



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**

Chair, **Lisa Craig-Hensley**, City of Lodi
Vice-Chair, **Leo Zuber**, City of Ripon
Commissioner, **Dan Arriola**, City of Tracy
Commissioner, **Christina Fugazi**, City of Stockton

Chief Executive Officer, **Chris Orlando**

Commissioner, **Regina Lackey**, City of Manteca
Commissioner, **John Marchand**, City of Livermore
Commissioner, **Raj Salwan**, City of Fremont

General Counsel, **Janice D. Magdich**

SAN JOAQUIN REGIONAL RAIL COMMISSION BOARD MEETING

Friday, February 6, 2026 – 9:30 am

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

Teleconference Location:

3300 Capitol Ave.
Building A
Fremont, CA 94538

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

Join Zoom Meeting

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

Or Telephone: +1 669 444 9171 US

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

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

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

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

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

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

1. Call to Order and Pledge of Allegiance

Chair Craig-Hensley

2. Roll Call

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

Ex-Officios: StanCOG-Appointed Representative, SJCOG Executive Director, SJRTD CEO, Caltrans District 10 Director

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 Special San Joaquin Regional Rail Commission January 8, 2026 Board Meeting (Regular and Special Voting Members)	ACTION
4.2	Adopt a Resolution Ratifying and Affirming the Chief Executive Officer's Action to Submit an Application to Obtain the United States Department of Transportation's Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program Funding in the Amount of \$25 Million Towards the Modesto Station and Track Improvement Project and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements (Regular and Special Voting Members)	ACTION
4.3	Adopt a Resolution Rescinding SJRRC Resolution 25/26-11 and Affirming the Chief Executive Office to Submit a Revised 2026 San Joaquin One Voice® Application for the San Joaquin Street Layover Track Project (Layover Project) (Regular and Special Voting Members)	ACTION
4.4	Adopt a Resolution Authorizing and Designating the Acting Clerk of the Board to Attend Closed Sessions of the Commission, to Keep and Enter in a Minute Book a Record of Topics Discussed and Decisions Made by the Commission Pursuant to Government Code Section 54957.2 (Regular Voting Members Only)	ACTION
4.5	Adopt a Resolution Approving Listing of Local Government Officials and Designated San Joaquin Regional Rail Commission Employees Required to Complete Fiscal and Financial Training in Accordance with Senate Bill 827 (Regular Voting Members Only)	ACTION
4.6	Monthly Expense Report	INFORMATION
4.7	ACE Monthly Ridership	INFORMATION
4.8	ACE Monthly Fare Revenue	INFORMATION
4.9	ACE On-Time Performance	INFORMATION
4.10	Quarterly Report Out of Agreements and Purchases over \$100,000 Executed in the Second Quarter of Fiscal Year 2025/2026	INFORMATION
4.11	San Joaquin Regional Rail Commission Station/Facilities Development Committee Report Out	INFORMATION
4.12	Washington Update	INFORMATION

<p>5. Adopt a Motion Establishing a New Regular Rail Commission Meeting Date and Time of the First Friday of Every Month at 8:30 AM <i>Presented by: Jackie Miramontes (Manager of Administration)</i> (Regular and Special Voting Members)</p> <p>6. San Joaquin Regional Rail Commission Election of Officers <i>Presented by: Chris Orlando (Chief Executive Officer)</i> (Regular Voting Members Only)</p> <p>7. ACE Quarterly Performance Update (October 1, 2025 – December 31, 2025) <i>Presented by: Nathan Alastra (Operations Superintendent) and Chad Duvachelle (Transportation Research Analyst)</i></p> <p>8. Board Member Comments</p> <p>9. Ex-Officio Comments</p> <p>10. Chief Executive Officer's Report <i>Chris Orlando</i></p> <p>11. CLOSED SESSION CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Pursuant to Government Code Sections 54956.9(d)(4): Five (5) Cases. Regarding Real Property located at: <ul style="list-style-type: none"> • 6400 Blacktop Rd., Suite A, Rio Linda, CA, Occupied by Sacramento Alfredo Castro; • 6400 Blacktop Rd., Suites I & J, Rio Linda, CA, Occupied by AG Auto Group; • 6400 Blacktop Rd., Suites G & H, Rio Linda, CA, Occupied by Aleksandr Medvedev; and • 6362 Blacktop Rd., Suites H, I & J, Rio Linda, CA, Occupied by Auto Boss, LLC. (Regular Voting Members Only)</p> <p>12. CLOSED SESSION CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to Government Code Section 54956.8 Property: APN 010-0023-018 City of Sacramento, for a temporary construction easement Agency Negotiator: Tim McCloud, Senior Project Coordinator, for Monument Negotiating party: Traci Canfield, Senior Manager TOC & Real Estate, for SacRT Under negotiation: Price and payment terms (Regular Voting Members Only)</p>	ACTION DISCUSSION/ ACTION INFORMATION
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13. CLOSED SESSION

**PUBLIC EMPLOYEE PERFORMANCE EVALUATION
AND CONFERENCE WITH LABOR NEGOTIATORS**

Pursuant to Government Code Sections 54957 and 54957.6

Agency Designated Representative: Lisa Craig-Hensley, Board Chair

Unrepresented Employee: General Counsel

(Regular Voting Members Only)

14. Return to Open Session

Janice D. Magdich (General Counsel)

15. Adjournment

The next regular meeting scheduled for March 6, 2026 – 9:30 am has been cancelled.

The next special meeting is scheduled for March 5, 2026 – 8:30 am.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 6, 2026

Item 4.1

ACTION

Minutes of San Joaquin Regional Rail Commission January 8, 2026 Special Board Meeting

The special meeting of the San Joaquin Regional Rail Commission (Rail Commission) was held at 8:30 am on January 8, 2026, in the Board Room of the San Joaquin Council of Governments, 555 E Weber Street, Stockton, CA. Board Members attended this meeting in person and via videoconference.

1. Call to Order, Pledge of Allegiance

Chair Craig-Hensley

Chair Craig-Hensley called the meeting to order at 8:30 am and led the audience in the Pledge of Allegiance.

2. Safety Briefing

Cameron Paler, Rail Commission Safety and Security Specialist, provided a quarterly safety briefing.

3. Roll Call

Commissioners Present: Marchand (remote), Salwan (remote), Arriola, Fugazi, Vice-Chair Zuber, Chair Craig-Hensley

Commissioners Absent: Ding

Ex-officios Present: Jean Foletta (StanCOG), Diane Nguyen (SJCOG), Ken Baxter (SJRTD), Tom Dumas (Caltrans)

4. Public Comment

There were no public comments.

5. Consent Calendar

ACTION

5.1 Approve Minutes of San Joaquin Regional Rail Commission December 5, 2025 Board Meeting (Regular and Special Voting Members)

ACTION

5.2 Monthly Expense Report

INFORMATION

5.3 ACE Monthly Ridership

INFORMATION

5.4 ACE Monthly Fare Revenue

INFORMATION

5.5 ACE On-Time Performance

INFORMATION

5.6 Monthly Marketing and Outreach Report Out

INFORMATION

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

INFORMATION

5.8 Washington Update

INFORMATION

There were no public comments on this item.

Commissioner Marchand asked that item 5.1 be amended to reflect his attendance at the meeting.

Rail Commission staff noted the additional changes made to item 5.1.

M/S/C (Marchand/Zuber) to approve Items 5.1-5.8 of the Consent Calendar as amended.

Passed and Adopted by the San Joaquin Regional Rail Commission as amended on January 8, 2026, by the following vote to wit:

AYES: 6 Marchand, Salwan, Arriola, Fugazi, Vice-Chair Zuber, Chair Craig-Hensley
NOES: 0
ABSTAIN: 0
ABSENT: 1 Ding

6. **Adopt a Resolution Approving an Agreement with Capitol Corridor Joint Powers Authority in Support of the Operation and Maintenance of Legacy Passenger Information Display System (PIDS) at ACE Stations for a Cumulative Amount Not-to-Exceed \$340,000 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** ACTION

Marques Cook, Interim Senior Marketing Manager, and Autumn Gowan, Procurement and Contracts Manager, gave a presentation on this item.

There were no comments on this item.

M/S/C (Zuber/Fugazi) to Approve an Agreement with Capitol Corridor Joint Powers Authority in Support of the Operation and Maintenance of Legacy Passenger Information Display System (PIDS) at ACE Stations for a Cumulative Amount Not-to-Exceed \$340,000 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 on January 8, 2026, by the following vote to wit:

AYES: 6 Marchand, Salwan, Arriola, Fugazi, Vice-Chair Zuber, Chair Craig-Hensley
NOES: 0
ABSTAIN: 0
ABSENT: 1 Ding

	ACTION
7. Adopt a Resolution Extending the Transition Date for Direct Management of the ACE Great America Shuttle Program (the Project) to July 1, 2027, Authorizing the Chief Executive Officer, or Designee, to Submit a Letter to Santa Clara Transportation Authority (VTA) Supporting a One-Year Deferral of ACE Shuttle Governance Transfer to FY 27 and Commitment to Fund the ACE Shuttle Program in FY 26/27, Subject to Board Approval Through the 2026 Work Plan, and Authorizing the Chief Executive Officer, 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 Their Spending Authority	ACTION

Teri Hayes, Connecting Services Manager, gave a presentation on this item.

Chair Craig-Hensley asked if the efforts being made were led by Santa Clara Valley Transportation Authority (VTA).

Ms. Hayes explained that Rail Commission staff will lead the project and work alongside VTA.

There were no public comments on this item.

M/S/C (Fugazi/Arriola) to Extend the Transition Date for Direct Management of the ACE Great America Shuttle Program (the Project) to July 1, 2027, Authorizing the Chief Executive Officer, or Designee, to Submit a Letter to Santa Clara Transportation Authority (VTA) Supporting a One-Year Deferral of ACE Shuttle Governance Transfer to FY 27 and Commitment to Fund the ACE Shuttle Program in FY 26/27, Subject to Board Approval Through the 2026 Work Plan, and Authorizing the Chief Executive Officer, 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 Their Spending Authority as amended.

Passed and Adopted by the San Joaquin Regional Rail Commission as amended on January 8, 2026, by the following vote to wit:

AYES: 6 Marchand, Salwan, Arriola, Fugazi, Vice-Chair Zuber, Chair Craig-Hensley
NOES: 0
ABSTAIN: 0
ABSENT: 1 Ding

	INFORMATION
8. Great America Shuttles – Super Bowl Update	INFORMATION

Ms. Hayes gave a presentation on this item.

Chair Craig-Hensley commended staff for including data on the cost of this shuttle adjustment and asked if it would be possible to obtain the data for ridership impacts. Chair Craig-Hensley raised concerns regarding accessibility during these changes.

Ms. Hayes explained that a mobility shuttle is available for passengers needing additional assistance.

Commissioner Fugazi commended staff for the work completed thus far and asked if it would be possible to reevaluate the February 22 timeline to allow riders to return to their normal schedules sooner.

There were no public comments. This was an information item only.

9. Board Member Comments

Chair Craig-Hensley asked if the Rail Commission would be submitting any grants for the Better Utilizing Investments to Leverage Development (BUILD) grant.

Chris Orlando, Chief Executive Officer (CEO), confirmed the Rail Commission would be submitting an application for the BUILD grant.

Commissioner Fugazi asked for an update on the Amtrak station improvements on San Joaquin Street.

10. Ex-Officio Comments

Jean Foletta, with StanCOG, on behalf of Sue Zwahlen, stated there were no items to report.

Diane Nguyen, with SJCOG, welcomed Chris in his new role as CEO. Ms. Nguyen also shared details regarding the upcoming Megaregion Working Group meeting on January 30 and the upcoming SJCOG One Voice® trip in May.

Ken Baxter, with SJRTD, welcomed Chris and congratulated David Lipari on his new role as Deputy Executive Director. Mr. Baxter also shared recent ridership data for SJRTD.

Tom Dumas with Caltrans shared details regarding the current open call-for-applications for the BUILD grant.

11. Chief Executive Officer's Report

Mr. Orlando thanked the Board and Rail Commission staff for the warm welcome and exciting first week.

12. Adjournment

Chair Craig-Hensley adjourned the meeting at 9:06 am.

The next regular meeting is scheduled for:
February 6, 2026 – 9:30 am.

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2025

STAFF REPORT

Item 4.2	ACTION
Adopt a Resolution Ratifying and Affirming the Chief Executive Officer's Action to Submit an Application to Obtain the United States Department of Transportation's Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program Funding in the Amount of \$25 Million Towards the Modesto Station and Track Improvement Project and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements	

Background:

The United States Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Grant Program provides grants for surface transportation infrastructure projects with significant local or regional impact. Eligible project sponsors, such as public agencies, may pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. USDOT has made \$1.5 billion available in Fiscal Year (FY) 2026 for the BUILD grant program. Grants are awarded on a competitive basis.

San Joaquin Regional Rail Commission (Rail Commission) staff expects to submit a \$25 million application for the USDOT BUILD grant program for the Modesto Station and Track Improvement Project (Project) by February 24, 2026.

Modesto Station and Track Improvement Project:

The Project will be located at the existing Modesto Transportation Center and will construct a significant improvement, allowing new passenger rail service at this existing, centrally located transit hub. To maximize station utilization and increase safety for a diverse range of riders, the Project will include ingress and egress upgrades such as a pedestrian overcrossing and sidewalk gap closure at the existing parking areas owned by the City of Modesto.

The Project is a key component of the Valley Rail Program, an expansion of commuter and intercity rail services in the Northern California Megaregion. The planned station is for new ACE service to Stanislaus County and allow for future transfers between planned ACE services to and from both Stanislaus County, Sacramento, and the San Francisco Bay Area as part of the ultimate ACE extension to Ceres and Merced.

The Project is a critical component of the transformative, megaregional Valley Rail Program that helps further the State's vision for an integrated rail network and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California. The Project enhances commuter and future intercity passenger rail connectivity and transit access in the San Joaquin Valley. The Project reduces vehicle miles traveled, lowers emissions, and encourages transit-oriented development in the station area.

Modesto Station



Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Ratifying and Affirming the Chief Executive Officer's Action to Submit an Application to Obtain the United States Department of Transportation's Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program Funding in the Amount of \$25 Million Towards the Modesto Station and Track Improvement Project and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements.

SJRRC RESOLUTION 25/26 –

RESOLUTION RATIFYING AND AFFIRMING THE CHIEF EXECUTIVE OFFICER'S ACTION TO SUBMIT AN APPLICATION TO OBTAIN THE UNITED STATES DEPARTMENT OF TRANSPORTATION'S FISCAL YEAR 2026 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT PROGRAM FUNDING IN THE AMOUNT OF \$25 MILLION TOWARDS THE MODESTO STATION AND TRACK IMPROVEMENT PROJECT AND FURTHER AUTHORIZING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE, TO NEGOTIATE AND EXECUTE ANY GRANT AGREEMENTS, STANDARD AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, FUND EXCHANGE AGREEMENTS, AND/OR FUND TRANSFER AGREEMENTS

WHEREAS, the United States Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Grant Program provides grants for surface transportation infrastructure projects with significant local or regional impact; and

WHEREAS, eligible project sponsors, such as public agencies, may pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs; and

WHEREAS, the USDOT has made \$1.5 billion available in Fiscal Year (FY) 2026 for the BUILD grant program; and

WHEREAS, San Joaquin Regional Rail Commission (Rail Commission) staff expects to submit a \$25 million application for the USDOT BUILD Grant Program for the Modesto Station and Track Improvement Project (Project) by February 24, 2026; and

WHEREAS, the Project is a critical component of the transformative, megaregional Valley Rail Program that helps further the State's vision for an integrated rail network and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby approves Ratifying and Affirming the Chief Executive Officer's Action to Submit an Application to Obtain the United States Department of Transportation's Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program Funding in the Amount of \$25 Million Towards the Modesto Station and Track Improvement Project and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 6th day of February 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

CHRIS ORLANDO, Secretary

LISA CRAIG-HENSLEY, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 4.3	ACTION
Adopt a Resolution Rescinding SJRRC Resolution 25/26-11 and Authorizing the Chief Executive Officer to Submit a Revised 2026 San Joaquin One Voice® Application for the San Joaquin Street Layover Track Project (Layover Project)	

Background:

“San Joaquin One Voice®” (One Voice®) is the San Joaquin Council of Governments’ (SJCOC) advocacy program for San Joaquin County promoting projects, programs, and issues of regional significance to federal legislators and agencies, typically through an annual trip to Washington, D.C. The purpose of One Voice® is to advocate for new or increased funding and legislation for issues and projects of regional significance to the San Joaquin region. The annual One Voice® trip to Washington, D.C. is tentatively scheduled for May 4-6, 2026.

The SJCOC Board approved the following project criteria for One Voice®:

- Be regional in nature and have a federal nexus.
- Must be at or near completion of National Environmental Policy Act clearance, or qualified waiver, for projects seeking right-of-way or construction funding.
- Be sufficiently developed to suggest federal assistance is warranted (shovel-ready).
- Explain whether the sponsor is utilizing any formula funding for the project elements and detail how formula funds are being applied. If not utilizing formula funds, explain why formula funds are not being applied to the project.
- Projects should be targeted for appropriations in the Federal Fiscal Year 2026 budget or an upcoming notice of agency funding opportunity.
- Demonstrated community support.
- Identify if a project can be submitted as an “earmark” if a congressional call for projects is announced.

At its November 7, 2025, San Joaquin Regional Rail Commission (Rail Commission) Board meeting, the Board passed and adopted SJRRC Resolution 25/26-11 directing staff to submit applications for the North Lathrop Transfer Station Project to the San Joaquin One Voice Program and the USDOT BUILD Grant Program. Recent discussions with host railroads, as well as most recent project updates, have led staff to recommend the San Joaquin Street Layover Track Project (Layover Project) instead of the North Lathrop Transfer Station Project. Therefore, staff recommends a revised 2026 San Joaquin One Voice® application for the Layover Project. Rail Commission staff has consulted with SJCOC staff, who agree with the recommendation. As such, and with Board approval, Rail Commission staff intends to submit a 2026 SJCOC One Voice® application for the Layover Project in early February.

The Layover Project will construct a layover facility allowing train movements between the San Joaquin Street Station and Sacramento, and enable timed transfers between Oakland-Bakersfield Gold Runner roundtrips and the Sacramento region. Improvements include a new storage and layover track located approximately one mile west of the San Joaquin Street Station, a powered signal, turnout, paved siding, fencing, lighting, wayside power, and cameras.

The Layover Project will increase corridor capacity, improve dispatching flexibility, and allow passenger and freight trains to operate more efficiently in the shared-use corridor. Additionally, the Layover Project enhances future intercity passenger rail connectivity and transit access in the San Joaquin Valley, including new service for disadvantaged communities in the corridor. The Layover Project will reduce vehicle miles traveled, resulting in public health benefits from the associated greenhouse gas reductions and corresponding improvements in air quality.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Adopt a Resolution Rescinding SJRRC Resolution 25/26-11 and Authorizing the Chief Executive Officer to Submit a Revised 2026 San Joaquin One Voice® Application for the San Joaquin Street Layover Track Project (Layover Project).

SJRRC RESOLUTION 25/26 –

RESOLUTION RESCINDING SJRRC RESOLUTION 25/26-11 AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO SUBMIT A REVISED 2026 SAN JOAQUIN ONE VOICE® APPLICATION FOR THE SAN JOAQUIN STREET LAYOVER TRACK PROJECT (LAYOVER PROJECT)

WHEREAS, “San Joaquin One Voice®” (One Voice®) is the San Joaquin Council of Governments’ (SJCOG) advocacy program for San Joaquin County promoting projects, programs, and issues of regional significance to federal legislators and agencies, typically through an annual trip to Washington, D.C; and

WHEREAS, at its November 7, 2025, San Joaquin Regional Rail Commission (Rail Commission) Board meeting, the Board passed and adopted SJRRC Resolution 25/26-11 directing staff to submit applications for the North Lathrop Transfer Station Project to the San Joaquin One Voice Program and the USDOT BUILD Grant Program; and

WHEREAS, recent discussion with host railroads, as well as most recent project updates, have led staff to recommend the San Joaquin Street Layover Track Project (Layover Project) instead of the North Lathrop Transfer Station Project; and

WHEREAS, staff recommends a revised 2026 San Joaquin One Voice® application for the Layover Project; and

WHEREAS, Rail Commission staff has consulted with SJCOG staff, who agree with the recommendation; and

WHEREAS, the Layover Project will increase corridor capacity, improve dispatching flexibility, and allow passenger and freight trains to operate more efficiently in the shared-use corridor.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby approves Rescinding SJRRC Resolution 25/26-11 and Authorizing the Chief Executive Officer to Submit a Revised 2026 San Joaquin One Voice® Application for the San Joaquin Street Layover Track Project (Layover Project).

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 6th day of February 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

CHRIS ORLANDO, Secretary

LISA CRAIG-HENSLEY, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 4.4	ACTION
Adopt a Resolution Authorizing and Designating the Acting Clerk of the Board to Attend Closed Sessions of the Commission, to Keep and Enter in a Minute Book a Record of Topics Discussed and Decisions Made by the Commission Pursuant to Government Code Section 54957.2	

Background:

San Joaquin Regional Rail Commission (Rail Commission) would benefit from the support of the Acting Clerk of the Board, who is not otherwise necessary for decision and action on items discussed in closed session, to keep and enter in a minute book a record of topics discussed and motions, votes and consensuses of the Board made in closed session, when requested to do so by General Counsel.

Government Code section 54957.2(a) permits the legislative body of a local agency by ordinance or resolution to designate the clerk or other officer or employee of the local agency to attend closed session and keep and enter in a minute book a record of topics discussed, and decisions made in closed session. Closed session minutes are not subject to disclosure as public records under the California Public Records Act and shall be kept confidential.

Closed session minutes are only available to members of the legislative body or, if a violation of the Brown Act (Gov. C. sec. 54950, et. seq.) is alleged to have occurred at a closed session, to a court of general jurisdiction where the local agency lies, i.e., the San Joaquin County Superior Court (Gov. C. sec. 54957.2(a)).

Staff recommends that the Board designate General Counsel to review closed session minutes prior to the entry of the minutes in the closed session minute book.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Authorizing and Designating the Acting Clerk of the Board to Attend Closed Sessions of the Commission, to Keep and Enter in a Minute Book a Record of Topics Discussed and Decisions Made by the Commission Pursuant to Government Code Section 54957.2.

SJRRC RESOLUTION 25/26 –

RESOLUTION AUTHORIZING AND DESIGNATING THE ACTING CLERK OF THE BOARD TO ATTEND CLOSED SESSIONS OF THE COMMISSION, TO KEEP AND ENTER IN A MINUTE BOOK A RECORD OF TOPICS DISCUSSED AND DECISIONS MADE BY THE COMMISSION PURSUANT TO GOVERNMENT CODE SECTION 54957.2

WHEREAS, San Joaquin Regional Rail Commission (Rail Commission) Board would benefit from the support of the Acting Clerk of the Board, who is not otherwise necessary for discussion and action on items discussed in closed session, to keep and enter in a minute book a record of topics discussed and motions, votes and consensuses of the Board made in closed session, when requested to do so by General Counsel; and

WHEREAS, Government Code section 54957.2(a) permits the legislative body of a local agency by ordinance or resolution to designate the clerk or other officer or employee of the local agency to attend closed session and keep and enter in a minute book a record of topics discussed, and decisions made in closed session; and

WHEREAS, closed session minutes are not subject to disclosure as public records under the California Public Records Act and shall be kept confidential; and

WHEREAS, closed session minutes are only available to members of the legislative body or, if a violation of the Brown Act (Gov. C. sec. 54950, et. seq.) is alleged to have occurred at a closed session, to a court of general jurisdiction where the local agency lies, i.e., the San Joaquin County Superior Court (Gov. C. sec. 54957.2(a)); and

WHEREAS, staff recommends that the Board designate General Counsel to review closed session minutes prior to the entry of the minutes in the closed session minute book.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission Hereby Authorizes and Designates the Acting Clerk of the Board to Attend Closed Sessions of the Commission, to Keep and Enter in a Minute Book a Record of Topics Discussed and Decisions Made by the Commission Pursuant to Government Code Section 54957.2 and that General Counsel review closed session minutes prior to entry of the minutes in the closed session minute book.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 6th day of February 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

CHRIS ORLANDO, Secretary

LISA CRAIG-HENSLEY, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 4.5	ACTION
Adopt a Resolution Approving Listing of Local Government Officials and Designated San Joaquin Regional Rail Commission Employees Required to Complete Fiscal and Financial Training in Accordance with Senate Bill 827	

Background:

Senate Bill 827 (SB 827) was adopted to expand the State of California's mandatory training requirements for local government officials. Enactment of SB 827 (Gov. C. §53238, et seq.) made changes to already existing law (Assembly Bill 1234), which requires two hours of ethics training every two years.

Prior to adoption of SB 827, there was no statewide fiscal and financial training requirement for local agency officials. The Legislature adopted this new mandate in response to repeated audit findings of local fiscal mismanagement and expressly declared local fiscal stewardship a matter of statewide concern, making these requirements applicable across local agencies covered by the statute.

The San Joaquin Regional Rail Commission (Rail Commission) implemented the assignment of ethics training in accordance with AB1234 in 2025. SB 827 creates a new, standalone fiscal and financial training requirement for local agency officials, defined in § Gov. C. 53238(d). as:

- Legislative body members;
- Elected officers;
- Governing body-appointed officials who make fiscal, budgeting, or public resource use decisions or recommendations as part of their official duties;
- Executives and similar administrative officers; and
- Employees designated by the governing body.

Effective January 1, 2026, SB 827 requires at least two hours of fiscal and financial training every two years for local agency officials covering the following:

- Financial administration roles and responsibilities;
- Financial policies and fiscal management;
- Municipal budgets and budget processes;
- Financial reporting and auditing;
- Capital financing and debt management;
- Local agency revenue mechanisms;
- Pensions and other postemployment benefits ("OPEB");
- Cash management and investments, including the prudent investor standard;
- Ethics of safeguarding public resources;
- General fiscal and financial planning principles tied to the official's role;
- Laws relevant to overseeing agency operations; and
- Laws and practices related to procurement and contracting responsibilities.

Training may be completed in-person, online, or via self-study materials with testing. Officials serving multiple agencies must complete fiscal training only once every two years but must provide proof of training to each agency.

A listing of appointed officials and designated employees has been prepared based on their official duties and is attached to the resolution as Appendix A.

Fiscal Impact:

There is no fiscal impact associated with the adoption of the Listing of Designated Employees.

Recommendation:

Adopt a Resolution Approving Listing of Local Government Officials and Designated San Joaquin Regional Rail Commission Employees Required to Complete Fiscal and Financial Training in Accordance with Senate Bill 827.

SJRRC RESOLUTION 25/26 –

RESOLUTION APPROVING LISTING OF LOCAL GOVERNMENT OFFICIALS AND DESIGNATED SAN JOAQUIN REGIONAL RAIL COMMISSION EMPLOYEES REQUIRED TO COMPLETE FISCAL AND FINANCIAL TRAINING IN ACCORDANCE WITH SENATE BILL 827

WHEREAS, Senate Bill 827 (SB 827) updated and expanded the State of California's mandatory training requirements for local government officials; and

WHEREAS, enactment of SB 827 made changes to the already existing law (Assembly Bill 1234), which requires two hours of ethics training every two years for government officials and designated public agency employees; and

WHEREAS, the San Joaquin Regional Rail Commission (Rail Commission) implemented the assignment of ethics training in accordance with AB1234 in 2025; and

WHEREAS, SB 827 creates a new, standalone fiscal and financial training requirement for local agency officials, defined in Government Code Section 53238(d) as legislative body members, elected officers, governing body-appointed officials who make fiscal, budgeting, or public resources use decisions or recommendations as part of their official duties; executive and similar administrative officers, and employees designated by the governing body; and

WHEREAS, the SB 287 requires at least two hours of fiscal and financial training every two years for "local agency officials;" and

WHEREAS, the bill requires that the training include the following:

- Financial administration roles and responsibilities;
- Financial policies and fiscal management;
- Municipal budgets and budget processes;
- Financial reporting and auditing;
- Capital financing and debt management;
- Local agency revenue mechanisms;
- Pensions and other postemployment benefits ("OPEB");
- Cash management and investments, including the prudent investor standard;
- Ethics of safeguarding public resources;
- General fiscal and financial planning principles tied to the official's role;
- Laws relevant to overseeing agency operations;
- Laws and practices related to procurement and contracting responsibilities; and

WHEREAS, a listing of appointed officials and designated employees has been prepared based on their official duties and in conformance with Government Code Section 53238(d) and is attached to the resolution approving the schedule as Appendix A.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission Hereby Approves a Listing of Local Government Officials and Designated San Joaquin Regional Rail Commission Employees Required to Complete Fiscal and Financial Training in Accordance with Senate Bill 827.

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 6th day of February 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

CHRIS ORLANDO, Secretary

LISA CRAIG-HENSLEY, Chair

APPENDIX A

SAN JOAQUIN REGIONAL RAIL COMMISSION LISTING OF LOCAL GOVERNMENT OFFICIALS AND DESIGNATED EMPLOYEES TO COMPLETE FISCAL AND FINANCIAL TRAINING IN ACCORDANCE WITH SENATE BILL 827

LOCAL GOVERNMENT OFFICIALS AND DESIGNATED POSITIONS

Individuals performing work in the classifications listed below are local government officials and “designated employees” in that, as part of their official duties, makes decisions or recommendations regarding financial administration, budgeting, or the use of public resources.

Local government officials and “designated employees” as defined in Senate Bill 827 (SB 827) are required to complete two hours of fiscal and financial training, in accordance with SB 827, once every two years.

SCHEDULE OF LOCAL GOVERNMENT OFFICIALS AND DESIGNATED POSITIONS

APPOINTED OFFICIALS
Commissioners
Chief Executive Officer
General Counsel

DESIGNATED POSITIONS
Accountant I
Accountant II
Accounting Assistant
Accounting Technician
Assistant Counsel
Chief Mechanical Officer
Chief Program and Construction Manager
Connecting Services Manager
Construction Coordination Manager
Consultants
Contracts Specialist
Controller
Deputy Director of Passenger Experience and Communications
Deputy Director of Planning, Grants & Programming
Deputy Executive Director
Director of Administration
Director of Capital Programs
Director of Equipment Services
Director of Rail Services
Facilities Superintendent
Fiscal Compliance & Capital Budget Officer
IT Business Solutions Manager

Manager of Administration
Manager of Equipment Services
Manager of Fiscal Services
Manager of Human Resources
Manager of Planning, Grants & Programming
Marketing Manager
Onboard Experience Manager
Operations Superintendent
Procurement & Contracts Assistant
Procurement & Contracts Manager
Procurement & Contracts Supervisor
Procurement Specialist
Project Controls & Schedule Manager
Public Relations Manager
Senior Accountant

TRAINING COMPLETION AND RECORDKEEPING

Individuals holding designated positions shall complete the required training and file their training records within six months of assuming office on or after January 1, 2026, and thereafter, every two years. Individuals who assumed office prior to January 1, 2026, shall complete the required training and file their training records before January 1, 2028, and thereafter every two years. Training may be completed in person, online, or via self-study materials with testing. Officials serving multiple agencies must complete fiscal training only once every two years but must provide proof of training to each agency. Training records shall be filed with the Clerk of the San Joaquin Regional Rail Commission located at 949 East Channel Street, Stockton, CA 95202, which will make the training records available for public review and reproduction upon request (Gov. C. § 53238.3.).

**San Joaquin Regional Rail Commission
ACE
Rail Support Services
TRACC
Operating Expense Report
NOVEMBER 2025
42% of Budget Year Elapsed**

SJRRC OPERATING EXPENSES	FY 25-26 BUDGET	EXPENSE THRU NOV 2025		% SPENT TO DATE
		\$	\$	
Project Management, Services & Supplies Subtotal	\$ 6,501,526	\$ 2,801,049		43%
Contracted Services Subtotal	\$ 633,475	\$ 151,366		24%
TOTAL OPERATING EXPENSES	\$ 7,135,001	\$ 2,952,415		41%

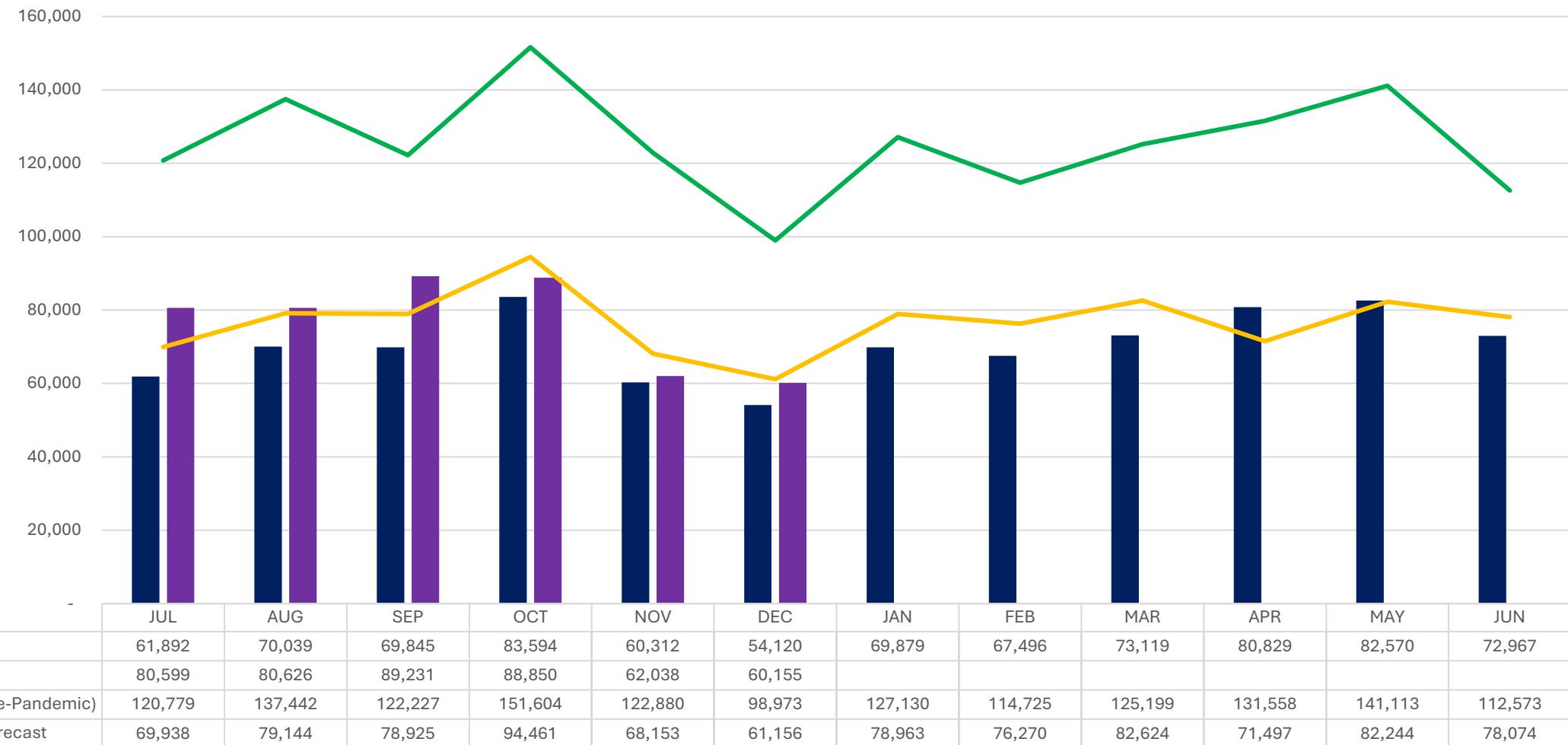
ACE OPERATING EXPENSES	FY 25-26 BUDGET	EXPENSE THRU NOV 2025		% SPENT TO DATE
		\$	\$	
Project Management, Services & Supplies Subtotal	\$ 5,949,952	\$ 2,301,060		39%
Contracted Services Subtotal	\$ 34,569,742	\$ 10,529,991		30%
Shuttle Services	\$ 3,219,900	\$ 1,341,625		42%
Capital Access	\$ 3,242,516	\$ 1,351,048		42%
Capital Maintenance	\$ 4,500,000	\$ 1,875,000		42%
TOTAL OPERATING EXPENSES	\$ 51,482,111	\$ 17,398,724		34%

RAIL SUPPORT SERVICES OPERATING EXPENSES	FY 25-26 BUDGET	EXPENSE THRU NOV 2025		% SPENT TO DATE
		\$	\$	
Project Management, Services & Supplies Subtotal	\$ 787,005	\$ 10,149		1%
Contracted Services Subtotal	\$ 95,496,543	\$ 15,173,538		16%
TOTAL RSS EXPENSES	\$ 96,283,548	\$ 15,183,687		16%

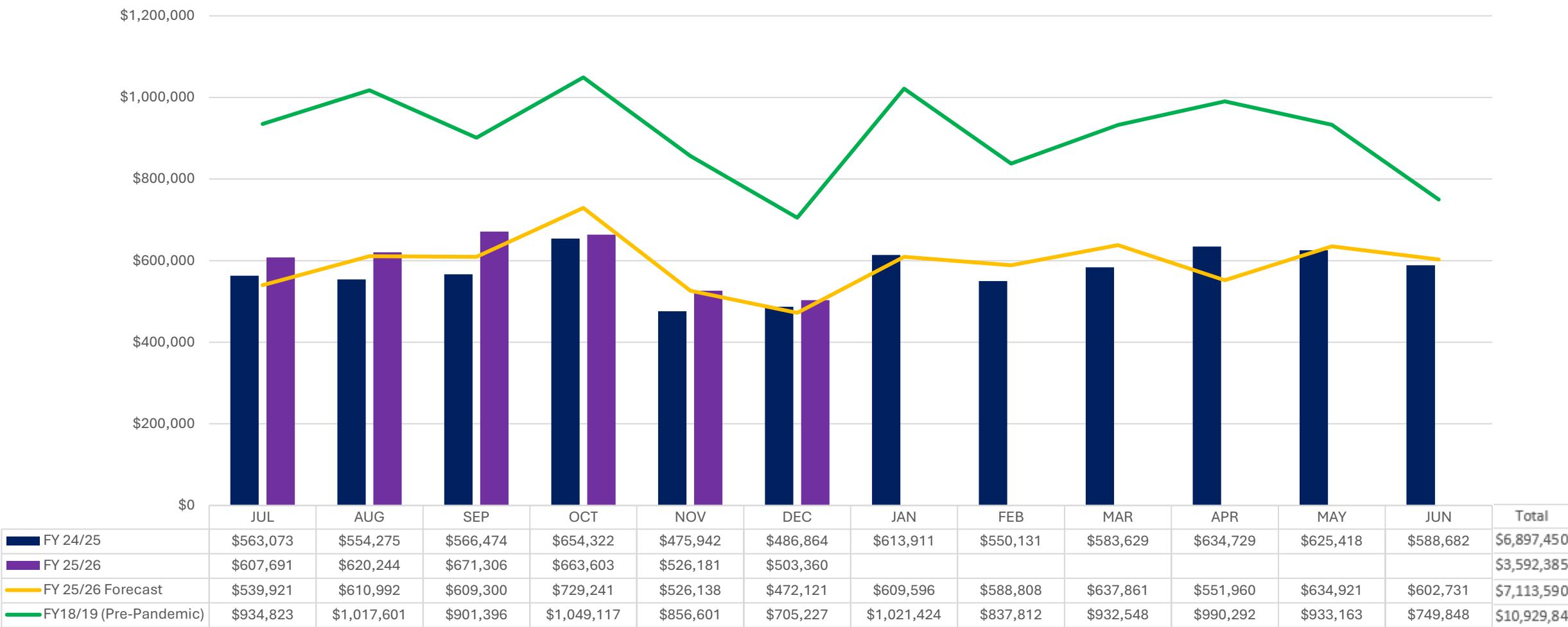
*RSS - Work Contracted with Caltrans; State-owned Venture car Pre Revenue "acceptance" and Post Revenue "ongoing" maintenance.

TRACC OPERATING EXPENSES	FY 25-26 BUDGET	EXPENSE THRU NOV 2025		% SPENT TO DATE
		\$	\$	
Project Management, Services & Supplies Subtotal	\$ -	\$ 1,845		0%
Contracted Services Subtotal	\$ 620,000	\$ 10,172		2%
TOTAL CONTRACTED SERVICES EXPENSES	\$ 620,000	\$ 12,018		2%

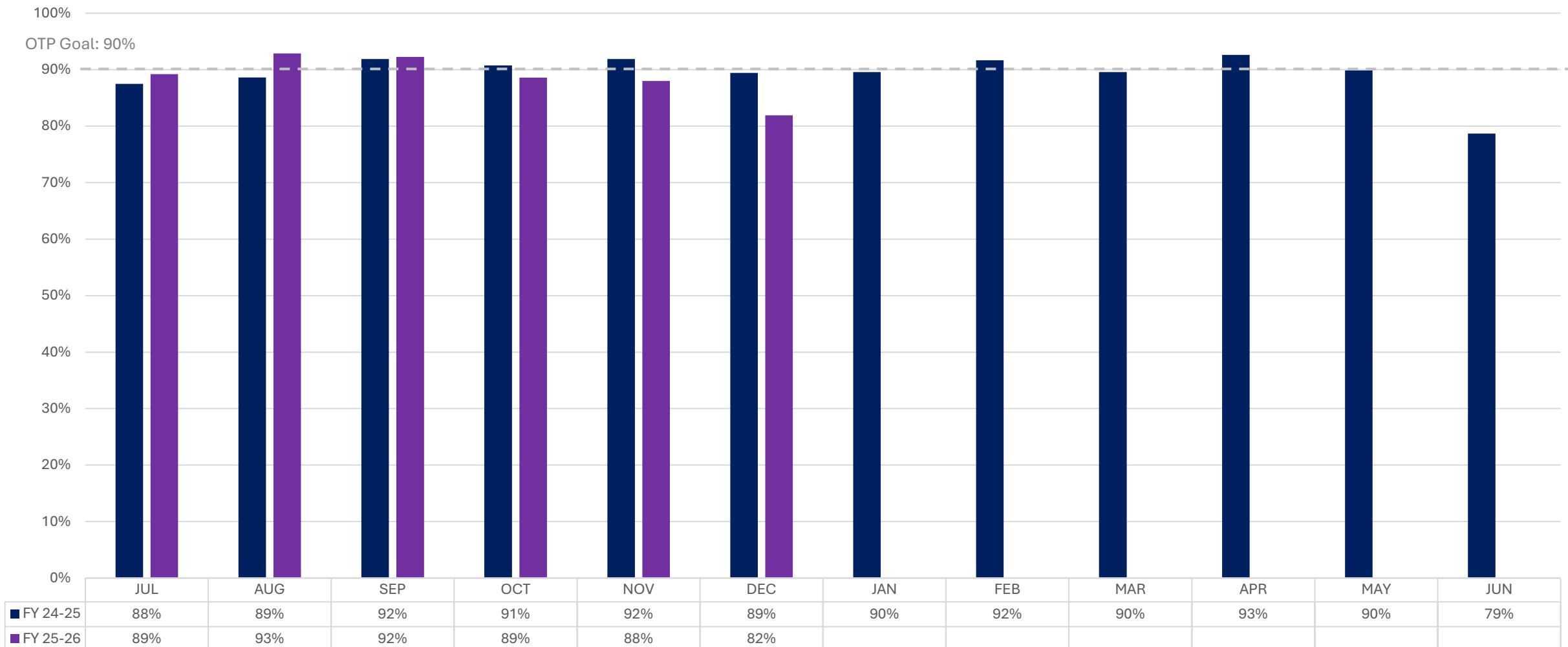
ACE Monthly Ridership



ACE Monthly Revenue



ACE On-Time Performance



SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 4.10

INFORMATION

Quarterly Report Out of Agreements and Purchases over \$100,000 Executed in the Second Quarter of Fiscal Year 2025/2026

Background:

In March 2022, the San Joaquin Regional Rail Commission (Rail Commission) approved the Expenditure Authority for the Executive Director, 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 Chief Executive Officer, or designee, to award and execute.

The March 2022 action also increased the amount required to be reported to the Board to include purchases over \$100,000 and under the Chief Executive Officer's threshold of \$250,000. The actual number of purchases that fall within the reporting range is small. This report is provided quarterly.

Please refer to Attachment A for the list of purchases that fall into the range of \$100,000 and \$250,000 that were executed during the second quarter of FY25/26 (October 1, 2025 – December 31, 2025).

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

Fiscal Impact:

Expenses and Revenues for these agreements, amendments, and purchases are identified in the Fiscal Year 2025/2026 Operating and Capital Budgets.

Recommendation:

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

Attachment A

FY2526 Q2 (October - December) Purchases between \$100,000 - \$250,000							
Number	Vendor Name	Description	Type of Purchase	Amount	New Not to Exceed	Effective Date	Operating or Capital
11653	City of Stockton	Building Permit for the Cabral Annex Project	Permit	\$ 121,227.02	N/A	11/12/2025	Capital
11065A1	TransitAmerica Services, Inc.	Amendment 01 to Purchase Order for Spare Parts	O&M Services	\$ 130,000.00	\$ 890,000.00	12/22/2025	Operating
22-R-01-26-2-06	WSP USA INC	Amendment 06 to Construction Management Services for the RMF Expansion Project	Professional Services	\$ 121,747.00	\$ 3,877,271.00	10/20/2025	Capital
22-R-60-05	Mark Thomas & Company, Inc	Amendment 05 to On-Call Grant Writing Services Contract	Professional Services	\$ 100,000.00	\$ 850,000.00	12/1/2025	Operating
22-RR-60-05	GFT Infrastructure, Inc.	Amendment 05 to On-Call Grant Writing Services Contract	Professional Services	\$ 100,000.00	\$ 850,000.00	12/1/2025	Operating
25-R-30-02	Ghirardelli Associates, Inc.	Amendment 02 to Consulting Contract for Capital Programs	Professional Services	\$ 239,905.00	\$ 2,338,668.00	10/3/2025	Capital

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 4.11

INFORMATION

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

Background:

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

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

In July of 2024, the Rail Commission requested that staff provide the Board with monthly summaries of Committee activities. Attached are the approved meeting Minutes from the Committee's December 5, 2025 meeting. The January 8, 2026 meeting Minutes will be presented to the Committee for approval at the March 5, 2026 special meeting and will be included as an information item on the Rail Commission's Consent Calendar at the April 3, 2026 regular meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

**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

	ACTION
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.

TG | &A



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

PREPARED BY TAI GINSBERG &
ASSOCIATES, LLC

JAN
2026



MONTHLY REPORT

LATEST LEGISLATIVE &
REGULATORY UPDATES

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EXECUTIVE SUMMARY

JANUARY PRIORITIES *(AS OF 1/28)*

Congress started 2026 with high stakes for spending and homeland security. The House passed all 12 appropriations bills, which largely rejected President Trump's requested drastic budget cuts. But Congress has stalled in the Senate, where a "minibus" package of spending bills, including Defense, Labor-HHS-Education, Transportation-HUD (THUD), and the Department of Homeland Security (DHS) remains unresolved. Senate Republicans, backed by the White House, have not agreed to separate the Homeland Security spending bill from the rest of the funding package.

The impasse has been fueled by a sharp political reaction in the Senate to recent federal law enforcement shootings in Minneapolis. Two fatal shootings during ongoing immigration enforcement operations have prompted key Democratic senators to oppose clearing DHS funding absent enforceable reforms to Immigration and Customs Enforcement (ICE) and related agencies.

With current funding set to expire on January 30, failure to advance the minibus could trigger a partial government shutdown.

Meanwhile, the Department of Transportation has been active this month, announcing new Commercial Driver's License (CDL) compliance audits, revised airspace restrictions at Ronald Reagan Washington National Airport, and contracts to modernize the nation's radar infrastructure.

LOOKING FORWARD

The second session of the 119th Congress is shaping up to be a busy one. Major legislative priorities this year include reauthorization of the farm bill, surface transportation programs, and the Water Resources Development Act, all of which are expected to drive bicameral negotiations. At the same time, Congress is working to finalize FY 2026 appropriations even as Members begin opening portals for FY 2027 appropriations and Congressionally Directed Spending stakeholder requests. The TG&A team is closely monitoring key deadlines and will continue to provide timely updates.

APPROPRIATIONS UPDATE

OVERVIEW (AS OF 1/28)

On January 19, House and Senate Appropriations Committee leaders unveiled [H.R. 7148](#), *the Consolidated Appropriations Act 2026*. The package includes funding for Defense, Labor-HHS-Education, Transportation-HUD (THUD), and the Department of Homeland Security, as well as several authorizing-committee add-ons, such as health care “extenders” and trade preference renewals.

SENATE UPDATES

Following recent events in Minnesota involving Immigration and Customs Enforcement (ICE), several Senate Democrats have indicated they will withhold support for the Department of Homeland Security’s (DHS) funding within the current appropriations package.

The broader minibus spending measure approved by the House includes approximately \$64.4 billion in DHS funding, of which about \$10 billion is allocated for ICE.

Opposition to the DHS funding provisions in the Senate has increased the possibility that the minibus package could fail when current funding expires at the end of January, raising the risk of a partial government shutdown. Any modifications to the DHS funding language would require further action in the House, which is scheduled to be in recess until after the current funding deadline.

Some Senate Republicans have proposed alternative approaches, such as advancing DHS funding as a separate bill or exploring executive actions to address specific concerns, and discussions continue on potential paths forward.

HOUSE UPDATES

On January 22, the House approved funding for the Department of Homeland Security (DHS) by a vote of 220–207. The vote followed a request from Democratic Members for a standalone consideration of DHS funding. Later that day, the House voted 341–88 to pass a broader, bipartisan “minibus” appropriations package funding Defense, Health and Human Services, Transportation-HUD, and Education through September 30, 2026.

Prior to final passage, the House rejected two amendments offered by Republican Members. By a vote of 291–136, the chamber defeated an amendment offered by Representative Ralph Norman (R-SC) to eliminate earmarks in the Labor-HHS-Education portion of the bill. The House also rejected, by a vote of 268–164, an amendment from Representatives Thomas Massie (R-KY) and Scott Perry (R-PA) that would have repealed the Department of Transportation’s requirement for drunk-driving prevention technology in new vehicles, enacted in 2021.

APPROPRIATIONS UPDATE

TRANSPORTATION-HUD BILL OVERVIEW (H.R. 7148)

The final, bipartisan Transportation-HUD (THUD) Appropriations bill included in H.R. 7148 provides the majority of public transit and passenger rail funding authorized under the Infrastructure Investment and Jobs Act (IIJA). When combined with IIJA advance appropriations, the measure provides **\$21.1 billion for public transit in FY 2026**, an increase of \$168 million over FY 2025 enacted levels.

The legislation also provides **\$15.9 billion for passenger and freight rail in FY 2026**, a \$298 million decrease from FY 2025 enacted levels. This total is **\$5.1 billion below** the funding level authorized in the IIJA.

SELECTED THUD HIGHLIGHTS

- Aviation:** Funds approximately 2,500 air traffic controllers and provides **\$140 million** for the Federal Aviation Administration to implement a **3.8 percent pay increase** for air traffic controllers and related supervisory staff.
- CRISI Grants:** Provides **\$137 million** for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants, a **\$37 million increase from FY 2025**, including **\$20 million transferred from IIJA funding**. Of this total, **\$87 million** is designated for **Congressionally Directed Spending projects**, and eligibility is expanded to include **commuter rail projects** that implement or sustain positive train control systems
- Federal-State Partnership Grants:** The IIJA provides **\$7.2 billion** for the Federal-State Partnership for Intercity Passenger Rail Program, with an additional **\$20 million** provided through the THUD Appropriations Act.
- Programmatic Shifts:** Compared with prior years, the bill reduces funding for electric vehicle charging infrastructure and high-speed rail programs.



View an APTA breakdown [here](#)



*Rep. Steve Womack,
Chair of THUD Subcommittee
House Appropriations, 7/14/25*



*Sen. Cindy Hyde-Smith
Chair of THUD Subcommittee
Senate Appropriations, 7/24/25*

APPROPRIATIONS UPDATE

THUD APPROPRIATIONS: MODAL AGENCY HIGHLIGHTS

Federal Highway Administration (FHWA)

- **\$62.7 billion** in obligation limitation from the Highway Trust Fund (HTF).
- From the General Fund: **\$1.5 billion** for earmarks, **\$350 million** for bridges in low-density/small-population states, **\$200 million** for federal/tribal projects, and **\$200 million** for truck parking.
- Total new General Fund appropriations in the THUD bill: **\$927 million**.

Federal Transit Administration (FTA)

- **\$14.6 billion** in obligation limitation from the HTF.
- From the General Fund for Transit Infrastructure Grants (TIG): **\$148 million** for earmarks, **\$45 million** for ferries, **\$15 million** for public safety.
- Total new General Fund appropriations in the THUD bill: **\$23 million**.

Federal Railroad Administration (FRA)

- **\$265 million** in additional General Fund appropriations for safety and operations.
- Amtrak funding from General Fund and IIJA Division J: **\$850 million** for the Northeast Corridor and **\$1.6 billion** for the National Network.

Federal Aviation Administration (FAA)

- **\$13 billion** from the Airport and Airway Trust Fund (AATF) for operations.
- **\$669 million** from the General Fund.
- Airport Improvement Program (AIP): **\$4 billion** from AATF plus **\$577 million** from IIJA Division J and new General Fund appropriations.
- **\$4 billion** in new General Fund appropriations for Facilities and Equipment.

Federal Motor Carrier Safety Administration (FMCSA)

- **\$542 million** for Motor Carrier Safety Grants.
- **\$390 million** from HTF for operations and programs.

National Highway Traffic Safety Administration (NHTSA)

- **\$850 million** from HTF for Highway Traffic Safety Grants.
- **\$210 million** from HTF for operations and research.
- **\$200 million** from General Fund, including IIJA Division J transfers.

Office of the Secretary of Transportation (OST)

- **\$145 million** in new General Fund appropriations for BUILD grants.
- **\$514 million** for Essential Air Services subsidies.
- **\$205 million** rescinded from unobligated funds in the SMART Grants program.

APPROPRIATIONS UPDATE

UPDATES ON H.R. 6938 MINIBUS

On January 23, President Trump signed H.R. 6938, the Commerce, Justice, Science (CJS); Energy and Water Development (EWD); and Interior and Environment Appropriations Act, 2026, into law. The Senate approved the minibus package 82–15, and the House passed it 397–28. The legislation funds both CJS agencies and Interior, Environment, and Related Agencies.

Key highlights of the EWD portion:

- **Department of Energy (DOE):** Just over **\$49 billion**, with several clean energy and carbon management programs reduced or reprogrammed.
- **Army Corps of Engineers – Civil Works:** **\$10.4 billion** to support flood risk reduction, coastal resiliency, port navigability, and ecosystem restoration.
 - **Construction:** **\$3.2 billion** for priority new and ongoing projects, including critical dam safety initiatives.
 - **Mississippi River and Tributaries:** **\$531.6 million, \$275 million** above the FY26 President's budget request.
 - **Operation and Maintenance:** **\$6 billion, \$460 million** above FY25 enacted, funding dredging, repairs, and operation of navigation structures.

*SEE THE FULL BILL
TEXT OF H.R. 6938 [HERE](#)*



View the Senate EWD
breakdown [here](#)



View the Senate CJS
breakdown [here](#)



*Senate Appropriations Chair Collins;
Politico, 1/27/25*

NOTABLE JANUARY HEARINGS & MARKUPS

JANUARY 21 - HOUSE TRANSPORTATION & INFRASTRUCTURE COMMITTEE EXECUTIVE SESSION

The Committee approved the following measures via voice vote:

- Amendment in the Nature of a Substitute (ANS) to H.R. 2247, *Pilot Certificate Accessibility Act* – This bill modernizes FAA requirements by allowing pilots and other FAA certificate holders to present digital certificates instead of physical ones. This legislation was introduced by Representative Tim Burchett (R-TN) with Tracey Mann (R-KS) as an original cosponsor.
- ANS to H.R. 2474, *Expanding Appalachia's Broadband Access Act* – This bill directs the Government Accountability Office (GAO) to study whether satellite broadband can be effectively incorporated into broadband projects supported by the Appalachian Regional Commission. This legislation was introduced by Representative Dave Taylor (R-OH).
- ANS to H.R. 6618, *Wildfire Aerial Response Safety Act* – This bill directs the FAA to conduct a study and report on how unmanned aircraft system (UAS) incursions impact wildfire suppression efforts. This bipartisan legislation was introduced by Representative Janelle Bynum (D-OR) with Elijah Crane (R-AZ), Joe Neguse (D-CO), and Juan Ciscomani (R-AZ) as original cosponsors.
- ANS to H.R. 6744, *Military Air Traffic Control Transition Act* – This bipartisan bill strengthens efforts to help experienced military air traffic controllers more easily transition into civilian roles at the FAA, addressing the ongoing air traffic controller shortage. This bipartisan legislation was introduced by Representative Laura Gillen (D-NY) with Tracey Mann (R-KS) as an original cosponsor.
- ANS to H.R. 7084, *Defending American Property Abroad Act of 2026* – This bill aims to protect U.S.-owned infrastructure assets in foreign countries by authorizing the president to deny port entry to vessels that have also called at ports or terminals that were expropriated or nationalized from U.S. persons by governments in Western Hemisphere countries with U.S. free trade agreements. This bipartisan legislation was introduced by Representative August Pfluger (R-TX) and Salud Carbajal (D-CA).

NOTABLE JANUARY HEARINGS & MARKUPS

JANUARY 28 - SENATE ENVIRONMENT & PUBLIC WORKS

COMMITTEE HEARING: EXAMINE THE FEDERAL ENVIRONMENTAL REVIEW AND PERMITTING PROCESSES PART II

Senate Environment and Public Works (EPW) Committee Ranking Member Sheldon Whitehouse (D-RI) said that the Committee could revive stalled talks over easing federal permitting rules if the Trump administration stops its attacks on renewable energy projects. EPW Chair Shelley Moore Capito (R-WV) empathized with the Democrats' position and said that making it easier to build energy projects of all energy types would "relieve the economic pressure Americans are facing across the nation."

Solar Energy Industries Association President and CEO Abigail Ross Hopper said at the hearing that "the federal permitting process has lost credibility regarding solar projects." She emphasized that any reforms must reverse Interior Secretary Doug Burgum's order from last year requiring his personal review of each step of wind and solar projects built on federal lands. Dustin Meyer, Senior Vice President of Policy, Economics and Regulatory Affairs at the American Petroleum Institute, echoed that sentiment, stating that a permitting bill should prevent "arbitrary suspensions or revocations" of permits "driven by political or policy shifts rather than new facts or violations."

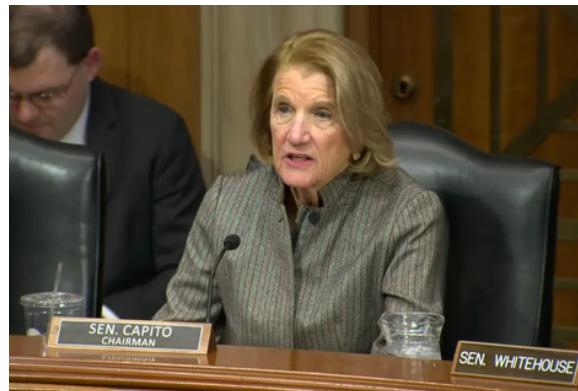


SURFACE TRANSPORTATION REAUTHORIZATION

The Senate Commerce Rail Subcommittee and Senate Banking's Transportation Subcommittee have not made progress on drafting the surface transportation reauthorization bill. Senate Environment and Public Works (EPW) Committee Chair Shelley Moore Capito (R-WV), whose committee has jurisdiction over the highway title, has indicated no plans to change her goal of releasing a draft surface transportation reauthorization bill by early March and to hold a markup later that month.

House Transportation and Infrastructure (T&I) Committee Chair Sam Graves (R-MO) has said the House plans to mark up its companion legislation in the “very first part” of 2026. Congressional leaders are eyeing the bill as a key vehicle for permitting reform. Climate and energy proposals, including potential fees on electric and hybrid vehicles, will also be at the heart of the negotiations.

Senate EPW Ranking Member Sheldon Whitehouse (D-RI) has voiced frustrations over the Trump Administration's handling of clean energy projects. He stated that he would stall updates to federal permitting, surface transportation reauthorization, and the Water Resources Development Act until the Trump administration lifts its restrictions on offshore wind. As the Ranking Democrat on the committee with primary jurisdiction over these bills, his concerns are likely to slow Senate negotiations.



*EPW Chair Capito;
Senate EPW, 1/29/25*



*House T&I Chair Graves;
T&I 1/21/26*



*EPW Ranking Member Whitehouse;
Politico, 1/28/25*

LEGISLATIVE UPDATES

PERMITTING REFORM

After House action on permitting reform, Senate momentum slowed last month after the Trump Administration escalated its opposition to offshore wind by issuing a 90 day pause on five ongoing projects off the Atlantic Coast.

Senate Environment and Public Works (EPW) Committee Ranking Member Sheldon Whitehouse (D-RI) and Senate Committee on Energy and Natural Resources (ENR) Ranking Member Martin Heinrich (D-NM) issued statements opposing the Administration's decision and declaring that no permitting deal could be reached if the "Administration refuses to follow the law." Both senators stated that the Administration must reverse its pause on the offshore wind projects and cease its attacks on fully permitted renewable energy projects before permitting talks to resume in the Senate.

At an EPW Hearing on permitting on January 28, EPW Ranking Member Whitehouse (D-RI) said that the Committee could revive stalled talks over easing federal permitting rules if the Trump administration stops its attacks on renewable energy projects. EPW Chair Shelley Moore Capito (R-WV) empathized with the Democrats' position and said that making it easier to build energy projects of all energy types would "relieve the economic pressure Americans are facing across the nation."

WATER RESOURCES DEVELOPMENT ACT

The House Transportation and Infrastructure (T&I) Committee is making progress on advancing the 2026 Water Resources Development (WRDA) Act. WRDA authorizes studies and projects within the United States Army Corps of Engineers (Corps) Civil Works mission areas, including navigation, flood damage reduction, hurricane and storm damage reduction, shoreline protection, and ecosystem restoration. The T&I Subcommittee on Water Resources and Environment issued a request for Member submissions, including Corps projects and policy requests, by January 30. Following that deadline, the T&I Subcommittee on Water Resources and Environment will review the requests for inclusion as it drafts the 2026 WRDA bill.

However, the Trump Administration's efforts to exert more control over which Corps projects receive priority has spurred backlash from Democrats, which could slow down progress on the bill. In November 2025, all nine Democrats on the Senate EPW Committee criticized the Administration's threat to pause \$11 billion in water infrastructure projects in blue states, warning it would undermine WRDA negotiations. Additionally, at a House T&I Committee hearing in December, Democrats expressed frustrations with a new Department of Defense policy that restricts the Corps's communication with Congress.



*CST Chair Cruz;
Politico, 12/17/25*



*CST Ranking Member Cantwell;
Yahoo, 10/16/25*

S 2503, ROTOR ACT

On January 19, Senate Commerce Chair Ted Cruz (R-TX) and Ranking Member Maria Cantwell (D-WA) sent a letter to Senate and Appropriations Committee leaders urging the inclusion of their bipartisan S. 2503, the Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act, in the FY26 Transportation, Housing, and Urban Development Appropriations (THUD) package.

The ROTOR Act was drafted in response to the January 29, 2025, collision between an American Airlines flight and an Army helicopter near Ronald Reagan Washington National Airport that resulted in 67 fatalities. The bill would limit the Army's ability to disable ADS-B Out on helicopters nationwide to prevent further collisions.



Read the letter [here](#)

In late December, the Senate passed the ROTOR Act as a standalone bill via unanimous consent late. However, House T&I Chair Sam Graves (R-MO) continues to oppose the current version of the ROTOR Act, as he argues that the requirement for location-receiving technology on aircrafts would be overly burdensome for small-scale aviation.

In the recent letter, both Commerce Committee leaders share that the Department of Transportation, Pentagon, Federal Aviation Administration, National Transportation Safety Board, and the families of the 67 victims all support the legislation. The Senators also urged that the ROTOR Act be included in the final THUD bill to close critical safety loopholes and avoid delays that could occur if the ROTOR Act was instead attached to the FY26 legislation as a floor amendment.

USDOT UPDATES

RAIL

FEDERAL-STATE PARTNERSHIP (FSP) NOFO

The Federal-State Partnership (FSP) for Intercity Passenger Rail Grant Program Notice of Funding Opportunity (NOFO) is still open for applications through February 6. The NOFO includes more than \$5 billion in funding for projects that enhance safety on intercity passenger rail networks.

This includes improvements to grade crossings. FSP funds capital projects not located on the Northeast corridor that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service.



Apply or learn more [here](#)

Applications are due February 6, 2026.

HIGHWAY

COMMERCIAL VEHICLE SAFETY GRANT AWARDS

Transportation Secretary Duffy announced \$118 million in awards across three Federal Motor Carrier Safety Administration (FMCSA) grant programs designed to improve commercial vehicle safety.

- **\$71.6 million** in High Priority (HP) grants to support state and local enforcement efforts to reduce commercial motor vehicle (CMV) related crashes and deploy new technology to ensure CMV compliance with safety regulations.
- **\$43.8 million** in Commercial Driver's License Program Implementation grants to help states comply with federal CDL regulations and prevent fraud.
- **\$3.4 million** in Commercial Motor Vehicle Operator Safety Training grants to support servicemembers in accessing commercial driver training.

USDOT UPDATES

FMCSA NATIONWIDE COMMERCIAL DRIVER'S LICENSES (CDL) AUDIT

As part of USDOT's nationwide audit into state practices in issuing non-domiciled Commercial Driver's Licenses (CDLs), USDOT found that the North Carolina Department of Transportation had issued 54% of its CDLs in ways that did not comply with federal standards. Transportation Secretary Duffy has threatened to freeze \$50 million in USDOT funding for North Carolina and warned that continued noncompliance could lead to decertification of the state's CDL program.

After the State of California failed to cancel non-compliant CDLs by the January 5, 2026, deadline, Transportation Secretary Duffy directed the Federal Motor Carrier Safety Administration (FMCSA) to withhold approximately \$160 million in federal funding (National Highway Performance Program and Surface Transportation Block Grant). FMCSA issued a Final Determination on January 7, 2026.

AVIATION

NEW RADAR SYSTEM

On January 5, USDOT Secretary Duffy and Federal Aviation Administration (FAA) Administrator Bedford announced that the FAA will begin replacing the nation's aging radar system. Through funding from the One Big Beautiful Bill, USDOT will replace the ground-based radars to improve safety. RTX and Indra were awarded the contracts and will work to replace up to 612 radars by 2028 with modern, commercially available surveillance radars.

Replacements will begin in the first quarter of 2026 and will continue on a rolling basis, prioritizing high-traffic areas. In addition to modernizing the network of surveillance radars, the FAA will consolidate the 14 different configurations in the National Airspace System (NAS), simplifying maintenance and logistics.

NEW RESTRICTIONS FOR DCA AIRSPACE

On January 22, USDOT Secretary Duffy announced that the FAA is formalizing permanent restrictions for helicopters and powered-lift from operating in certain areas near Ronald Reagan Washington National Airport (DCA), unless these aircraft are conducting essential operations. These restrictions were put in place following the deadly American Airlines 5342 crash and are supported by the NTSB's preliminary recommendations.

The FAA published and implemented the new policy as an Interim Final Rule (IFR) to significantly reduce midair-collision risks.



Submit public comment [here](#)

UNION PACIFIC AND NORFOLK SOUTHERN MERGER

OVERVIEW

On January 16, the Surface Transportation Board (STB) rejected the proposed Union Pacific (UP) and Norfolk Southern (NS) merger in its current form, stating that the application was incomplete. In its 15-page decision, the STB detailed problems with market-share data, failures to include the complete merger agreement between the two railroads, and issues with how the application addressed control of the Terminal Railroad Association of St. Louis. The board's decision will slow the merger process, requiring UP and NS to inform the board by February 17 if they will file an updated application and complete the new filing by June 22. Class I railroads, including Canadian National, BNSF, and CSX, released statements supporting the STB's initial decision.

In its press release, the STB noted that the decision "should not be read as an indication of how the Board might ultimately assess any future revised application." The recent CSX and Pan Am Railways merger provides a precedent where an initial rejection of an application was ultimately approved upon resubmission.

CONGRESS

Members of Congress are still voicing their opinions on the merger. A day prior to the STB's decision, Representatives Chris Deluzio (D-PA), Patrick Ryan (D-NY), Angie Craig (D-MN), Pramila Jayapal (D-WA), co-chairs of the Monopoly Busters Caucus, and Representatives Donald Norcross (D-NJ), Mark Pocan (D-WI), and Debbie Dingell (D-MI), co-chairs of the Congressional Labor Caucus, sent a letter to STB Chair Fuchs urging UP and NS to explain in detail how the railroads' potential merger would impact labor.



Read the letter [here](#)

In the letter, the Members urge the STB to require UP and NS answer a set of questions as part of the board's public-interest review of the merger proposal. The questions focus on the labor implications of a potential merger, including how it may affect longstanding challenges in the rail industry related to work competition, safety, and reliable service.

The lawmakers requested that the board provide those answers to Congress at least 60 days before any decision on the merger and "consider those responses and potential harms to workers as part of its decision."



CONTACT US

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SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 5

ACTION

Adopt a Motion Establishing a New Regular Rail Commission Meeting Date and Time of the First Friday of Every Month at 8:30 AM

Background:

Staff distributed a poll for a proposed new regular meeting time based on San Joaquin Regional Rail Commission (Rail Commission) Board comment at the January 8, 2026 meeting. Based on responses from the Board, staff is recommending that the Board establish a new regular meeting date and time of the first Friday of each month at 8:30 am. Due to a planned special meeting to be held in March, the new meeting time, if approved by the Rail Commission, will commence at the next regular meeting on April 3, 2026.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a motion establishing a new regular Rail Commission meeting date and time of the first Friday of each month at 8:30 am commencing on April 3, 2026.

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 6	DISCUSSION/ACTION
San Joaquin Regional Rail Commission Annual Election of Officers	

Background:

The San Joaquin Regional Rail Commission (Rail Commission) Amended Bylaws (2022) outline the annual process for electing the Chairperson and Vice-Chairperson for the Governing Board at the February meeting. The Chairperson and Vice-Chairperson are required to be Regular Voting Members.

The term of office for the Chairperson and Vice-Chairperson is one year from election, however, there are no limitations on how long any Regular Voting Member can serve as Chairperson or Vice-Chairperson and no prescribed rotational process. Regular Voting Members have typically served in these roles as their time permits for representing the agency throughout the state, and/or because their particular expertise was relevant to the major work program initiatives at the time.

Nominations for the Chairperson and Vice-Chairperson ("Officers") may be made from the floor by any Regular Voting Member (Amended Bylaws Section 2.2). The election of each Officer shall be made immediately after nominations have been declared closed by the Chairperson (Amended Bylaws Section 2.3). Only Regular Voting Members may vote for Officers (Section 2.3). Elected Officers take office immediately upon election (Amended Bylaws Section 2.4).

Lisa Craig-Hensley currently serves as Chairperson having been elected in February 2025 and Leo Zuber has served as Vice-Chairperson since his election in February 2025

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Electing a Chairperson and Vice-Chairperson for the Rail Commission Governing Board to be in effect immediately upon election.

SJRRC RESOLUTION 25/26 –

RESOLUTION ELECTING A CHAIR AND VICE-CHAIR FOR THE SAN JOAQUIN REGIONAL RAIL COMMISSION GOVERNING BOARD

WHEREAS, The San Joaquin Regional Rail Commission (Rail Commission) Amended Bylaws (2022) outline the annual process for electing the Chairperson and Vice-Chairperson for the Governing Board at the February meeting; and

WHEREAS, the Chairperson and Vice-Chairperson are required to be Regular Voting Members; and

WHEREAS, the term of office for the Chairperson and Vice-Chairperson is one year from election, however, there are no limitations on how long any Regular Voting Member can serve as Chairperson or Vice-Chairperson and no prescribed rotational process; and

WHEREAS, Regular Voting Members have typically served in these roles as their time permits for representing the agency throughout the state, and/or because their particular expertise was relevant to the major work program initiatives at the time; and

WHEREAS, nominations for the Chairperson and Vice-Chairperson ("Officers") may be made from the floor by any Regular Voting Member (Amended Bylaws Section 2.2); and

WHEREAS, the election of each Officer shall be made immediately after nominations have been declared closed by the Chairperson (Amended Bylaws Section 2.3); and

WHEREAS, Elected Officers take office immediately upon election (Amended Bylaws Section 2.4).

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission Hereby Elects a Chair and Vice-Chair for the Rail Commission Governing Board in effect immediately upon election:

Chair: _____

Vice-Chair: _____

PASSED AND ADOPTED, by the San Joaquin Regional Rail Commission this 6th day of February 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

CHRIS ORLANDO, Secretary

LISA CRAIG-HENSLEY, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 6, 2026

STAFF REPORT

Item 7

INFORMATION

ACE Quarterly Performance Update (October 1, 2025 – December 31, 2025)

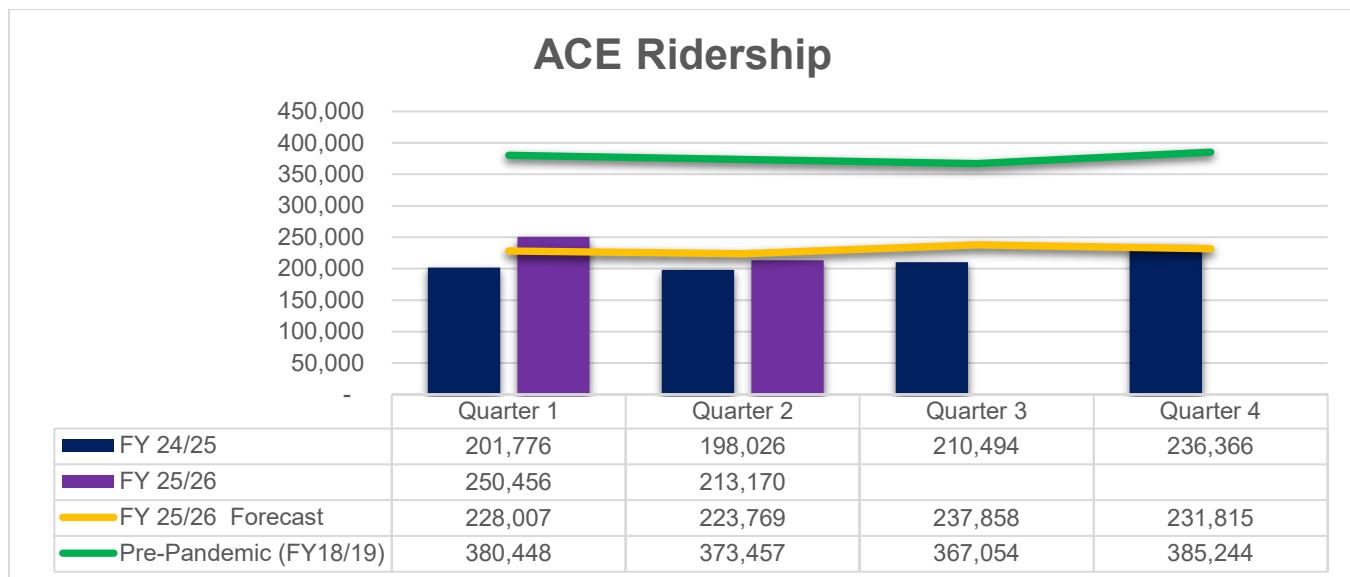
Background:

Ridership, fare revenue, and on-time performance remain key indicators of ACE's overall service health. While Q2 results for several metrics did not fully meet quarterly forecasts, strong performance earlier in the fiscal year has kept year-to-date ridership and revenue ahead of forecast. At the same time, continued marketing and outreach efforts, including employer engagement, strategic partnerships, and increased presence at community events, are reinforcing the ACE brand and supporting sustained demand as the service continues its recovery.

Ridership and Revenue

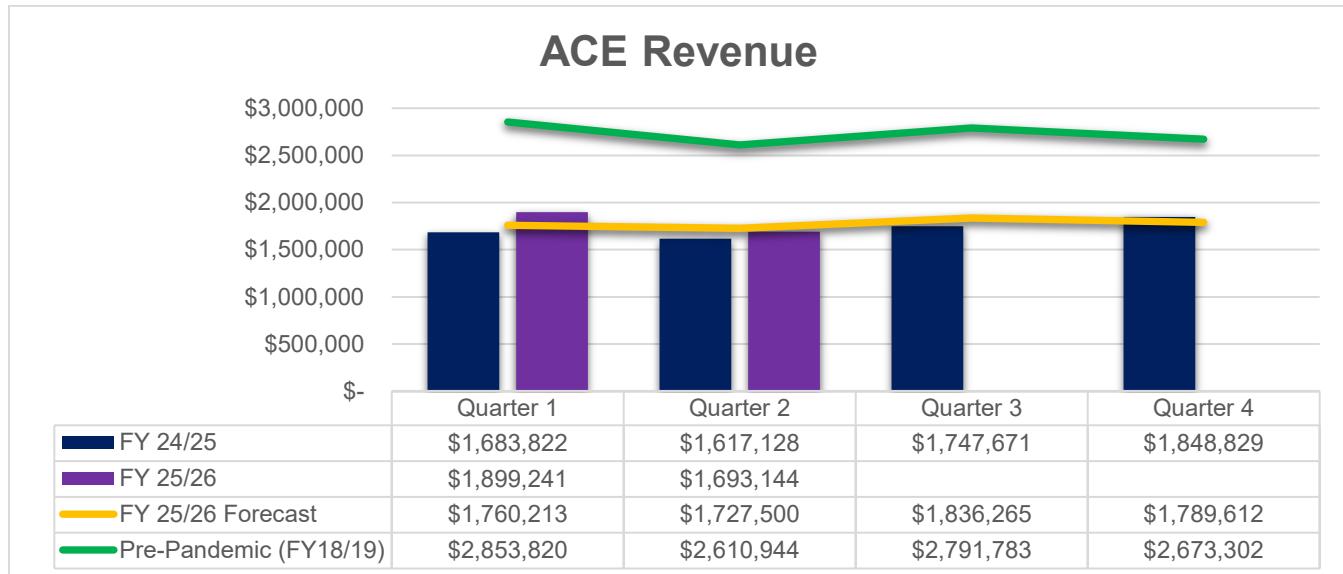
Fiscal Year (FY) 25/26 Q2 showed continued, though more moderate, ridership growth for ACE, with total ridership reaching 213,170—an increase of approximately 8% year over year compared to FY24/25 Q2 (198,026). While Q2 ridership fell short of the forecast by about 5%, strong Q1 performance continues to boost overall results, with year-to-date ridership exceeding the YTD forecast by 2.62%. Taken together, Q2 results suggest that while growth has moderated, underlying demand remains resilient. Compared to pre-pandemic levels, FY25/26 Q2 ridership represents approximately 57% of riders carried during the same period in FY18/19 (373,457), indicating ongoing, though gradual, recovery amid evolving travel patterns.

Figure 1



Fare revenue for FY25/26 Q2 totaled \$1.69 million, reflecting a year-over-year increase of approximately 5% compared to FY24/25 Q2 (\$1.62 million). While revenue came in slightly below the Q2 forecast (\$1.73 million), year-to-date fare revenue remains ahead of plan, exceeding the YTD forecast by 3.00%, again due to strong performance earlier in the fiscal year. Overall, Q2 results closely tracked ridership trends and indicate continued stability in fare recovery. Relative to pre-pandemic levels, FY25/26 Q2 revenue represents approximately 65% of fare revenue generated during the same period in FY18/19, underscoring ongoing progress toward long-term financial recovery despite remaining demand and pricing constraints.

Figure 2



In addition to overall ridership trends, staff monitor market-level boarding and alighting to understand where demand is growing and where opportunities remain. During FY25/26 Q2, departures increased year over year in both the San Joaquin and Tri-Valley markets, while arrivals continued to be heavily concentrated in the Fremont and South Bay market, where alighting rose notably. This pattern confirms that travel from the San Joaquin and Tri-Valley regions to the southern end of the corridor remains strong and continues to grow, while comparatively lower mid-route activity indicates ongoing opportunity to strengthen ridership between the San Joaquin and Tri-Valley markets through targeted service and outreach efforts.

Figure 3

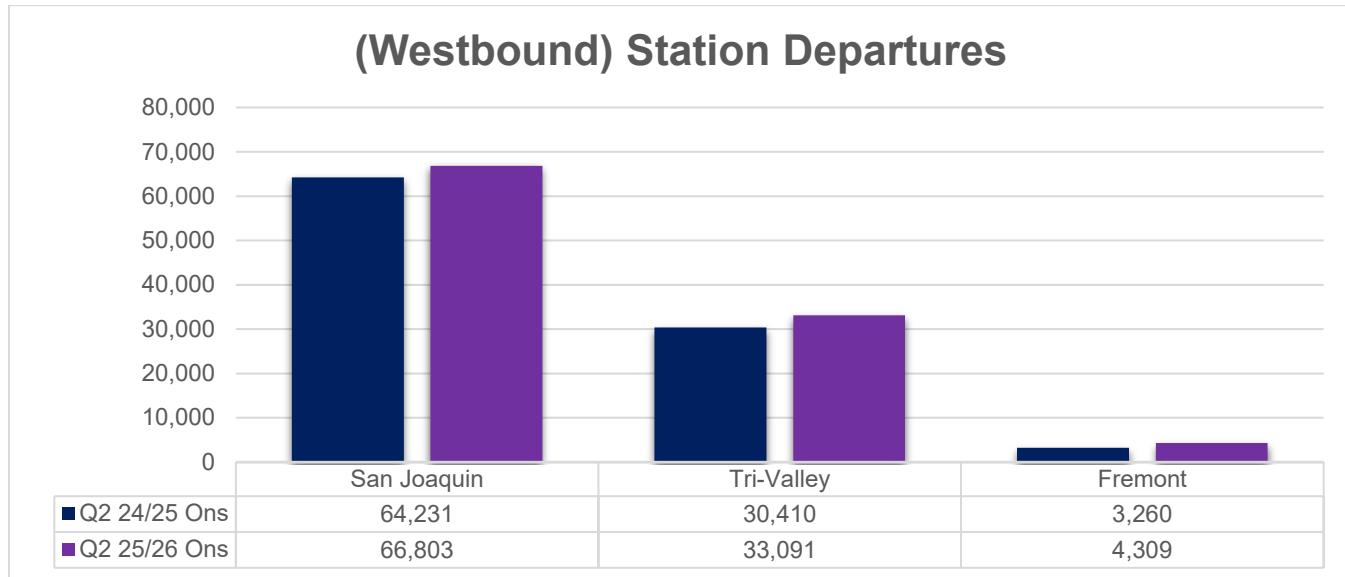
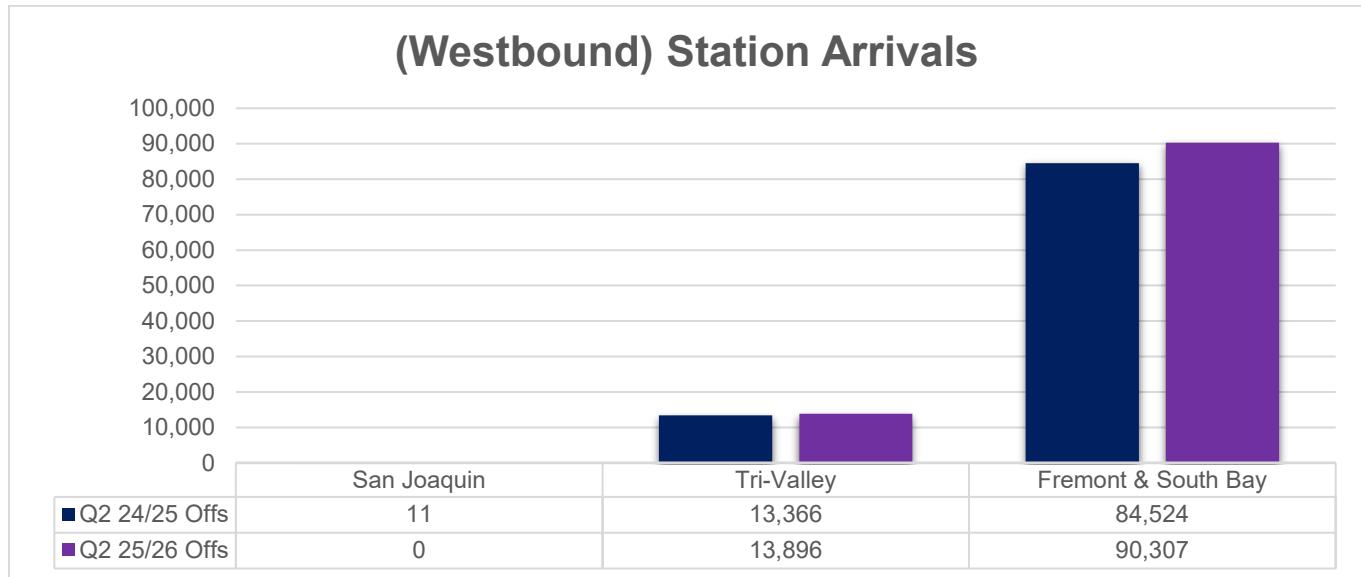


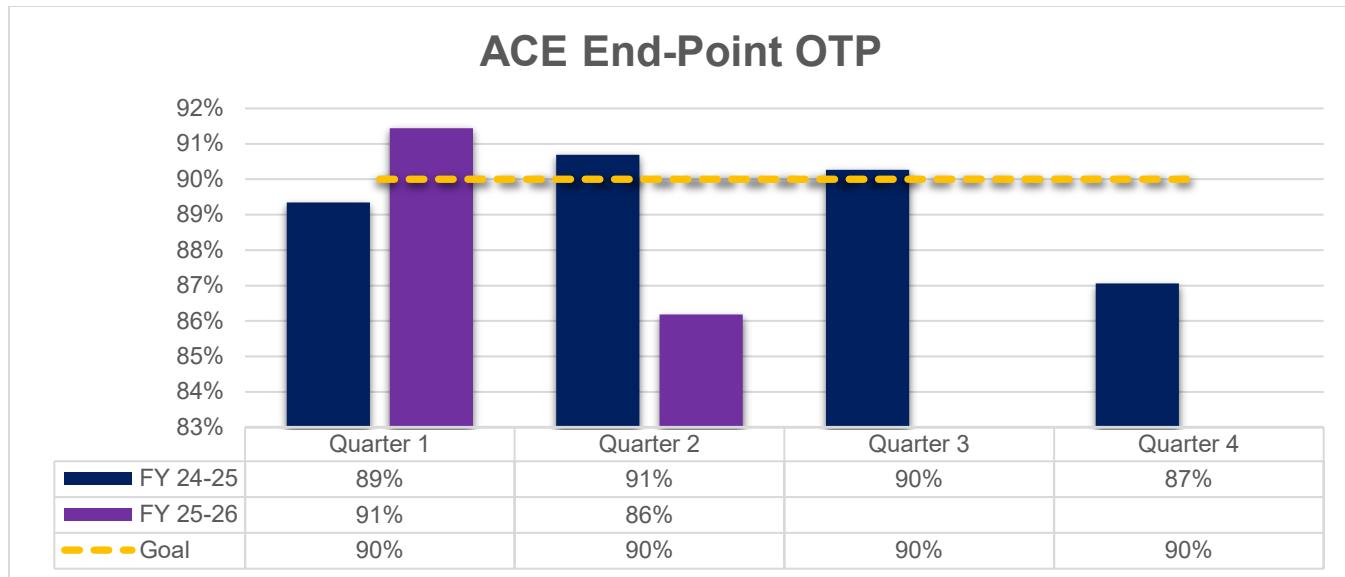
Figure 4



On-Time Performance (OTP)

For FY25/26 Q2, ACE On-Time Performance (OTP) averaged 86%, falling below the 90% goal and declining from FY24/25 Q2 (91%). This represents a step-back from the strong Q1 performance (91%) and reflects operational challenges that affected schedule adherence during the quarter. Overall, although near-term performance softened, the outlook for improved timeliness remains positive.

Figure 5



OTP Contributing Factors

During FY25/26 Q2, ACE On-Time Performance (OTP) averaged 86%, below the 90% goal, primarily due to freight train interference and signal- and switch-related infrastructure issues. Morning westbound service was most impacted by congestion, while evening eastbound service showed improved reliability. A recent adjustment to the Gold Runner schedule to support ACE 07 has yielded positive early results.

Fiscal Impact:

There is no fiscal impact at this time.

Recommendation:

This is an information item only. There is no action required.