



Member, **Vito Chiesa**, Stanislaus Council of Governments
Vice-Chair, **Lisa Craig-Hensley**, San Joaquin Regional Rail
Commission

Member, **Patrick Hume**, Sacramento Regional Transit District
Chair, **Leo Zuber**, San Joaquin Regional Rail Commission

SAN JOAQUIN REGIONAL RAIL COMMISSION STATION/FACILITIES DEVELOPMENT SPECIAL COMMITTEE MEETING

Thursday, January 8, 2026 – 10:30 am

San Joaquin Council of Governments
First Floor, Board Room
555 E. Weber Avenue
Stockton, CA 95202

Teleconference Locations:

8607 John Fox Road
Hughson, CA 95326

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

Join Zoom Meeting

<https://us06web.zoom.us/j/87164946145>

Or Telephone: +1 669 444 9171 US

Persons wishing to address the Station/Facilities Development Committee on any item of interest to the public regarding rail shall state their names and address and make their presentation. The Committee 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 Members of the Committee after distribution of the agenda packet are available for public inspection in the Committee 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, 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 Committee.
3. Join from the Zoom meeting link and notify Staff by alerting them via the "Raise hand" or "Chat" function; call +1 669 444 9171, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak. Please note that if participating using Zoom, all members of the public will be placed on mute until such times allow for public comments to be made.

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

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

All proceedings before the Committee are conducted in English. Anyone wishing to address the Committee is advised to have an interpreter or to contact SJRRC during regular business hours at least 48 hours prior to the time of the meeting so that SJRRC can provide an interpreter. Any writings or documents provided to a majority of the Committee 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: <https://www.sjrrc.com/station-facilities-development-committee/>.

Disclosures: *Committee Members 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 Committee 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 Roll Call

Chair Zuber

Roll Call: Chiesa, Hume, Vice-Chair Craig-Hensley, Chair Zuber

2. Public Comment

Persons wishing to address the Committee 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 (5) minutes. The Committee 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 Committee 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/> subject to staff's ability to post the documents prior to the meeting.

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

3. Consent Calendar

3.1 Approve Minutes of Committee Meeting December 5, 2025

ACTION

4. **Adopt a Resolution Approving Amendment 01 to the Union Pacific Railroad (UPRR) Reimbursement Agreement for Signal and Design Work for the Del Paso Siding Extension Project, Increasing the Compensation Amount by \$641,846 for a New Not-To-Exceed Amount of \$816,846 and Authorizing the Chief Executive Officer, or Designee, to Execute any and all Documents Related to the Project Including Approving any and All Amendments Thereto Within Their Spending Authority**
Presented by: Christine Inouye, Director of Capital Programs **ACTION**

5. **Valley Rail Update Discussion and Direction to Staff for Reprioritizing Program Delivery**
Presented by: David Lipari, Deputy Executive Director **DISCUSSION/
ACTION**

6. **Committee Member Comments**

7. **Adjournment**
The next regular meeting is scheduled for February 6, 2026 – 11:30 am.

**SAN JOAQUIN REGIONAL RAIL COMMISSION
STATION/FACILITIES DEVELOPMENT COMMITTEE**
Special Meeting of January 8, 2026

Item 3.1

ACTION

Minutes of Committee Meeting December 5, 2025

The meeting of the Station/Facilities Development Committee (Committee) was held at 11:30 am on December 5, 2025. Committee Members attended this meeting in person and via videoconference.

1. Call to Order and Roll Call

Chair Zuber

Chair Zuber called the meeting to order at 11:30 am.

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

Board Members Absent: Hume

2. Public Comment

There were no public comments.

3. Consent Calendar

3.1 Approve Minutes of Committee Meeting October 3, 2025

ACTION

There were no comments on this item.

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

Passed and Adopted by the San Joaquin Regional Rail Commission Station/Facilities Development Committee on December 5, 2025, by the following vote to wit:

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

4. Adopt a Resolution Approving Amendment 03 to the Agreement with AECOM for Project Development Services for the Modesto Station and Track Project Increasing the Compensation Amount by \$1,094,007 for a New Not-To-Exceed Amount of \$4,798,789 and Authorizing the Interim Executive Director, or Designee, to Execute Any and All Documents related to the Project Including Approving Any and All Amendments thereto within their Spending Authority

ACTION

Committee Member Hume joined the meeting at 11:31 am.

Christine Inouye, Director of Capital Programs, gave a presentation on this item.

There were no comments on this item.

M/S/C (Craig-Hensley/Chiesa) to approve Amendment 03 to the Agreement with AECOM for Project Development Services for the Modesto Station and Track Project Increasing the Compensation Amount by \$1,094,007 for a New Not-To-Exceed Amount of \$4,798,789 and Authorizing the Interim Executive Director, or Designee, to Execute Any and All Documents related to the Project Including Approving Any and All Amendments thereto within their Spending Authority.

Passed and Adopted as amended by the San Joaquin Regional Rail Commission Station/Facilities Development Committee on December 5, 2025, by the following vote to wit:

AYES: 4 Chiesa, Hume, Vice-Chair Craig-Hensley, Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 0

- 5. Adopt a Resolution Approving Amendment 01 to the Union Pacific Railroad (UPRR) REMS Project 790769 Reimbursement Agreement for Signal and Design work for the Newark-Albrae Siding Connection Project in the Capital Program Increasing the Compensation Amount by \$675,000 for a New Not-To-Exceed Amount of \$800,000 and Authorizing the Interim Executive Director, or Designee, to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within their Spending Authority**

ACTION

Ms. Inouye gave a presentation on this item.

There were no public comments on this item.

M/S/C (Hume/Craig-Hensley) to approve Amendment 01 to the Union Pacific Railroad (UPRR) REMS Project 790769 Reimbursement Agreement for Signal and Design work for the Newark-Albrae Siding Connection Project in the Capital Program Increasing the Compensation Amount by \$675,000 for a New Not-To-Exceed Amount of \$800,000 and Authorizing the Interim Executive Director, or Designee, to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within their Spending Authority.

Passed and Adopted as amended by the San Joaquin Regional Rail Commission Station/Facilities Development Committee on December 5, 2025, by the following vote to wit:

AYES: 4 Chiesa, Hume, Vice-Chair Craig-Hensley, Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 0

6. **Adopt a Resolution Approving Amendment 02 to the RSE Corporation for Professional Services for the Newark-Albrae Siding Connection Project in the Capital Program Increasing the Compensation Amount by \$499,736 for a New Not-To-Exceed Amount of \$1,732,094 and Authorizing the Interim Executive Director, or Designee, to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within their Spending Authority**

ACTION

Ms. Inouye gave a presentation on this item.

There were no comments on this item.

M/S/C (Craig-Hensley/Hume) to approve Amendment 02 to the RSE Corporation for Professional Services for the Newark-Albrae Siding Connection Project in the Capital Program Increasing the Compensation Amount by \$499,736 for a New Not-To-Exceed Amount of \$1,732,094 and Authorizing the Interim Executive Director, or Designee, to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within their Spending Authority.

Passed and Adopted as amended by the San Joaquin Regional Rail Commission Station/Facilities Development Committee on December 5, 2025, by the following vote to wit:

AYES: 4 Chiesa, Hume, Vice-Chair Craig-Hensley, Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 0

7. Committee Member Comments

There were no comments.

8. CLOSED SESSION

Pursuant to Government Code Section 54956.8

Property: Acquisition of Additional Railroad Right-of-Way and Tracks (Trackage Rights) within the Valley Rail Project Corridor, including but not limited to Sacramento Subdivision between El Pinal near Stockton (Mile Post 95) and Natomas (Mile Post 147); Fresno Subdivision Between El Pinal in Stockton (Mile Post 83) and the Lathrop UP Connection (Mile Post 84.5); and Fresno Subdivision Between the Lathrop UP Connection (Mile Post 84.5) and Turlock (Mile Post 129)

Agency Negotiator: Stacey Mortensen, Executive Director

Negotiating Party: Union Pacific Railroad Company, a Delaware corporation

Under negotiation: Price and payment terms

9. Return to Open Session and Disclosure of Action

The Committee returned to open session at 12:40 pm. Janice D. Magdich, General Counsel, announced that Item 8 was for discussion only and there were no other reportable actions.

10. Adjournment

Chair Zuber adjourned the meeting at 12:43 pm.

The next regular meeting is scheduled for:
February 6, 2026 – 11:30 am.

**SAN JOAQUIN REGIONAL RAIL COMMISSION
STATION/FACILITIES DEVELOPMENT COMMITTEE**
Special Meeting of January 8, 2026

STAFF REPORT

Item 4

ACTION

Adopt a Resolution Approving Amendment 01 to the Union Pacific Railroad (UPRR) Reimbursement Agreement for Signal and Design Work for the Del Paso Siding Extension Project, Increasing the Compensation Amount by \$641,846 for a New Not-To-Exceed Amount of \$816,846 and Authorizing the Chief Executive Officer, or Designee, to Execute any and all Documents Related to the Project Including Approving any and All Amendments Thereto Within Their Spending Authority

Background:

The Del Paso Siding Extension project is located on the Union Pacific Sacramento Subdivision in Sacramento County (between Mileposts 141.88–144.31, north of the American River). The project rehabilitates the existing siding and constructs new track creating approximately 2.3 miles of siding. On September 5, 2021, the San Joaquin Regional Rail Commission (Rail Commission) entered into a reimbursement agreement with Union Pacific Railroad (UPRR) for the Del Paso Siding Project (Project) to perform the preliminary engineering services work.

The scope of work includes, but is not limited to, the following:

- Field diagnostic(s) and inspections
- Plan, specification, and construction review
- Project design
- Preparation of the Project estimate
- Meetings and travel

Amendment 01 will increase the compensation amount for UPRR to perform Signal Engineering and Design. To date, UPRR has provided Preliminary Engineering work. As the track design has now sufficiently progressed, UPRR will provide Signal Engineering and Design.

Staff have evaluated UPRR's performance on this Project and determined that UPRR's performance is satisfactory; therefore, staff recommends approval of this amendment to the agreement.

Procurement Approach/Contract Structure:

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

This amendment will increase the contract amount by \$641,846, resulting in a new Not-to-Exceed amount of \$816,846.

The effective date of this amendment will be based on the execution date of both parties and will expire upon completion of the project.

Fiscal Impact:

Project	Del Paso Siding Extension Project
Capital Project Budget Line Item	Del Paso Siding Extension
Phase for this Amendment	Plans, Specifications, and Estimates (PS&E)
Funding Sources for this Phase	TIRCP Cycle 3
Budget for this Phase	\$5,007,000
Encumbrances for this Phase	\$4,365,154
Budget Remaining for This Phase	\$641,846
Amendment Amount	\$641,846
Budget Remaining For this Phase if Approved	\$0

Recommendation:

Adopt a Resolution Approving Amendment 01 to the Union Pacific Railroad (UPRR) Reimbursement Agreement for Signal and Design Work for the Del Paso Siding Extension Project, Increasing the Compensation Amount by \$641,846 for a New Not-To-Exceed Amount of \$816,846 and Authorizing the Chief Executive Officer, or Designee, to Execute any and all Documents Related to the Project Including Approving any and All Amendments Thereto Within Their Spending Authority.

**SAN JOAQUIN REGIONAL RAIL COMMISSION STATION/FACILITIES
DEVELOPMENT COMMITTEE RESOLUTION 25/26 –**

RESOLUTION APPROVING AMENDMENT 01 TO THE UNION PACIFIC RAILROAD (UPRR) REIMBURSEMENT AGREEMENT FOR SIGNAL AND DESIGN WORK FOR THE DEL PASO SIDING EXTENSION PROJECT, INCREASING THE COMPENSATION AMOUNT BY \$641,846 FOR A NEW NOT-TO-EXCEED AMOUNT OF \$816,846 AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE, TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT INCLUDING APPROVING ANY AND ALL AMENDMENTS THERETO WITHIN THEIR SPENDING AUTHORITY

WHEREAS, the Del Paso Siding Extension project is located on the Union Pacific Sacramento Subdivision in Sacramento County; and

WHEREAS, the project rehabilitates the existing siding and constructs new track creating approximately 2.3 miles of siding; and

WHEREAS, on September 5, 2021, the San Joaquin Regional Rail Commission (Rail Commission) entered into a reimbursement agreement with Union Pacific Railroad (UPRR) for the Del Paso Siding Project (Project) to perform the preliminary engineering services work. The scope of work includes, but is not limited to, the following:

- Field diagnostic(s) and inspections; and
- Plan, specification, and construction review; and
- Project design; and
- Preparation of the Project estimate; and
- Meetings and travel; and

WHEREAS, Amendment 01 will increase the compensation amount for UPRR to perform Signal Engineering and Design; and

WHEREAS, Staff have evaluated UPRR's performance on this Project and determined that UPRR's performance is satisfactory; therefore, staff recommends approval of this amendment to the agreement; and

WHEREAS, Procurement and Contracts Staff reviewed and confirmed the price of the amendment to be fair and reasonable.

NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Regional Rail Commission Station/Facilities Development Committee hereby Approves Amendment 01 to the Union Pacific Railroad (UPRR) Reimbursement Agreement for Signal and Design Work for the Del Paso Siding Extension Project, Increasing the Compensation Amount by \$641,846 for a New Not-To-Exceed Amount of \$816,846 and Authorizing the Chief Executive Officer, or Designee, to Execute any and all Documents Related to the Project Including Approving any and All Amendments Thereto Within Their Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission Station/Facilities Development Committee this 8th day of January 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION STATION/FACILITIES
DEVELOPMENT COMMITTEE

CHRIS ORLANDO, Secretary

LEO ZUBER, Chair

**SAN JOAQUIN REGIONAL RAIL COMMISSION
STATION/FACILITIES DEVELOPMENT COMMITTEE**
Special Meeting of January 8, 2026

STAFF REPORT

Item 5

DISCUSSION/ACTION

Valley Rail Update Discussion and Direction to Staff for Reprioritizing Program Delivery

Background:

At the October 3, 2025, Station and Facilities Development Committee (Committee) meeting, staff presented the following challenges associated with the Valley Rail Program that require a re-evaluation of phasing, priorities, and viability of program delivery:

- Significant construction cost increase
- Return on investment considerations
- Overall program funding availability
- Impacts of simultaneous project delivery
- Cash flow issues
- Additional coordination for design and right-of-way approvals

At the direction of the Committee, staff reached out to Union Pacific Railroad (UPRR) to discuss challenges with the Valley Rail Program delivery. UPRR requested that the San Joaquin Regional Rail Commission submit an alternative program implementation proposal that better matches the available funding and project delivery timelines.

Staff proposed an initial Valley Rail phase to include two additional intercity trains from Stockton to Natomas and one additional commuter train from Modesto to San Jose. The proposed delivery plan and service approach were submitted to UPRR in early October. Staff also requested that additional service be implemented with fewer capital improvements. Several meetings with UPRR took place in October and November 2025 to review and negotiate the approach. Over the course of negotiations pertaining to the Valley Rail Program, UPRR indicated that there could be no further concessions and would not agree to further reducing capital improvement requirements.

Considering the current capital improvement requirements and project amounts, the initial phase of the Valley Rail Program is recommended to be implemented in one direction - Valley Rail North or Valley Rail South. Continuing to pursue simultaneous construction delivery in both directions would leave the San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority with operational assets that are unable to be utilized for an extended period. Without service operating, these assets would require operational funding support, for which they are not able to contribute. Though it is recommended to prioritize one segment for initial construction delivery, the secondary segment would still continue in design and be prioritized for grant opportunities. The following are staff's recommendations for initial delivery phases in each direction that match available funding:

Valley Rail North

Implementing Valley Rail North as the initial phase would focus on early service expansion in the Sacramento–San Joaquin Valley corridor, where multiple capital projects are already advancing through design and environmental review. This option would add a new intercity round-trip and a new commuter rail round-trip, benefiting both Gold Runner and ACE riders and serving a greater number of stations and new transportation markets. Valley Rail North is expected to generate the highest ridership potential of the two options, with a significant share of trips coming from new riders, which would improve connectivity to future regional and statewide rail investments, including high-speed rail. While this option requires a larger overall capital investment and includes several infrastructure elements—such as siding construction, station development (Natomas, Midtown, and Elk Grove), track and signal improvements, and a layover facility—Staff has determined that these projects are generally further along and better positioned for near-term delivery within current funding constraints.

- Service:
 - One additional intercity round-trip between Stockton and Natomas
 - Extend one ACE round-trip to begin/end in Natomas
 - New (5th) ACE round trip between Stockton – San Jose
- Required Capital Improvements:
 - Del Paso Siding
 - Elk Grove Station and Trackwork
 - Midtown Station
 - Natomas Station and Layover
 - Phillips Siding
 - Track and Signal Improvements
 - Newark-Albrae Siding
 - Agnew Siding (CCJPA-led initiative)
 - San Joaquin Street Layover*
- Total Project Costs: \$524,969,293
- Potential Ridership: 823,000 (579,900 "new" riders)
- Layover: Natomas

*San Joaquin Street Layover may not be required for one (1) intercity round-trip

Valley Rail South

Implementing Valley Rail South as the initial phase would prioritize extending commuter rail service southward from Lathrop into Stanislaus County. This option would introduce a new ACE round-trip between Modesto and San Jose and respond to local interest in expanding commuter rail access in Stanislaus County. Valley Rail South would require fewer service expansions and a smaller overall capital investment than the northern option. However, the Valley Rail South capital infrastructure projects are considered to be more complex than the Valley Rail North projects, and the design for Valley Rail South projects has been progressing slowly, which creates greater risks for construction delays. Several of the Valley Rail South infrastructure elements remain in earlier stages of development. Valley Rail South would generate lower overall ridership, with a greater portion of demand coming from markets already served by existing ACE service, and would not directly advance the Sacramento–San Joaquin Valley travel market that was central to the original Valley Rail funding award. In addition, Valley Rail South would add one ACE commuter round-trip, but would not improve Gold Runner intercity service.

- Service:
 - One additional ACE round-trip between Modesto and San Jose
- Required Capital Improvements:
 - Modesto Station and Trackwork
 - Lathrop Wye and Trackwork
 - Newark-Albrae Siding
 - Agnew Siding (CCJPA-led initiative)
- Total Project Costs: \$449,952,770
- Annual Projected Ridership: 450,000 (307,500 "new" riders)
- Layover – N/A

Staff Recommendation

Staff have gathered and analyzed information and data regarding ridership projections, service connectivity, required capital improvements, project delivery progress and complexity, project costs, current grant funding, and future funding opportunities. Based on the assessment, Staff recommends moving forward with Valley Rail North for initial implementation, while continuing project development and pursuing additional grant opportunities for Valley Rail South.

Staff's recommendation is built upon the following principles:

- Return on Investment: Valley Rail North service plan is forecasted to generate significantly higher ridership. Valley Rail North's new ridership is projected to be nearly twice the new ridership for the Valley Rail South (188% greater).
- Readiness for Construction: Valley Rail North is more advanced in final design to break ground in construction quickly. Midtown and Del Paso Siding will be ready to break ground in Summer 2026.
- Better Utility: The investments in the North will yield three (3) stations that will initially serve both ACE and Gold Runner service. The corridor capacity can be coordinated with current Gold Runner service to increase utilization and develop a stronger market opportunity. Valley Rail North has a defined layover, which will provide better stability for the operating plan.
- Funder Support: At this time, the State, which is the primary Valley Rail funder, prefers Valley Rail North, due to its utility for California High Speed Rail connections for the Gold Runner.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Authorizing Staff to Move Forward with Valley Rail North for Initial Implementation, Continuing Project Development, and Pursuing Additional Grant Opportunities for Valley Rail South.

**SAN JOAQUIN REGIONAL RAIL COMMISSION STATION/FACILITIES
DEVELOPMENT COMMITTEE RESOLUTION 25/26 –**

RESOLUTION AUTHORIZING STAFF TO MOVE FORWARD WITH VALLEY RAIL NORTH FOR INITIAL IMPLEMENTATION, CONTINUING PROJECT DEVELOPMENT, AND PURSUING ADDITIONAL GRANT OPPORTUNITIES FOR VALLEY RAIL SOUTH

WHEREAS, at the October 3, 2025, Station and Facilities Development Committee (Committee) meeting, staff presented challenges associated with the Valley Rail Program that require a re-evaluation of phasing, priorities, and viability of program delivery; and

WHEREAS, at the direction of the Committee, staff reached out to Union Pacific Railroad (UPRR) to discuss challenges with the Valley Rail Program delivery; and

WHEREAS, UPRR requested that the San Joaquin Regional Rail Commission submit an alternative program implementation proposal that better matches the available funding and project delivery timelines; and

WHEREAS, over the course of negotiations pertaining to the Valley Rail Program, UPRR indicated that there could be no further concessions and would not agree to further reducing capital improvement requirements; and

WHEREAS, Staff have gathered and analyzed information and data regarding ridership projections, service connectivity, required capital improvements, project delivery progress and complexity, project costs, current grant funding, and future funding opportunities; and

WHEREAS, based on the assessment, Staff recommends moving forward with Valley Rail North for initial implementation, while continuing project development and pursuing additional grant opportunities for Valley Rail South; and

WHEREAS, Staff's recommendation is built upon the following principles:

- Return on Investment: Valley Rail North service plan is forecasted to generate significantly higher ridership. Valley Rail North's new ridership is projected to be nearly twice the new ridership for the Valley Rail South (188% greater); and
- Readiness for Construction: Valley Rail North is more advanced in final design to break ground in construction quickly. Midtown and Del Paso Siding will be ready to break ground in Summer 2026; and
- Better Utility: The investments in the North will yield three (3) stations that will initially serve both ACE and Gold Runner service. The corridor capacity can be coordinated with current Gold Runner service to increase utilization and develop a stronger market opportunity. Valley Rail North has a defined layover, which will provide better stability for the operating plan; and
- Funder Support: At this time, the State, which is the primary Valley Rail funder, prefers Valley Rail North, due to its utility for California High Speed Rail connections for the Gold Runner; and

NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Regional Rail Commission Station/Facilities Development Committee hereby Authorizes Staff to Move Forward with Valley Rail North for Initial Implementation, Continuing Project Development, and Pursuing Additional Grant Opportunities for Valley Rail South.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission Station/Facilities Development Committee this 8th day of January 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION STATION/FACILITIES
DEVELOPMENT COMMITTEE

CHRIS ORLANDO, Secretary

LEO ZUBER, Chair