 24/25	61,892	70,039	69,845	83,594	60,312	54,120	69,879	67,496	73,119	80,829	82,570	72,967	846,662
FY18/19 (Pre-Pandemic)	120,779	137,442	122,227	151,604	122,880	98,973	127,130	114,725	125,199	131,558	141,113	112,573	1,506,203



# ACE On-Time Performance





## TAI GINSBERG & ASSOCIATES, LLC

**TO:** San Joaquin Regional Rail Commission (SJRRRC)  
**FROM:** TG&A Staff  
**SUBJECT:** Monthly Progress Report for JULY 2025  
**DATE:** July 22, 2025



### THE TRUMP ADMINISTRATION/EXECUTIVE BRANCH

President Donald Trump signed into law the [One Big Beautiful Bill Act](#) on July 4, 2025 (P.L. 119-21). A detailed summary is provided under the Appropriations header of this report.

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

Since the June 2025 report, there are no relevant changes in status to transportation-related nominees. **A full 2025 listing of “Nominations” is available from TG&A.**

### APPROPRIATIONS/BUDGET

#### HOUSE/SENATE RECONCILIATION STATUS - ENACTED

On July 4, 2025, President Trump signed into law the “[One Big Beautiful Bill Act \(OBBBA - P.L. 119-21\)](#)” (HR 1 – and [here](#)). The bill’s arduous journey began with an initial version of the bill being passed in the House on May 22, 2025 [by a vote of 215-214](#). That version of the bill was sent to the Senate where it was modified and passed on July 1, 2025, [by a vote of 51-50](#) (Vice President JD Vance cast the tiebreaking vote). The Senate-passed bill was sent to the House for concurrence where it would either be passed, and sent to the President for enactment, or modified, once again, and sent back to the Senate for their concurrence and/or for additional modifications. In the end, the House adopted the Senate-passed iteration of the bill, and the bill was sent to the President for enactment.

The OBBBA stirred controversy in several areas, one being the [restructuring of Medicaid](#) (the joint state-federal program that provides health care for low-income and disabled Americans). The bill imposes new work requirements on beneficiaries to prove they are working or in school at least 80 hours a month, and eliminated benefits for an estimated 1.4 million undocumented immigrants. Over 10 years, the OBBBA cuts \$700 billion in Medicaid. The OBBBA would also require some States to cover a share of the cost of Supplemental Nutrition Assistance Program (SNAP) benefits. House/Senate Republicans argue that the cuts deal primarily with waste, fraud and abuse and that the reforms are aimed at ensuring the long-term viability of the program to direct resources to those who need them most. The [Congressional Budget Office \(CBO\)](#) estimated that the OBBBA would increase deficits over the 2025-2034 period by \$3.4 trillion. However, Republicans dispute that charge by noting that the bill will promote economic growth to offset those concerns. [\[See Senate one-pager on the OBBBA here, and an analysis from Holland & Knight here.\]](#)

#### Select Provisions of the OBBBA – The OBBBA Provides:

- An extension to the expiring 2017 Trump tax cuts. The rates set in 2017 will stand at 10%, 12%, 22%, 24%, 32%, 35% and 37%;
- A standard deduction for 2025 at \$15,750 for single filers and \$31,500 for married joint filers;
- An increase of the State and Local Tax (SALT) deduction cap to \$40,000, from \$10,000, with a 1 percent increase every year through 2029, then reverting to \$10,000 in 2030;
- An increase in the standard deduction by \$750 for single filers and by \$1,500 for couples;

- An increase in the child tax credit by \$200, to \$2,200, and indexed to inflation going forward;
- An increase of \$6,000 in tax deductions for seniors (65 yrs. of age);
- A deduction of up to \$25,000 worth of tips, and up to \$12,500 worth of overtime;
- \$160 billion for border security and immigration enforcement (border wall funding at \$46.5 billion and funding for 10,000 new ICE agents, 500 customs officers and 3,000 border patrol agents);
- \$150 billion to boost defense spending (shipbuilding (\$28 billion) and a Golden Dome missile defense architecture (\$25 billion));
- An increase to the debt ceiling by \$5 trillion over the existing \$36.1 trillion debt;
- A phase-out renewable energy tax credits;
  - By September 30, it eliminates the \$7,500 tax credit for new EVs and the \$4,000 credit for used EVs and for commercial vehicles;
  - By June 30, 2026, it eliminates tax credits for EV charging infrastructure under the Alternative Fuel Vehicle Refueling Property Credit program.
- Additional funding (\$12.5 billion) for air traffic control infrastructure and aviation safety, including \$7.75 billion for telecommunication systems and radars and \$1.9 billion for ATC consolidation.
- The bill repeals all civil penalties for violating National Highway Traffic Safety Administration (NHTSA) Corporate Average Fuel Economy (CAFE) standards upon enactment;
- The bill rescinds all unobligated funding from Federal Highway Administration (FHWA) IRA clean transportation and vehicles programs, including:
  - Section 60019. FHWA Neighborhood Access and Equity Grant Program (originally \$3 billion);
  - Section 60024. FHWA Low-Carbon Transportation Materials Grants (originally \$2 billion);
  - Section 60023. FHWA Environmental Review Implementation Funds (originally \$100 million);
- **Note:** The bill did not include House-passed language that would have imposed an annual user fee on all electric and hybrid vehicles, with those revenues dedicated to the Highway Trust Fund.

### FY 2026 HOUSE/SENATE APPROPRIATIONS STATUS - ONGOING

Now that the OBBBA has been enacted into law, Congress now turns its attention to the FY 2026 appropriations process. The House has passed two of the twelve measures, the Military Construction-VA bill, on June 25, and the Department of Defense bill on July 17.

OVERALL FY 2026 APPROPRIATION BILL SUMMARY	
<b>Bills Passed:</b>	<b>House (2 of 12)</b>
	1. Military Construction/ Veterans Affairs
	2. Defense
	<b>Senate (0 of 12)</b>
<b>Bills Vetoed:</b>	(0 of 12)
<b>Both Chambers Passed:</b>	(0 of 12)
<b>Bills Enacted:</b>	(0 of 12)

Meanwhile, the House Committee on Appropriations [approved \(35 to 28\) the FY 2026 Transportation, Housing and Urban Development, and Related Agencies \(THUD\) Appropriations bill](#), and it also [approved the FY 2026 Energy and Water Development \(E&W\) Appropriations bill](#) on July 17, 2025. *[See CRS report on E&W FY 2026 appropriations here.]* Those two bills had earlier, on July 14, been passed-out of their respective subcommittee. Hyperlinks to the text of each bill and other related documents, (e.g. a list of earmarks) are noted in the nearby box.

<a href="#">Transportation/Housing/Urban Development (THUD)</a>	<a href="#">THUD Bill Text</a>	<a href="#">THUD Draft Report</a>	<a href="#">THUD Community Proj. Funding Requests</a>
<a href="#">Energy and Water (E&amp;W)</a>	<a href="#">E&amp;W Bill Text</a>	<a href="#">E&amp;W Draft Report</a>	<a href="#">E&amp;W Community Proj. Funding Requests</a>

Overall, the THUD bill provides a total discretionary allocation of \$89.9 billion, which is \$4.4 billion below the FY 2025 enacted level. Regarding Title I (US DOT) the bill proposes \$22.1 billion in discretionary funding for FY 2026, which is \$3.149 billion below the FY 2025 enacted level. The THUD includes \$3.728 billion in Community Project Funding for 2,369 projects requested by 382 Members.

According to analysis by the American Association of State Highway and Transportation Officials (AASHTO), the bill honors IJJA’s \$83.3 billion in obligation limitation for Trust Fund programs, including \$62.7 billion for the federal-aid Highway Program and \$14.6 billion for transit formula programs. However, the FY 2026 THUD bill does propose to transfer (reprogram) \$4.4 billion of various Infrastructure Investment and Jobs Act (IIJA) advanced General Fund appropriation accounts (e.g. National electric Vehicle Infrastructure program) to “plus up” funding to various General Fund appropriations accounts. The FAA see a notable boost in funding to fully fund air traffic control operations and to hire 2,500 controllers. Notably, sections of the bill block any funding for the California High-speed Rail project (between Los Angeles and San Francisco), Texas Central Railway project (between Dallas and Houston) and Northern Lights Express Intercity Passenger Rail project. It is unclear as to when the aforementioned two bills will advance to the House floor. Modal [Key Takeaways](#) and a [Detailed Funding Summary](#), as released by the House Appropriations Committee, can be found [here](#). See an annotated nearby funding chart.

**Additional Transportation Resources:**

- [American Public Transportation Association \(APTA\) Federal Affairs Alert](#)
- [APTA Public Transit Funding Program](#)
- [APTA Passenger Rail Funding Program](#)

Senators have begun work on the versions of their government-funding bills and Senate Republican appropriators want their leadership to bring an initial package of FY 2026 appropriation bills to the floor before the recurring Congressional August recess. The Senate Appropriations Committee has reported four of its 12 annual spending bills, none of which is the THUD bill. However, the THUD bill is scheduled for a Full Committee markup on July 24, 2025. The Senate is reported to be eyeing movement on multiple appropriation bills in minibus packages. There may be additional time to address appropriation matters as President Trump has asked Senate Majority John Thune (R-SD) to cancel the August recess.

Proposed FY 2026 House Committee on Appropriations (Selected Transportation Modal Highlights - Committee - Passed 7/17/2025)		
US DOT Modal Offices	FY 2025 (Enacted)	FY 2026 House (Proposed)
<b>Office of the Secretary</b>		
Essential Air Service	611,613,000	688,363,000
<b>Federal Aviation Administration</b>		
Airport Improvement Program	4,000,000,000	4,000,000,000
Supplemental AIP - General Fund (\$283,738,000 for earmarks)	50,000,000	313,738,000
Facilities & Equipment	3,176,250,000	5,000,000,000
Operations	13,482,783,000	13,752,000,000
<b>Federal Highway Administration</b>		
Fed.-Aid Hwy. (Oblim.)	61,314,171,000	62,657,106,000
Hwy. Infrastructure Pgm. (\$954,433,091 for earmarks)	340,500,000	1,369,433,000
<b>Federal Railroad Administration</b>		
Fed.-State Partnership for Intercity Rail (G.F.)	75,000,000	0.0
Fed.-State Partnership for Intercity Rail (Advanced Approp.)	7,200,000,000	4,387,416,000.0
CRISI (\$38,402,000 for earmarks)	100,000,000	538,402,000
<b>Amtrak</b>		
Northeast Corridor	1,141,442,000	924,970,000
National Network	1,286,321,000	1,387,614,000
Subtotal:	2,427,763,000	2,312,584,000
<b>Federal Transit Administration</b>		
Transit Formula Grants (Oblim.)	14,279,000,000	14,642,000,000
Transit Infrastructure Grants (\$95,766,390 for earmarks)	45,569,000	97,266,390
Capital Investment Grants	2,205,000,000	53,745,000
Note: Funding chart does not include Advanced Appropriations.		

July 11, 2025. The Congressional Research Service (CRS) published a report entitled, “[Department of Transportation Funding: FY2021-FY2025 Enacted and FY2026 Requested.](#)” See page 2 for a helpful summary chart that details enacted appropriations for the several US DOT modal administrations over FYs 2021 – FY 2025, in comparison to their counterpart FY 2026 request.

July 11, 2025. The US Department of Treasury issued its [Monthly Treasury Statement Receipts and Outlays of the United States Government For FY 2025 Through June 30, 2025](#). The government scored a **\$27 billion surplus in the month of June 2025** (the ninth month of FY 2025) with **total June receipts reaching \$526 billion** against **June outlays of \$499 billion**. The cumulative FY deficit through FY 2025 as of June 30, (9 months of FY 2025) was \$1.337 trillion. As of July 18, 2025, the Public Debt Held by the Public was \$29.297 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 \$7.357 trillion for a total [Public Debt Outstanding of \\$36.654 trillion](#).

July 9, 2025. The Congressional Budget Office (CBO) issued its [Monthly Budget Review: June 2025](#) noting that the federal budget deficit totaled \$1.3 trillion in the first nine months of FY 2025. That amount is \$65 billion more than the deficit recorded during the same period last fiscal year. Revenues increased by \$254 billion (or 7 percent), and outlays rose by \$320 billion (or 6 percent).

## SELECTED CONGRESSIONAL HEARINGS/BUSINESS

July 24, 2025. The Senate Committee on Appropriations is scheduled to hold a Full Committee markup (skipping the subcommittee markup) of the FY 2026 Transportation, Housing and Urban Development, and Related Agencies. [Committee Link](#).

July 23, 2025. The Senate Committee on Commerce, Science, & Transportation is scheduled to hold a nominations hearing for nominees of US DOT including: ■ Ms. Seval Oz, of California, to be the Assistant Secretary of Transportation for Research and Technology, ■ Mr. Michael Rutherford, of Florida, to be the Assistant Secretary of Transportation for Multimodal Freight, and ■ Mr. Gregory Zerzan, of Texas, to be General Counsel of the Department of Transportation.

July 23, 2025. The Senate Committee on Environment & Public Works, Subcommittee on Transportation and Infrastructure held a hearing to discuss and receive testimony pertaining to, "[The Road Ahead: Proposals to Improve America's Transportation Infrastructure](#)." [Committee Link and Testimony](#).

July 14-17, 2025. The House Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development [held a markup](#) of FY 2026 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations bill on July 14. The Full House Appropriations Committee [held a markup](#) of the THUD bill on July 17, 2025.

July 16, 2025. The House Committee on Transportation held a hearing to discuss and receive testimony pertaining to, "[Oversight of the Department of Transportation's Policies and Programs and Fiscal Year 2026 Budget Request](#)." The witness was US DOT Secretary Sean Duffy. [Committee Link and Testimony](#).

July 16, 2025. The Senate Committee on Environment and Public Works held a hearing to discuss and receive testimony pertaining to, "[Constructing the Surface Transportation Reauthorization Bill: Stakeholder's Perspectives](#)." [Committee Link and Testimony](#).

July 16, 2025. The Committee on Transportation and Infrastructure held a hearing to discuss and receive testimony pertaining to, "[Oversight of the Department of Transportation's Policies and Programs and Fiscal Year 2026 Budget Request](#)." US DOT Secretary Sean Duffy made his first appearance as a witness before the Committee. [Committee Link and Testimony](#).

June 24, 2025. House Committee on Transportation and Infrastructure Chairman Sam Graves (R-MO) penned an opinion article in The Washington Times [here](#). Chairman Graves stated that, "In the next surface transportation reauthorization bill, we're going back to basics. After recent years of expanding and creating more programs, spending money we don't have, and losing money to project approval inefficiencies, we can and must focus on our most fundamental infrastructure needs." The article continued by noting, "The current surface transportation measure expires on September 30, 2026, and the House Transportation and Infrastructure Committee has already begun the process of crafting the next bill. As part of that process, we held several hearings earlier this year on different aspects of the transportation system that will be covered in the upcoming legislation." The next reauthorization will also focus on fixing the Highway Trust Fund where spending has exceeded its revenues since 2001. Article [here](#).

## SELECTED CONGRESSIONAL "TRANSPORTATION-RELATED" BILLS – JULY

SENATE BILLS – JULY (No Relevant Items)
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**HOUSE BILLS - JULY**

<a href="#">HR 4447</a>	M. Frost (D-FL) To require the Comptroller General of the United States to conduct a review of the efficient use of funds in procuring new buses for transit service. Introduced 7/16/25.	<a href="#">HR 4442</a>	E. Carter (R-GA) To provide for eligibility radius requirements for transit-oriented development projects in proximity of intercity passenger rail or fixed guideway rail transit under the railroad rehabilitation and improvement program. Introduced 7/16/25.
<a href="#">HR 4</a> <a href="#">Press Release</a> <a href="#">Rescission</a> <a href="#">Memo</a>	S. Scalise (R-LA) "The Rescissions Act of 2025." The rescission package seeks to eliminate \$7.9 billion in foreign aid, along with \$1.1 billion from public broadcasting for a total of \$9.4 billion in rescissions. Introduced 6/6/25. <b>Passed the House by a vote of 214-212 on 6/12/25.</b> See <a href="#">Comm. for Responsible Budget</a> . <b>Passed the Senate</b> by a vote of 51-48 on 7/16/25. <b>Passed the House by a vote of 216 to 213. The bill was presented to the President on 7/189/25.</b>	<a href="#">HR 4399</a>	A. Espaillat (D-NY) To authorize state of good repair grants to be used for public transportation resilience improvement. Introduced 7/15/25.
<a href="#">HR 4420</a>	M. Strickland (D-WA) To reauthorize and amend the Healthy Streets program to enhance the resilience, accessibility, and safety of the Nation's transportation corridors by supporting strategic investments in tree canopy, shade infrastructure, and other nature-based cooling strategies along pedestrian, bicycle, and transit routes. Introduced 7/15/25.	<a href="#">HR 1</a>	J. Arrington (R-TX) "One Big Beautiful Bill Act." <b>The President enacted the bill on 7/4/25 (P.L. 119-21).</b> See <a href="#">summary of the bill under the "Appropriations" heading of this report.</a>
<a href="#">HR 4095</a> <a href="#">Press Release</a>	S. Carbajal (D-CA) "Railroad Yardmaster Protection Act." Strengthens workplace protections for railroad yardmasters by giving them the same protections as other railroad yard workers. Re-introduced 6/26/25.		

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

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

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

<b>Month Est.</b>	<b>Notice of Funding Opportunity (NOFO)</b>	<b>Operating/Admin. Office</b>
Summer 2025	All Stations Accessibility Program	FTA
Summer 2025	Consolidated Rail Infrastructure & Safety Improvements	FRA
Summer 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

July 15, 2025. The US DOT [announced](#) \$488 million in awards from the Better Utilizing Investments to Leverage Development (BUILD) grant program for 30 projects across the nation. *[The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021.]* America’s BUILD program delivered awards to the most competitive projects out of more than 800 applications requesting more than \$10 billion. Funding was evenly distributed between urban and rural communities, with each receiving \$244 million in awards. Maximum awards were capped at \$25 million. Grantees must sign an agreement with US DOT before any of the projects can move to bid. The full list of projects can be viewed [here](#).

**See Addendum B. – RECENT BUILD 2025 AWARDS – at end of report.**

July 1, 2025. The Federal Railroad Administration issued a [Notice of Proposed Rulemaking \(NPRM\)](#) would provide greater flexibility for compliance with FRA’s train horn regulation. Specifically, this proposed rule would allow for regulatory relief from the required pattern of sounding the locomotive horn in two long blasts, one short blast, and one long blast where trains, locomotive consists, and individual locomotives have stopped in close proximity to a public highway-rail grade crossing location. This proposed rule would instead allow locomotive engineers to vary the pattern of sounding the locomotive horn to only one single blast of the horn as they enter onto and cross over these grade crossing locations. **Comments due (est.) on September 2, 2025.**

July 1, 2025. The Federal Railroad Administration issued a [Notice of Proposed Rulemaking \(NPRM\)](#) amending its safety standards related to the use of the locomotive horn to clarify that no Federal regulation requires a railroad to sound a locomotive horn because of the presence of a passenger station. The proposed rule would clarify that a railroad has discretion to determine policies for sounding a locomotive horn at a passenger station through railroad operating rules. The proposed rule would also provide that if a railroad decides to sound a locomotive horn at a passenger station, the minimum sound level requirements in FRA’s Railroad Locomotive Safety Standards would not apply to the sound produced by the horn. **Comments due (est.) on September 2, 2025.**

**OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES**

July 22, 2025. The Federal Railroad Administration (FRA) issued a Final Rule/Withdrawal notice withdrawing the direct final rule titled “[Federal Railroad Administration Accident/Incident Investigation Policy for Gathering Information and Consulting with Stakeholders](#),” (the Rule) which was published on October 1, 2024. The Rule generated two adverse, substantive comments. Accordingly, the FRA decided to withdraw the Rule. **The withdrawal became effective on July 22, 2025.**

July 18, 2025. The US DOT Office of the Secretary issued a [Notice/Request for Information](#) seeking public comment, perspectives and ideas in consideration for development of the next surface transportation authorizing legislation. The current surface transportation authorization set to expire on September 30, 2026. Several operating administrations in DOT administer laws and programs related to surface transportation including: the Federal Highway Administration, the Federal Motor Carrier Safety Administration, the Federal Railroad Administration, the Federal Transit Administration, the National Highway Traffic Safety Administration, and the Pipeline and Hazardous Materials Safety Administration. The activities of those DOT surface transportation operating administrations are governed by laws that must be reauthorized periodically. **Comments are due by August 20, 2025.**

July 16, 2025. Drew Feeley, Acting Administrator of the Federal Railroad Administration (FRA) [sent a letter](#) to Mr. Ian Choudri, CEO of the California High-Speed Rail Authority, terminating approximately \$4 billion in unspent federal funding for California’s High Speed Rail project, following an FRA compliance review. *[A compliance review report from the Federal Railroad Administration (FRA) determined the California High-Speed Rail Authority (CHSRA) was in default of the terms of its federal grant awards. The FRA says the report contains nine key findings, including missed deadlines, budget shortfalls and overrepresentation of projected ridership.]* A US DOT [press release](#) said that the California High-Speed Rail Authority (CHSRA) was given two opportunities to respond consistent with the grant agreements. Neither response addressed FRA’s significant concerns. In addition to canceling \$4 billion in unspent federal funds to CHSRA, Secretary Duffy has directed FRA to review other obligated and unobligated grants related to the CHSRA project.

July 14, 2025. The US DOT Office of the Secretary published a [Request for Information](#) seeking information from the public, including stakeholders (e.g., State, metropolitan planning organization, and local agencies, port authorities, private owners and operators, industry trade groups, shippers, and beneficial cargo owners) to aid development of the updated National Freight Strategic Plan (NFSP). In 2020, the US DOT published a National Freight Strategic Plan (NFSP). The US DOT is required to update the NFSP based on 17 components to address multimodal freight transportation. **Comments are due by August 14, 2025.**

July 11, 2025. Amtrak’s Office of Inspector General (OIG) published a report entitled, “[Train Operations: The Company Can Improve the Quality of Customer Service to Passengers with Disabilities](#).” The objective of the report was to assess Amtrak’s efforts to provide high-quality customer service to passengers with disabilities. The OIG found that although Amtrak has ongoing efforts to improve the service it provides to these customers, it faces challenges in two key areas. First, it does not have an overarching strategy with goals, metrics, and priorities to guide its efforts to improve customer service to passengers with disabilities. Second, it does not have full visibility over the quality of service it provides to passengers with disabilities because it does not regularly analyze key data that could provide insights.

July 8, 2025. The Surface Transportation Board (STB) issued a [Notice of Vacancies on Federal Advisory Committee and Solicitation of Nominations](#) concerning nine vacancies on its Rail Energy Transportation Advisory Committee (RETAC) for one representative from Canadian Pacific Kansas City Limited; one representative from CSX Transportation, Inc.; one representative from Class II and III railroads; two representatives from electric utilities; one representative from biofuel feedstock growers or providers and biofuel refiners, processors, and distributors; two representatives from the petroleum shipping industry; and one at-large representative. Members are selected by the Chairman of the Board with the concurrence of a majority of the Board. Members of RETAC serve without compensation and without reimbursement of travel expenses. The STB is soliciting nominations from the public for candidates to fill these vacancies. RETAC meets at least twice per year. Meetings are typically held at the Board’s headquarters in Washington, D.C., but may be held virtually or in other locations. **Nominations for candidates for membership on RETAC are due August 8, 2025.**

July 8, 2025. The Surface Transportation Board (STB) issued a [Notice of Vacancies on the Railroad-Shipper Transportation Advisory Council \(RSTAC\)](#) regarding a small railroad representative and a small shipper representative. The STB seeks nominations for candidates to fill these vacancies. RSTAC’s 15 appointed members include representatives of small and large shippers, and small and large railroads. The members are appointed by the Chairman of the Board. Meetings of RSTAC are required by statute to be held at least semi-annually. RSTAC typically holds meetings quarterly at the Board’s headquarters in Washington, D.C., although some meetings are held virtually or in other locations. The members of RSTAC receive no compensation for their services and are required to provide for the expenses incidental to their service, including travel expenses. **Nominations are due on August 8, 2025.**

July 2, 2025. US DOT Secretary Sean Duffy released a letter "[To All Recipients of the US DOT Funding](#)" stating "the Department considers any policies or requirements not based in statute or regulation relating or referring to climate change, "greenhouse gas" emissions, racial equity, gender identity, "diversity, equity, and inclusion" goals, environmental justice, and the Justice 40 Initiative that were incorporated into the terms, schedules, exhibits, and attachments of its Federal financial assistance agreements to be null and void and of no effect." Furthermore, the letter states, "Recipients of DOT Federal financial assistance are hereby released of their obligations to comply with these policies and requirements effective immediately." The letter references President Trump's Executive Orders – [here](#). In April, Secretary Duffy [sent a letter](#) to all federal transportation funding recipients to remind them that federal dollars come with strings attached and compliance with federal law is a clear obligation.

July 1, 2025. The Federal Highway Administration/Federal Transit Administration/Federal Railroad Administration issued an [Interim Final Rule](#) (and [here](#)) modifying the regulations implementing the National Environmental Policy Act (NEPA) that apply to all three agencies to be consistent with the removal of regulations previously issued by the Council on Environmental Quality (CEQ), the amendments to NEPA included in the section of the Fiscal Responsibility Act of 2023 known as the Building United States Infrastructure through Limited Delays and Efficient Reviews (BUILDER) Act of 2023, and amendments regarding efficient environmental reviews included in the Infrastructure Investment and Jobs Act of 2021. This rule will become effective immediately while the agencies seek comment on what further changes may be appropriate. See US DOT press release [here](#) announcing the release of three sets of landmark revisions to the Department's NEPA implementing procedures. The revisions, which cut USDOT's NEPA procedures in half, will slash red tape, accelerate major infrastructure projects, minimize delays, and curb soaring compliance costs, according to the press release. *[ARTBA notes that the current review process under NEPA can take on average seven years for new transportation projects.]* The changes combine six separate sets of procedures into one unified US DOT order, providing a "one stop shop" for US DOT NEPA reviews for most of US DOT's operating administrations (OAs), US DOT officials said. Article [here](#). **The rule becomes effective on July 3, 2025. Comments must be received by August 4, 2025.**

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

July 17, 2025. US DOT Secretary Sean Duffy [conducted a roundtable session](#) hosting key infrastructure stakeholders including Congressional members to foster collaboration on priorities ahead of Congress's surface transportation reauthorization process later this fall. Secretary Duffy also [Letter](#) sent a letter to the nation's Governors urging them to assume NEPA responsibilities and take the lead on project delivery. See US DOT Secretary Duffy's remarks [here](#).

July 7, 2025. The US DOT [announced](#) a policy update to the [Transportation Infrastructure Finance and Innovation Act \(TIFIA\)](#) credit program that will allow all types of transportation infrastructure projects to finance up to 49 percent of eligible costs as authorized by TIFIA legislation. The Bureau's TIFIA credit program provides flexible, long-term, low-interest loans that enable public and private project sponsors to accelerate the delivery of infrastructure at a lower financing cost and must be repaid using non-Federal funding. The [AASHTO](#) noted, "The American Association of State Highway and Transportation Officials has advocated for years to this increase TIFIA eligibility, most recently in as part of the six surface transportation reauthorization policies adopted by AASHTO's board of directors at its Spring Meeting this May as well as in a white paper where, on page 12, the organization expressly called on US DOT "to follow current law in considering TIFIA's cost share of highway projects up to 49 percent instead of 33 percent."]

June 30, 2025. The Amtrak Office of Inspector General (OIG) issued a report entitled, "[Acquisition and Procurement: Company Has Opportunities to More Effectively Ensure That It Awards Contracts in Its Best Interest](#)." The objective of the report was to assess the extent to which the company has effective processes and controls during the pre-award phase to ensure contracts it awards are in its best interest.

The OIG found that certain pre-award contracting activities generally worked well, but the OIG identified two areas where weaknesses place the company at greater risk of paying more than it should for goods and services. First, Amtrak could better ensure its employees adhere to its requirements for contracts requiring cost estimates and technical evaluation committees. Second, consistent with considerations from our prior work, the company had opportunities to better identify and mitigate fraud risks that can occur during the pre-award phase of its procurement process.

June 20, 2025. The Eno Center for Transportation released a report entitled, “[The People Behind Major Transit Projects: Recruiting, Training and Retaining Project Managers](#).” The report explores strategies to help agencies better recruit, train, and retain project managers for large transit projects. It examines the challenges these managers face, and highlights the skills, experience, and support they need to succeed. Funded by the Federal Transit Administration, the report explores the challenges project managers face and identifies the skills, experience, and support they need to succeed.

**UPCOMING CONGRESSIONAL CALENDAR – AUGUST**

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

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

**UPCOMING DEADLINES/EVENTS**

**2025**

- FY 2025 [Transit Training Schedule](#);
- August 3-6 [APTatech 2025](#) (Miami, FL);
- August 3-7 NCSL Legislative Summit (Boston, MA);
- August 10-13 [Sustainability/Operations Planning & Scheduling Workshop](#) (Denver, CO);
- August 12-14 [Midwest Rail Conference](#) (Campus of Notre Dame, Indiana);
- August 17-20 [American Public Works Association PWX 2025](#) (Chicago, IL);
- August 23-27 [Governors Highway Safety Association 2025 Annual Meeting](#) (Pittsburgh, PA);
- September 14-19 NCSL Legislative Leaders Symposium (Iceland);
- September 21 [AASHTO 2025 TransComm](#) (Chicago, IL);
- October 20-23 [2025 AASHTO Council on Rail Transportation Annual Meeting](#);
- October 27-30 AASHTO 2025 Safety Summit & Peer Exchange (New Orleans, LA);
- November 3-5 [Commuter Rail Coalition 2025 Summit](#) (Washington, D.C.);
- November 5-6 [Commuter Rail Coalition 2025 Passenger Rail Law Workshop](#) (Washington, D.C.);
- November 17-20 AASHTO Annual Meeting (Salt Lake City, UT).

**SCUTTLEBUTT/ICYMI**

July 22, 2025. The Automobile Association of America (AAA) national average gas price can be found [here](#) (price per gallon as of 7/22/25). One month ago, the average price for regular gas per gallon was \$3.218 and one year ago the average price was \$3.501 per gallon.



July 16, 2025. The US DOT [announced](#) the appointment of 12 members to the US DOT Advisory Board. The US DOT Advisory Board will convene for its first meeting on July 16. Additional information about the Advisory Board, including details on its first meeting, is available [here](#).

July 10, 2025. The Congressional Research Service (CRS) released an updated report entitled, "[Legislative Categorical Exclusions Under the National Environmental Policy Act](#)." Categorical exclusions (CEs) are used when agency actions are expected to have little or no significant environmental impact. Thus, CEs allow agencies to bypass preparation of the more detailed analyses of an environmental assessment (EA) or an environmental impact statement (EIS).

July 9, 2025. The Congressional Research Service (CRS) released an updated report entitled, "[The Surface Transportation Board \(STB\): Background and Current Issues](#)."

July 9, 2025. The Congressional Research Service (CRS) released an updated report entitled, "[Surface Freight Transportation: Modal Options](#)." Trucks generate 44% of freight ton-miles, compared to 19% by rail and 10% by multiple modes. Current surface transportation authorization largely expires at the end of FY2026; as part of any reauthorization, Congress may wish to consider the different modes of transportation used by the freight system and whether incentives to promote the use of one mode over another could optimize the effectiveness of federal transportation investment.

July 8, 2025. The United States Court of Appeals for the Seventh Circuit vacated a Surface Transportation Board (STB) Final Rule allowing for "[reciprocal switching](#)" - a regulatory tool the STB can use to require a rail carrier that has a monopoly over a certain rail line to compete with another carrier for particular rail traffic. Several rail carriers contended that the Final Rule exceeded the Board's statutory authority under the Staggers Rail Act of 1980. Two Class I carriers (CSX Transportation, Inc. and Union Pacific Railroad Company) and two subsidiaries of another Class I carrier (Grand Trunk Corporation and Illinois Central Railroad Company) challenge the Final Rule. [The Court vacated the Final Rule](#). The Court stated, "Our decision that the Final Rule exceeds the Board's statutory authority to prescribe reciprocal switching obviates the need to consider the rail carrier's challenges to other aspects of the Rule." In summary, an [article from RAILWAY AGE](#) noted, "The court mostly agreed with the railroads' objections to the Final Rule. A crucial finding was a provision in the Final Rule that in evaluating whether to prescribe reciprocal switching as "in the public interest," the Board did not use "a threshold finding of inadequate service." The court rejected the Board's view that such a finding is only one aspect of "a balancing of the respective interests of shippers, carriers and the public."

June 27, 2025. [Siemens Mobility](#) is introducing the next generation of passenger locomotive: The Charger B+AC. The Siemens Charger B+AC is North America's first battery-electric powered passenger locomotive. The locomotives will draw electrical power from overhead catenary wires and seamlessly transition into battery mode where catenary power is not available. Charger B+AC locomotives are designed to power trains at speeds up to 125 mph under catenary and on battery power for up to 100 miles, depending on train configuration and route characteristics. Metropolitan Transportation Authority and Metro-North Railroad have selected Siemens Mobility to design and manufacture 13 battery-electric passenger locomotives for its latest railcar fleet expansion.



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.

		<b>SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &amp;/OR AWARDS</b> (TG&A SCORECARD for CY 2025)									
DEPT/AGENCY	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS	
<b>7/22/2025</b>											
USDA	FY 2025 Rural Transportation Systems Grant Program	NOFO	1/6/2025	<a href="#">NOFO URL</a>	750,000	4/7/2025	TBD	TBD	TBD		
	Higher Blends Infrastructure Incentive Program (HBIIIP)	NOFO	6/28/2023	<a href="#">NOFO URL</a>		9/30/2024	537,000,000	<a href="#">AWARD URL</a>	3/31/2025	Rolling application for 5-6 quarters.	
<b>ARMY CORPS</b>											
<b>DOE</b>											
<b>EPA</b>											
FAA	FY 2025 Aircraft Pilots Workforce Development Grant Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	9,000,000	2/5/2025	TBD	TBD	TBD		
	FY 2025 Aviation Maintenance Technical Workers Workforce Development Pgm.	NOFO	1/7/2025	<a href="#">NOFO URL</a>	9,000,000	2/5/2025	TBD	TBD	TBD		
FHWA	<a href="#">FY 2023 Active Transportation Infrastructure Investment Program (ATIIIP)</a>	NOFO/AWARD	3/19/2024	<a href="#">NOFO URL</a>	44,550,000	6/17/2024	44,500,000	<a href="#">AWARD URL</a>	1/7/2025	<a href="#">List of Awardees</a>	
	FY 2024 – 2026 Garrett A. Morgan Technology/Transportation Education Pgm.	NOFO	1/7/2025	<a href="#">NOFO URL</a>	300,000	1/10/2025	TBD	TBD	TBD		
	Charging and Fueling Infrastructure Discretionary Grant Opportunity (Round 2) Pgm.	NOFO/AWARD	5/30/2024	<a href="#">NOFO URL</a>	1,321,200,000	9/11/2024	635,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	FY 2024 Competitive Highway Bridge Program	Revised NOFO	6/2/2025	<a href="#">NOFO URL</a>	250,000,000	8/4/2025	TBD	TBD	TBD	<a href="#">See Redlined NOFO</a>	
	FY 2025 Innovation Management Pgm. (AIM)	NOFO	1/15/2025	<a href="#">NOFO URL</a>	1,800,000	2/3/2025	TBD	TBD	TBD		
	<a href="#">FY 2023-2026 Bridge Investment Program</a>	Revised NOFO	6/2/2025	<a href="#">NOFO URL</a>	4,900,000,000	6/16/2025	TBD	TBD	TBD	<a href="#">See Redlined NOFO</a>	
FRA	FY 2025 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	12/31/2024	<a href="#">NOFO URL</a>	9,000,000	1/9/2025	TBD	TBD	TBD	NNEPRA is the only eligible entity.	
	FY 2023-2024 Railroad Crossing Elimination Program (RCE)	NOFO/AWARD	7/9/2024	<a href="#">NOFO URL</a>	1,148,809,580	9/23/2024	1,100,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	FY 2021-2024 Restoration and Enhancement Grant Program	NOFO/AWARD	7/12/2024	<a href="#">NOFO URL</a>	153,845,680	9/30/2024	146,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
<b>DEPT. OF LABOR</b>											
FTA	<a href="#">FY 2025 Low or No Emission Grant Program</a>	NOFO	5/15/2025	<a href="#">NOFO URL</a>	1,100,000,000	7/14/2025	TBD	TBD	TBD		
	<a href="#">FY 2025 Grants for Buses and Bus Facilities Programs</a>		5/15/2025	<a href="#">NOFO URL</a>	398,000,000	7/14/2025	TBD	TBD	TBD		
MARAD	FY 2025 Port Infrastructure Development Program (PIDP)	NOFO	1/31/2025	<a href="#">NOFO URL</a>	450,000,000	4/30/2025	TBD	TBD	TBD		
	FY 2025 Small Shipyard Grants Program (SSG)	NOFO	4/2/2025	<a href="#">NOFO URL</a>	8,750,000,000	5/15/2025	TBD	TBD	TBD		
	FY 2025 United States Marine Highway Program (USMHP) Program	NOFO	5/16/2025	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	5,000,000	6/20/2025	TBD	TBD	TBD		
	FY 2025 Commercial Driver's License Program Implementation (CDLPI)	NOFO	6/5/2025	<a href="#">NOFO URL</a>	89,400,000	7/7/2025	TBD	TBD	TBD		
	Development of FY 2026 Commercial Veh. Safety Plans to Support Nat'l. Safety Goals	NOFO	7/14/2025	<a href="#">NOFO URL</a>	495,000,000	9/9/2025	TBD	TBD	TBD		
<b>OPERATION LIFESAVER</b>											
DHS / FEMA	FY 2024 Building Resilient Infrastructure and Communities (BRIC) Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	750,000,000	4/18/2025	TBD	TBD	TBD		
	FY 2024 Flood Mitigation Assistance Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	600,000,000	4/18/2025	TBD	TBD	TBD		
	<a href="#">FY 2024 Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program</a>	NOFO	5/20/2025	<a href="#">NOFO URL</a>	324,000,000	7/3/2025	TBD	TBD	TBD		
	<a href="#">FY 2024 Fire Prevention and Safety (FP&amp;S) Grant Program</a>	NOFO	5/20/2025	<a href="#">NOFO URL</a>	32,400,000	7/3/2025	TBD	TBD	TBD		
US DOT	<a href="#">FY 2024-FY 2026 Reconnecting Communities Pilot (RCP) Program</a>	NOFO/AWARD	7/3/2024	<a href="#">NOFO URL</a>	607,000,000	9/30/2024	544,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	FY 2025/2026 MPDG - Rural Surface Transportation Grant Program (Rural)	NOFO/AWARD	3/26/2024	<a href="#">NOFO URL</a>	780,000,000	5/6/2024	785,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	<a href="#">FY 2025 Rebuilding American Infrastructure w/Sustainability/Equity Grant Pgm.-RAISE</a>	NOFO	11/1/2024	<a href="#">NOFO URL</a>	1,500,000,000	N/A	N/A	N/A	N/A		
	Round 1:	NOFO/AWARD				12/2/2024	1,320,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>	
	Round 2:	NOFO/AWARD				1/30/2025	488,100,000	<a href="#">AWARD URL</a>	7/15/2025	2 Rounds to utilize the \$1.5 b. pot.	
	<a href="#">FY 2024 Rural and Tribal Assistance Pilot Program (RTA) - US DOT</a>	NOFO	12/18/2024	<a href="#">NOFO URL</a>	27,000,000	4/17/2025	TBA	TBD	TBD		
	FY 2025 Safe Streets and Roads for All Funding (SS4A) Program	NOFO	3/29/2025	<a href="#">NOFO URL</a>	982,260,493	6/26/2025	TBA	TBD	TBD		
	FY 2024 (Tier 2) Regional Infrastructure Accelerator (RIA) Program (Re-issued)	NOFO	5/8/2025	<a href="#">NOFO URL</a>	20,000,000	6/16/2025	TBA	TBD	TBD	Re-issued to conform to Exec. Orders	

Better Utilizing Investments to Leverage Development (BUILD)  
(Round Two)

7/15/2025											
Year	Round	State(s)	Applicant	Project Name	Project Description (At Time of Award)	Award Amount (At Time of Award)	Total Project Cost (At Time of Award)	Amount Requested	Congressional District (At Time of Award)	Primary Project Type	Urban/Rural
FY 2025	BUILD 25 Round 2	AL	Birmingham-Jefferson County Transit Authority	Operations & Maintenance Facility	This project will construct a new operations and maintenance facility in Birmingham to support the Birmingham-Jefferson County Transit Authority's (BJCTA) fixed-route, paratransit, and microtransit fleet services.	25,000,000	75,000,000	25,000,000	AL-07	Transit	Urban
FY 2025	BUILD 25 Round 2	AK	Chilkoot Indian Association	Dock Rebuild Planning Project	This project will plan and design the reconstruction of a dock at Portage Cove in Haines. It will also analyze parking needs and pedestrian connections at the dock.	2,822,774	2,822,774	2,822,774	AK-AL	Maritime	Rural
FY 2025	BUILD 25 Round 2	AK	Matanuska-Susitna Borough	Port MacKenzie Barge Ramp Project	This project will construct an approximately 60,000 square-foot barge ramp at Port MacKenzie to support barge haulout and loading operations.	7,891,044	12,140,068	7,891,044	AK-AL	Maritime	Rural
FY 2025	BUILD 25 Round 2	AR	Arkansas Department of Transportation	Springdale Northern Bypass - Final Phase	This project will construct the final phase of the approximately 20-mile Springdale Northern Bypass, including approximately 6.63 miles of roadway with two 12-foot travel lanes in each direction, separated by a variable-width median, extending from a new interchange at Highway 265 in Springdale to a new interchange at Highway 412 near Blue Springs.	24,463,315	326,223,485	25,000,000	AR-03	Road	Rural
FY 2025	BUILD 25 Round 2	CA	Placer County Transportation Planning Agency	SR-65 to I-80: Improving Mobility, Safety, and Economic Development	This project will construct an outside southbound third lane of approximately 1.4 miles on SR-65 from Blue Oaks Boulevard to Galleria Boulevard, as well as a southbound auxiliary lane of approximately 0.8 miles from Pleasant Grove Boulevard to Galleria Boulevard.	22,480,000	28,100,000	22,480,000	CA-03	Road	Urban
FY 2025	BUILD 25 Round 2	CO	Town of Paonia	Safe Pathways for Paonia Project	This project will reconstruct the intersection at 5th Street and Grand Avenue, extending from 4th Street to approximately 200 feet north of the 5th Street intersection on Grand Avenue. The work will include installing sidewalks, curbs, gutters, and ADA-compliant curb ramps. Sidewalks will be extended to connect with existing sidewalks, crosswalks will be painted, and RRFB pedestrian signals will be installed. Grooved pavement will also be added to alert traffic to reduced speed limits and school crossings.	1,884,901	2,925,675	1,884,901	CO-03	Road	Rural
FY 2025	BUILD 25 Round 2	FL	City of Apopka	Ocoee-Apopka Road (CR) 437A Complete Streets Alignment	This project will plan, design, and construct improvements to Ocoee-Apopka Road (CR 437A) from Harmon Road to South Hawthorne Avenue. The improvements will include expanding the roadway from approximately two to four lanes, adding bicycle lanes, a multi-use path, and accessibility	17,360,000	21,700,000	17,360,000	FL-11	Road	Urban
FY 2025	BUILD 25 Round 2	GA	City of Johns Creek	Old Alabama Bridge Replacements	This project will design and construct the replacement of the Old Alabama Road bridges over the Chattahoochee Tributary and Johns Creek. The project will include bridge widening, sidewalks, a multi-use trail, and updated drainage systems.	12,800,000	20,000,000	12,800,000	GA-07	Road	Urban
FY 2025	BUILD 25 Round 2	ID	Ada County Highway District	Access to Opportunity: BUILD the Boise Bench Project	This project will construct ADA-compliant sidewalks, curb ramps, crossings, pavement rehabilitation, bicycle facilities, stormwater management improvements, as well as add lighting and signage along four corridors on the Boise Bench. The project totals approximately 5.0 miles along Allumbaugh Street from Northview Street to Fairview Avenue, Franklin Road from Milwaukee Street to Liberty Street, Irving Street from Curtis Road to Roosevelt Street, and Phillippi Street/Malad Street from Irving Street to Orchard Street.	18,436,000	23,045,000	18,436,000	ID-02	Road	Urban
FY 2025	BUILD 25 Round 2	IA	City of Cedar Rapids	Flood Resilience and Multi-Modal Improvements at I-380 through UP Railroad Project	This project will complete the design, right-of-way acquisition, and construction of flood resiliency and multimodal improvements from I-380 to the Union Pacific Railroad. The project includes an approximately 0.3-mile levee and realignment of F Avenue "up and over" the levee, with a trail along the top. Additional components include converting F Avenue from a one-way to a two-way configuration, constructing a floodwall from E Avenue to the existing levee south of I-380, a roundabout on F Avenue, a stormwater conveyance system, a railroad flood gate, and a pedestrian bridge.	25,000,000	43,100,000	25,000,000	IA-01	Road	Rural
FY 2025	BUILD 25 Round 2	KS	Barton County	Barton County Accessible Public Transportation (BCAPT) Planning Project	This project will develop an accessible public transportation master plan for Barton, Rice, and Ellsworth Counties. Activities will include a community engagement process in each of the county's census tracts, using surveys, focus groups, and community events to assess the transportation needs in these rural counties.	239,138	239,138	239,138	KS-01	Transit	Rural
FY 2025	BUILD 25 Round 2	MD	Maryland Transit Administration	Expanding Rural Transit Options: Washington County Bus Facility Project	This project will complete the NEPA process and finalize the design for a new administrative, maintenance, and transit vehicle storage facility in Hagerstown.	2,832,390	2,832,390	2,832,390	MD-06	Transit	Rural
FY 2025	BUILD 25 Round 2	MS	Mississippi Department of Transportation	Enhancing Safety and Mobility on US 49 and MS 13 in Simpson County	This project will design and construct the replacement of two bridge structures on US 49 over Mississippi Highway 13 (MS -13) in Simpson County. The new bridges will provide increased vertical clearance, and the interchanges between US 49 and MS-13 will be redesigned as roundabouts. Additionally, MS 13 will be excavated and lowered to achieve the required vertical clearance.	21,340,000	21,340,000	21,340,000	MS-03	Road	Rural
FY 2025	BUILD 25 Round 2	Montana	County of Audrain	US Route 54 Shared Four-Lane Project	This project will complete the right-of-way acquisition and construction to widen an approximately 14-mile segment of US Route 54 from a two-lane roadway to a shared four-lane configuration between Farber and Curryville. The project also includes the construction of a roundabout at the intersection of US Route 54 and MO 154 (Jennings Corner) and utility relocations.	24,892,433	26,392,433	24,892,433	MO-06	Road	Rural

**Addendum B. – BUILD 2025 AWARDS - Page 2.**

FY 2025	BUILD 25 Round 2	MT	Montana Department of Transportation	Brookway-West Project	This project will reconstruct approximately seven miles of Montana Highway 200, including widening shoulders to 6 feet, reducing and flattening vertical curves, and installing milled centerline and shoulder rumble strips.	25,000,000	26,435,988	25,000,000	MT-02	Road	Rural
FY 2025	BUILD 25 Round 2	ND	Raleigh Durham Airport Authority	John Brantley Blvd. Extension Project	This project will realign key sections of the roadway in front of two terminals at Raleigh-Durham International Airport and widen the roadway from two lanes to four lanes.	24,666,750	166,566,750	25,000,000	NC-04	Aviation	Urban
FY 2025	BUILD 25 Round 2	ND	Ward County	Minot's Accessible, Growth-driving Intermodal Connector (MAGIC)	This project will conduct planning, environmental documentation, and preliminary design for three corridors and their connected intersections, including the Outer Connector from US Highway 2/52 to US Highway 83 along County Roads 14 and 16, and the Inner Connector from US Highway 2/52 to County Road 14 along 30th Street SW.	4,050,000	4,050,000	4,050,000	ND-AL	Road	Rural
FY 2025	BUILD 25 Round 2	OH	Franklin County Engineer	Alum Creek Drive (SR 317 to Groveport Road)	This project will widen Alum Creek Drive to add a third through lane in each direction between State Route 317 (London-Groveport Road) and Groveport Road, spanning approximately 2.6 miles. The project will also include the construction of pedestrian facilities, including a concrete sidewalk and an asphalt shared-use path. Additionally, the two bridges over Big Walnut Creek will be replaced.	25,000,000	61,718,888	25,000,000	OH-15	Road	Urban
FY 2025	BUILD 25 Round 2	OH	City of Cleveland	Cleveland North Coast Connector Multimodal Hub Area Study	This project will develop plans and designs for a modern, centralized transportation hub on Cleveland's downtown lakefront, featuring enhanced passenger amenities to support multimodal access. It will also assess potential efficiencies for intermodal freight movement through the site as part of the proposed Port Access Road, which will establish dedicated connectivity between the Port of Cleveland General Cargo Terminal and the regional Interstate System.	960,000	1,200,000	960,000	OH-11	Rail	Urban
FY 2025	BUILD 25 Round 2	OK	Oklahoma Department of Transportation	Hochatown Community Access and Pedestrian Safety Project	This project will reconstruct approximately 6.25 miles of US 259 in Hochatown, Oklahoma, within the boundaries of the Choctaw Nation. Improvements include widening the highway to two lanes in each direction with a center turn lane, installing approximately 1 mile of sidewalk, adding approximately 2 miles of street lighting, and constructing an approximately 1.8-mile shared-use trail for bicycles and pedestrians.	20,000,000	66,257,772	20,000,000	OK-02	Road	Rural
FY 2025	BUILD 25 Round 2	PA	Redevelopment Authority of the County of Bucks	Revitalization of Bristol Port Terminal	This project will design and construct improvements to the Bristol Port Facility, including the construction of a new approximately 1,100-foot dock, modernization of offloading equipment, dredging of approximately 70,000 cubic yards of material, and integration of upgraded rail systems.	25,000,000	64,800,000	25,000,000	PA-01	Maritime	Urban
FY 2025	BUILD 25 Round 2	SC	Dorchester County	US 78 Widening, Phase 3A	This project will widen US 78 from west of Orangeburg Road to North Maple Street, expanding the roadway from two lanes to five lanes, with 12-foot-wide travel lanes and a 15-foot-wide center turn lane. The project includes the installation of approximately 3.39 miles of sidewalk, approximately 4.9 miles of bicycle lanes, and approximately 0.41 miles of multi-use path. Additional improvements involve upgrading intersections with dedicated turn lanes and concrete medians, replacing the Rumphs Hill Creek culvert, and adding curb and gutter along the corridor.	24,666,750	81,858,016	25,000,000	SC-06	Road	Urban
FY 2025	BUILD 25 Round 2	SD	South Dakota Department of Transportation	US 85 Belle Fourche River Bridge Replacement	This project will replace the Belle Fourche River Bridge on US 85 in Belle Fourche. The existing seven-span steel bridge will be replaced with a new structure that includes resurfacing the roadway, four vehicular lanes, and two six-foot-wide pedestrian paths. The project will also implement safety features such as guardrails, lighting, and erosion control measures to stabilize the riverbanks.	22,009,000	22,009,000	22,009,000	SD-AL	Road	Rural
FY 2025	BUILD 25 Round 2	TN	City of Mt. Juliet	Middle Tennessee Connectivity & Economic Advancement Project	This project will complete the engineering design, right-of-way acquisition, and construction of a new interchange at SR-265/Central Pike and I-40, located between Exit 221 (at SR-45) and Exit 226 (at SR-171). The project involves removing the existing overpass, constructing two new bridges with pedestrian and bicycle facilities, building on- and off-ramps, realigning connecting roads—including SR-265—and adding signing, striping, and two traffic signals.	24,666,750	64,925,819	25,000,000	TN-05	Road	Urban
FY 2025	BUILD 25 Round 2	VT	VT Agency of Transportation	Winooski River Bridge Replacement Project	This project will replace and upgrade the Winooski River Bridge widening travel lanes, incorporating separated shared-use paths, and will use durable materials.	22,713,315	76,963,315	23,250,000	VT-AL	Road	Rural
FY 2025	BUILD 25 Round 2	WA	Snohomish County	Snohomish County Everett Intermodal Yard and Curve Improvements	This project will plan and develop the preliminary design for upgrades to the Snohomish County Everett Intermodal Yard and surrounding rail infrastructure within the BNSF Northwest Division's Bellingham Subdivision (Milepost 9.3 to Milepost 10.9). Planned improvements include constructing approximately 13,000 feet of new mainline track and a 4,300-foot siding west of the existing Rogers mainline, reconfiguring the former mainline into yard storage tracks, and relocating the Rogers mainline westward to improve curve geometry and operational efficiency.	2,000,000	2,500,000	2,000,000	WA-02	Rail	Urban
FY 2025	BUILD 25 Round 2	WV	West Virginia Department of Transportation	Statewide Truck Parking Project	This project will construct truck parking capacity expansion improvements at three existing West Virginia Division of Highways (WVDOT) facilities along I-81, I-64, and I-79.	24,837,048	35,550,809	25,000,000	WV-02	Road	Rural
FY 2025	BUILD 25 Round 2	WI	Milwaukee County	PurpleLine Transit Enhancements for Mobility and Accessibility	This project will enhance select bus stops along the PurpleLine corridor by installing new shelters with miscellaneous furnishings, ADA-compliant concrete boarding pads, and advanced treatments at select stops, such as bus platforms, islands, and bulbs. Signalized intersections along the route will	21,013,750	21,013,750	25,000,000	WI-04	Transit	Urban
FY 2025	BUILD 25 Round 2	WY	Wyoming Department of Transportation	Beartooth Highway Segment 4 Engineering and Design	This project will finalize engineering and design for approximately 12.5 miles of roadway between Mileposts 30.6 and 43.1. The work will address challenging alignment, steep grades, and 13 switchbacks to enhance functionality and durability. Improvements will include drainage system upgrades, shoulder widening, and structural enhancements, utilizing advanced techniques tailored for alpine terrain.	10,000,000	10,000,000	10,000,000	WY-AL	Road	Rural
FY 2025	BUILD 25 Round 2	WY	Big Horn County	Reconstruction of Orchard Bench Road for Safety	This project will upgrade, rehabilitate, and repair approximately 6.75 miles of Orchard Bench Road. Improvements will include asphalt milling, extensive shoulder widening, asphalt overlay with leveling, culvert replacement with concrete head structures, removal of an existing bridge and installation of a multi-cell box culvert, revegetation of disturbed areas, minor fencing, and temporary and permanent traffic control.	4,074,642	4,527,380	4,074,642	WY-AL	Road	Rural
<b>Totals:</b>						<b>488,100,000</b>	<b>1,316,238,450</b>	<b>494,322,322</b>			

**SAN JOAQUIN REGIONAL RAIL COMMISSION**

Meeting of August 1, 2025

**STAFF REPORT**

**Item 4.8**

**INFORMATION**

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**Monthly Marketing and Outreach Report**

Background:

San Joaquin Regional Rail Commission’s 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.

**August 2025**

Upcoming Outreach Events Overview:

<b>Event</b>	<b>Date</b>	<b>Type</b>
Stockton National Night Out	August 5, 2025	Networking
Fremont Festival of India	August 16, 2025	Networking
San Jose Chamber BBQ	August 21, 2025	Networking
Livermore Arts Gala	August 23, 2025	Networking
Caltopia	August 24, 2025	Networking
Livermore Rotary Presentation	August 27, 2025	Networking
Riverbank Mexican Independence Day	September 13, 2025	Networking
Tracy Connects	September 13, 2025	Networking
Dublin Splatter	September 13, 2025	Networking
Family Day in the Park	September 20, 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 August 1, 2025

## STAFF REPORT

### Item 5

### INFORMATION

#### **Update Regarding the Future of the ACE Shuttle Program, Including Proposed Changes to Santa Clara Valley Transportation Authority's (VTA) Involvement and Plans for the Program Starting FY26/27**

##### 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 and are critical to the system's overall ridership success, supporting an average of over 193,000 boardings per month in FY24/25.

The largest component of the ACE shuttle network is operated under the management of the Santa Clara Valley Transportation Authority (VTA), which contracts the service to a third-party vendor, currently Avalon Transportation. Avalon Transportation provides the vehicles and operates eight (8) shuttle routes serving the Great America Station using mid-size buses. These routes alone carry approximately 30% of ACE's total daily ridership and are projected to cost \$2.95 million in FY25/26 of which \$2.85 million (96%) is allocated to the ACE program. The remaining 4% is supported by other regional and private funding sources.

Historically, VTA has served as the lead agency for shuttle operations and contract administration, supported by funding partners including the Alameda County Transportation Commission (ACTC), the Bay Area Air Quality Management District (BAAQMD), and the Metropolitan Transportation Commission (MTC). However, with BAAQMD funding phased out, the program now relies on temporary SB 125 funds from MTC for FY24/25 and FY25/26, highlighting the need for a long-term oversight solution to ensure stability and accountability.

##### ACE Shuttle Program Agency Responsibilities:

The Rail Commission has been closely evaluating how best to support and fund the continued growth and success of the ACE Shuttle Program, which provides essential first/last-mile connections for ACE riders. As the program has expanded, both VTA and the Rail Commission recognize the importance of reassessing responsibilities to better align with evolving funding structures, service goals, and operational needs.

VTA has been a longstanding and valued partner in managing the shuttle program, and their leadership has expressed support for a future framework where the Rail Commission takes on a more active role. While the current shared model has served the region well, some coordination challenges have highlighted the opportunity for a more streamlined, responsive approach.

This transition represents a natural evolution of the program and builds on a strong foundation of partnership and collaboration between VTA and the Rail Commission.

### Planning for the Future:

The Rail Commission has continued to expand its internal capacity to support and manage complex transit services as part of its Connecting Services strategy. With added staff, strengthened partnerships, and proven experience managing intercity and regional services like the Amtrak Thruway Bus system, the agency is well-positioned to take a more active role in the oversight of the ACE Shuttle Program.

This forward-looking approach would allow for:

- Faster response to service needs and schedule alignment with ACE trains
- Enhanced contractor accountability and service consistency
- A more unified rider experience through branding and timely communications
- Improved efficiency in managing funding and performance metrics

Both agencies are committed to working together toward a successful transition. Throughout FY25/26, the Rail Commission will focus on several key initiatives to support the program's long-term success:

- Explore opportunities for private employer contributions to enhance service sustainability
- Refine and streamline shuttle routes by consolidating or removing underperforming stops
- Prepare updated procurement materials that emphasize safety, compliance and service innovation

These efforts reflect a shared commitment to improving the rider experience, operational efficiency, and overall program performance.

### Future Compliance Impacts:

As the Rail Commission prepares to assume a more direct oversight role over the ACE Shuttle Program, new federal compliance requirements will come into effect. According to the Federal Transit Administration (FTA), the Comprehensive Oversight Review and Technical (CORTAP) manual outlines specific reporting and oversight responsibilities for transit operators.

To ensure full compliance, the Rail Commission will need to:

- Begin submitting three to four additional reports not currently required under the existing structure.
- Establish new internal processes to monitor contractor performance, vehicle safety, and service reliability.
- Implement formal oversight procedures that align with federal, state, and local regulatory standards.
- Incorporate the shuttle program into the Rail Commission's existing Title VI program, ensuring compliance with federal civil rights regulations. The Rail Commission is already equipped to support this addition within its established Title VI framework.

These requirements will necessitate additional administrative coordination and ongoing monitoring to maintain compliance and preserve funding eligibility. Proactively aligning with FTA expectations will position the agency for long-term program sustainability and strengthen public trust in the service.

Insurance Program Impact:

Rail Commission staff has consulted with its Insurance Broker of Record, Marsh, and based on those discussions, it is not anticipated that this oversight transition will impact the Rail Commission's insurance program. The shuttle services contractor will be required to carry the insurance coverage for these operations, and associated costs will be incorporated into the contract for shuttle services.

Next Steps:

To support a smooth transition of ACE Shuttle Program oversight from VTA to the Rail Commission beginning in FY26/27, both agencies have agreed to a coordinated planning process. Winters Consulting (who has worked with both agencies) has been engaged to serve as neutral facilitator to guide interagency discussions, help align deliverables with key deadlines, and support collaborative decision-making.

Over the coming months, the Rail Commission will work with VTA and other stakeholders to finalize transition goals, define roles and develop a rider communication plan. Efforts will also focus on data sharing, funding strategy, legal and regulatory compliance, and coordination with local agencies and regional planning partners to ensure a smooth and effective transition.

Fiscal Impact:

There is no immediate fiscal impact; however, any future budget adjustments needed to support the transition will be brought to the Board as part of the implementation plan.

Recommendation:

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

# SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of August 1, 2025

## STAFF REPORT

### Item 6

### INFORMATION

#### **The Rail Academy of Central California (TRACC) Update**

##### Background:

San Joaquin Regional Rail Commission (Rail Commission) launched The Rail Academy of Central California (TRACC), a Railroad Operations Certificate program on January 16, 2024, with educational partner Sacramento City College (Sac City) to address the challenges of renewing a skilled workforce in the railroad industry and creating opportunities for life-changing salaries and professional jobs for interested community members. In the first year of operation, the Rail Commission's TRACC-dedicated staff focused on expanding outreach efforts, developing and growing the list of industry partners, and evaluating the performance of TRACC.

##### Year One Success:

Rail Commission staff have collaborated with TRACC instructors and Sac City to identify performance metrics that track the program's progress. These metrics are outlined in the TRACC Pilot Evaluation Matrix, included as Attachment A at the end of this staff report, which will evaluate program enrollment and completion, rail industry skills and certification, career placement and advancement, industry and partner engagement, operational effectiveness, and equity and community impact.

##### Outreach:

Rail Commission board members and staff attended the annual San Joaquin Council of Governments (SJCOG) San Joaquin One Voice® (One Voice®) Federal Advocacy program trip in Washington, D.C. to advocate for transportation infrastructure projects and programs from May 19-22, 2025. Rail Commission staff advocated for support of TRACC during their outreach in Washington DC. In addition to the One Voice® scheduled meetings, Rail Commission Chair Craig-Hensley and staff met with Congressman Josh Harder; staff from the offices of Senators Alex Padilla, Adam Schiff, Maggie Hassan, and Tim Kaine; staff of Representatives Doris Matsui, Bonnie Watson Coleman, Mark DeSaulnier, Robin Kelly, Alma Adams; Alternate National Safety and Legislative Director for the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART) Transportation Division Jared Cassidy; and Director, General, Government Affairs for BNSF Railway, Gael Sullivan.

Rail Commission staff have actively worked with high school districts in the San Joaquin County region to expand the dual enrollment program. This program will permit high school students to enroll in TRACC as Sacramento City College students. Sacramento City College has recently completed the MOU process with Ripon Unified School District and are working with Linden Unified School District and Lodi Unified School District on the MOU process for the dual enrollment opportunity. San Joaquin County Office of Education's (SJCOE) Career Technical Education Department is working with the local school districts in the region to offer TRACC to high school and adult school students in the San Joaquin County region.

Rail Commission staff have recently partnered with various community organizations to offer TRACC as a resource and to identify potential wrap-around services that could benefit potential students who enroll in TRACC. Rail Commission staff met with the Child Abuse Prevention

Council of San Joaquin County and have identified childcare resources that can be provided to community members at low/no cost, allowing students access to TRACC classes. Staff have also recently partnered with Interns 2 Pros, a nonprofit workforce readiness organization for high school and college students in Sacramento, and will participate in their Sacramento Regional Youth Career Fest to provide TRACC outreach. Rail Commission staff have also recently met with Ready to Work, a non-profit organization that provides career pathways and wraparound services to homeless men, to provide information about TRACC. Ready to Work will cover the tuition costs for its clients who are interested in participating in the program.

Rail Commission staff also presented information about TRACC to the San Joaquin County (SJC) WorkNet center and hosted SJC WorkNet staff at the Rail Maintenance Facility to gain a deeper understanding of the program. WorkNet has identified resources that can be provided to interested students as well as our industry partners who hire TRACC graduates.

#### Graduates at Work!

TRACC Graduates started interviewing immediately following graduation, and six (6) of the graduates are already working in the Railroad Industry. TRACC graduates, Devin A. and Landon P. have begun working on the Union Pacific Train Crew in Roseville; Moises C., Jose J., and Pedro M. have joined Terminal Switching Services (TSS) as Conductors at the Union Pacific Lathrop Intermodal Terminal; and James C. joined the Rail Commission on board the ACE trains as a Passenger Services Representative.

TRACC graduates have shown interest, and a few have interviewed for open positions with industry partners, including Amtrak, Transit America Services Inc., Union Pacific, and TSS, as well as local short-line railroads such as Omnitrax and Sierra Northern Railway.

#### Rail Fleet Maintenance and Mechanical Program:

Rail Commission staff have met with San Joaquin Delta College (Delta) to discuss a future Railroad Maintenance and Mechanical Program that will be offered in addition to the Railroad Operations Program with Sac City. Both programs will exist as part of TRACC. Delta's Career Technical Education (CTE) faculty visited the ACE Rail Maintenance Facility in May and June and have begun the curriculum development process. Instructions for the Rail Fleet Maintenance and Mechanical Program will be taught at the ACE Rail Maintenance Facility. This comprehensive program is designed for adult students aged 21 years or older. The program with Delta will explore apprenticeship and internship opportunities with our industry partners and will prepare students for careers in maintaining fleets of rail equipment. The Railroad Maintenance and Mechanical Program is scheduled to enroll students in Fall 2026.

#### Fiscal Impact:

There is no fiscal impact.

#### Recommendation:

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

**ATTACHMENT A**



# THE RAIL ACADEMY OF CENTRAL CA PILOT EVALUATION

These evaluation metrics are designed to assess the performance and impact of The Rail Academy of Central California (TRACC) as a pilot workforce development program. This document will focus on student outcomes, program effectiveness, and strategic partnerships in the rail industry.

## PROGRAM ENROLLMENT

**METRICS:** NUMBER OF STUDENTS ENROLLED BY COHORT, DUAL ENROLLMENT PARTICIPATION

### How many students have enrolled in TRACC?

Dual Enrollment: Two | 2024 Cohorts: 23 | First 2025 Cohort: 15 graduating in July | May 2025 cohort: 13 enrolled

## RAIL INDUSTRY SKILLS & CERTIFICATION

**METRICS:** GENERAL CODE OF OPERATING RULES (GCOR) ASSESSMENTS AND OPERATING RULES APPLICATION ASSESSMENTS

### Are students' rail training and skills equivalent to the experience required for an entry-level rail job?

By imparting not just the "what" but also the "why", it positions TRACC graduates to be safe, successful, valuable, and stable employees. The objective is for TRACC students to have not just an entry-level understanding, but a real-world sense of GCOR applications. By relating actual locations where these crucial rules apply, the instructors strive to impress how these words on paper can quickly become all too real.

## CAREER PLACEMENT

**METRICS:** JOB APPLICATION, INTERVIEW, AND PLACEMENT TRACKING, POST-GRADUATE SUPPORT, EMPLOYER FOLLOW-UP, AND FEEDBACK

### Are students launching and retaining careers in the rail industry?

Union Pacific Railroad (UPRR) hired two of the first TRACC cohort graduates. The average starting UPRR salary is \$80,000. Terminal Switching Services in Lathrop, CA, has hired three graduates. The students are maintaining their positions with the railroad. The hiring Manager from UPRR has provided feedback which TRACC will incorporate into the program, he has stated "Both of these employees have grown and improved since first being hired." TSS has stated: TRACC graduates have done a fantastic job. Three students have all completed their training and are on track to become certified conductors for TSS. I'm truly impressed with the drive and motivation these individuals bring to the team. They came in with a strong mindset and solid knowledge of the job, and they've absolutely excelled. Thank you for your continued support and for sending us such high-quality candidates."



**TRACC**  
THE RAIL ACADEMY OF CENTRAL CALIFORNIA

## INDUSTRY & PARTNER ENGAGEMENT

**METRICS:** NUMBER OF ENGAGED SECTORAL PARTNERS AND PROGRAM SPONSORS, EMPLOYER SATISFACTION WITH TRAINING, MENTORSHIP ACCESS

### **Are TRACC sectoral partnerships actively contributing to student success? Are TRACC sectoral partnerships contributing to the program (investment versus reward)?**

TASI, Amtrak and Union Pacific have joined three virtual career fairs for TRACC students. Amtrak and TASI have participated in two Open Houses, which introduce current students and the public to careers within the Railroad. Since the program's inception, Sacramento City College has paid 100% for the four (4) adjunct professor salaries. The Rail Commission will cover the salary of the Sac City-hired TRACC-dedicated student support specialist, Rail Commission staff salaries, TASI staff support, and facility use. The Rail Commission was awarded a \$2M CRISI grant and \$300K TIRCP grant for TRACC. The grant will cover operational costs, including those for Rail Commission personnel, equipment, supplies, and engagement and marketing activities.

## OPERATIONAL EFFECTIVENESS

**METRICS:** COST PER STUDENT TO PARTICIPATE IN THE PROGRAM, QUALIFICATION OF THE INSTRUCTORS

### **Is the program being delivered efficiently and with high-quality levels of training?**

TRACC instructors are actively working for Class I Railroads and local short lines. Collectively, they have over 100 years in the industry. The Rail Commission was awarded a \$2M CRISI grant and \$300K TIRCP grant for TRACC. The grant will cover operational costs, including those for Rail Commission personnel, equipment, supplies, and engagement and marketing activities. During its first year of operation, TRACC invested a total of \$398,298 to support student training and career development, resulting in a cost of \$9,211 per student. For comparison, trade school programs in California typically range from \$14,000 to \$33,000 for the full program (source: BestColleges). The training TRACC students receive equips them with the skills needed to earn livable wages and provides a critical pipeline of qualified staff to support the operation of rail services.

## EQUITY & COMMUNITY IMPACT

**METRICS:** OUTREACH TO UNDERSERVED SCHOOLS AND COMMUNITY BASED ORGANIZATIONS AND SOCIAL SERVICES, AND EQUITY IN OUTCOMES

### **Are we equitably serving students (high school/adults) from underserved communities?**

High school students from the underserved community of Stockton participated in the second cohort and graduated from the program. During the first year of operations, TRACC staff and San Joaquin County Office of Education Come Back Kids Program has performed outreach activities with San Joaquin County Worknet, San Joaquin County Family Justice Center and TRACC has received support from Congressman Josh Harder, CA Senator Jerry McNerney, San Joaquin Regional Rail Commission (SJRR) Chair and LODI City Council Member Lisa Craig-Hensley and SJRR Board Member and Stockton Mayor Christina Fugazi.