



ITEM 4

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Chair to Negotiate and Execute the Second Amendment to Agreement by and Between the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission for Managing Agency Services in the Oversight of the San Joaquin Intercity Rail Service



BACKGROUND

- The San Joaquin Joint Powers Authority (SJJPA) issued a Request for Proposals on May 31, 2013 for Managing Agency services to support SJJPA and the day to day oversight of the San Joaquin Intercity rail service.
 - Based upon the proposals and the interviews, the SJJPA Board unanimously selected the Rail Commission as the Managing Agency in September of 2013
 - The initial term of the Managing Agency Agreement, consistent with the RFP was set at three (3) years.
 - Subsequently, SJJPA chose to negotiate and extend the SJRRC contract for another three-year term through the end of September 2019.



BACKGROUND

- SJJPA and SJRRC are partners in the planning and implementation of the Valley Rail Program to expand ACE to Natomas and Merced and add San Joaquin trains to Natomas.
- To maintain continuity during the Valley Rail Program effort, the SJJPA Board authorized the Chair at their November meeting to work with the Rail Commission Chair on a new 5-year extension of the Managing Agency Agreement.
- A similar action is suggested for Rail Commission approval.



RECOMMENDATION

- Recommendation:
 - Approve a Resolution Authorizing the Chair to Negotiate and Execute the Second Amendment to Agreement by and Between the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission for Managing Agency Services in the Oversight of the San Joaquin Intercity Rail Service



ITEM 5

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commissioners Appointing Three Representatives to the San Joaquin Regional Rail Commission Station/Facilities Development Committee

- **Two from the Rail Commission**
- **One from Stanislaus Council of Governments**



BACKGROUND

- At the October Rail Commission Board Meeting, Ordinance No. 2019-01 was adopted which established the

“ *Station and Facilities Development Committee*” for the Valley Rail Program
- The Committee has certain decision-making authorities delegated to it by the Rail Commission under an annually approved scope and budget identified for the Valley Rail Expansion in Stanislaus, San Joaquin and Sacramento Counties



BACKGROUND

- The Committee shall have the following powers, duties and decision making authority over station/facility improvements for the Valley Rail Program, including, but not limited to:
 - ✓ Designs
 - ✓ Materials
 - ✓ Permitting
 - ✓ Construction
 - ✓ Change orders (within annual budget authority delegated by Rail Commission)



BACKGROUND

- The Committee will be made up of four (4) members.
- Utilizing the existing member agencies of the San Joaquin Joint Powers Authority for some continuity, the Rail Commission has requested that StanCOG and SacRT recommend an appointee from its' membership.
- The remaining two members will be Rail Commissioners from the areas of San Joaquin County affected by the expansion.
- The Committee has no Alternates.



RECOMMENDATIONS

- Stanislaus Council of Governments has nominated Supervisor Vito Chiesa to represent the Stanislaus County region.
- SacRT is scheduled to nominate a representative at their January meeting.
- Recommendation:
 - Approve a Resolution Appointing Three Representatives to the San Joaquin Regional Rail Commission Station/Facilities Development Committee
 - Two from the Rail Commission
 - One from Stanislaus Council of Governments (Nominee Vito Chiesa)



ITEM 6

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and any Other Documents Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program for the Stockton Diamond Grade Separation Project and Hybrid Equipment Studies



BACKGROUND

- 2020 Transit and Intercity Rail Capital Program (TIRCP) grant applications are expected to be awarded by the spring of 2020.
- Based on SJRRC 2019/2020 Work Program, prior TIRCP and Senate Bill 1 (SB1) grant awards to SJRRC for the Valley Rail Program, and extensive stakeholder coordination in the region, staff is requesting authorization to submit a grant application for projects to enhance and support the Valley Rail Program as well as reduce greenhouse gas emissions and energy consumption of the ACE fleet.
- To strengthen the application, it is proposed that SJRRC partner with the San Joaquin Joint Powers Authority (SJJPA).



BACKGROUND

- The goal of the TIRCP is to provide funding for projects that will achieve the following objectives:
 - Reduction in greenhouse gas emissions;
 - Expand and improve rail service to increase ridership;
 - Integrate the rail services of the state's various rail operations, including integration with the high-speed rail system; and
 - Improve safety



BACKGROUND

- The Stockton Diamond Grade Separation project will improve passenger, commuter, and freight rail mobility in the growing San Joaquin Valley and Northern California Megaregion.
- The Stockton Diamond is located at the intersection of the heavily trafficked Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) mainlines in Stockton and is the busiest at-grade railway junction in California.
- The construction of a grade separation at the Stockton Diamond will provide for an uninterrupted flow of rail traffic through the current crossing, which will improve the efficiency of freight and passenger train movements and lead to reduced delays and a decrease in fuel consumption for idling locomotives.



BACKGROUND





BACKGROUND

- The second component of the TIRCP 2020 Grant Application will be planning studies that analyze new equipment technology that reduce energy consumption and greenhouse gas emissions of the ACE fleet.
- These studies would explore a board range of different hybrid equipment vehicles, including zero emission and near-zero emission vehicles.
- These studies would analyze corridor characters, such as elevation grade and track turning speeds, to determine the energy demand needs of these hybrid equipment vehicles to help determine the best types of technologies to pursue as part of the studies.
- The studies would also analyze operational and capital improvements necessary to utilize hybrid equipment vehicles.



RECOMMENDATIONS

- Fiscal Impact:
 - There is no fiscal impact.

- Recommendation:
 - Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and any Other Documents Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program for the Stockton Diamond Grade Separation Project and Hybrid Equipment Studies.



ITEM 7

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting a Schedule Change for the ACE Saturday Service



BACKGROUND

- ACE Saturday Service launched on September 7th, 2019.
- It was anticipated that time would be needed to build ridership due to:
 - New nature of the service.
 - Desire for the service to carry leisure travelers which are not ACE's primary rider profile.

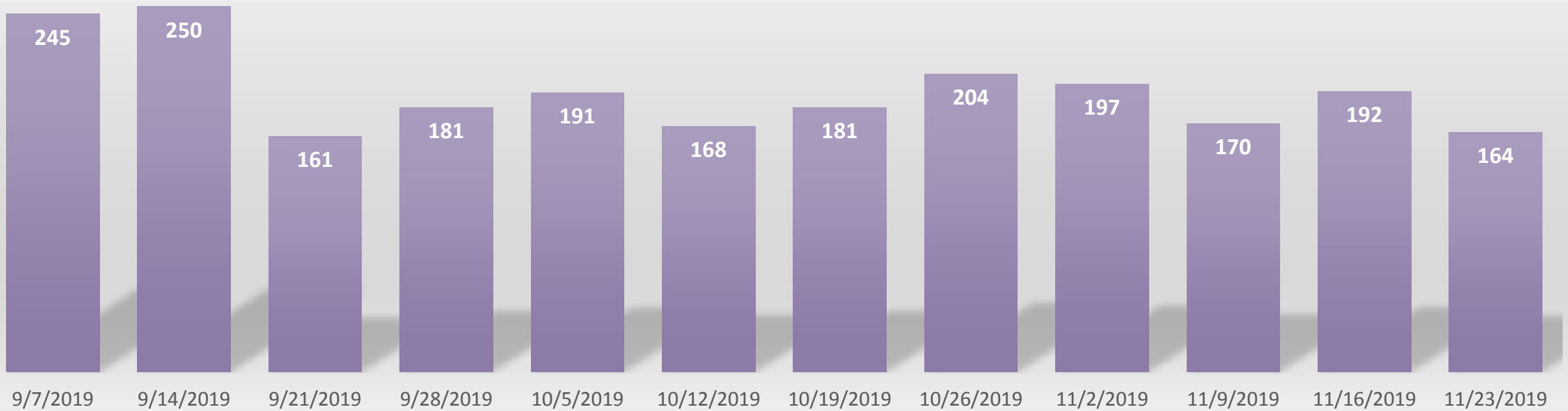




BACKGROUND

Saturday Service Ridership

■ Ridership





BACKGROUND

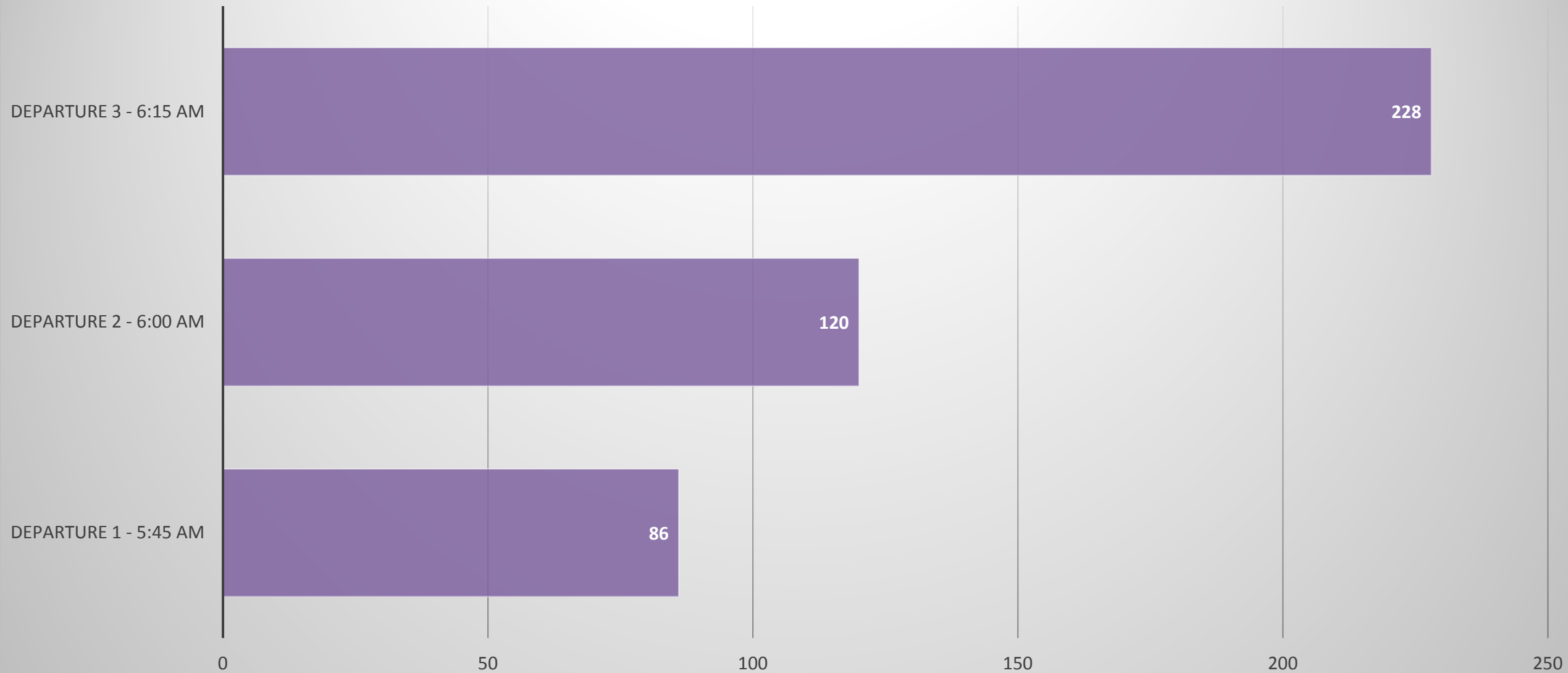
- Staff surveyed Saturday Service riders and discovered that the ridership is approximately evenly split between business and leisure travelers.
- It is recommended for the service to grow that both rider profiles be prioritized to maximize the ridership opportunity.
- Based on initial feedback from weekday travelers, growth in the business traveler profile would require a schedule adjustment to accommodate an earlier departure to allow a longer workday.
- To determine the appropriate departure time, staff surveyed weekday riders providing them with possible Saturday schedule times.
 - Of those surveyed, 75% of riders indicated that they would consider using the service if it was better timed for their schedule.





BACKGROUND

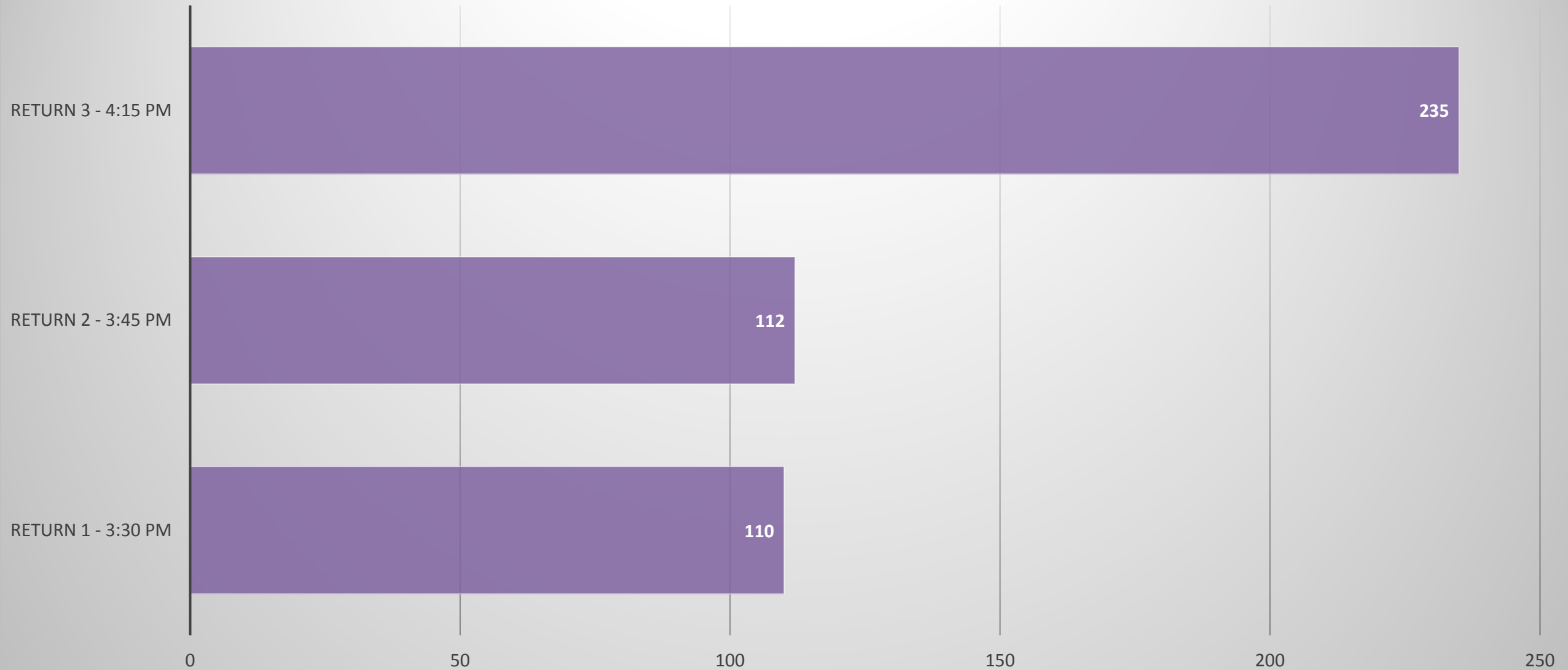
Which departure time would best work for your schedule?





BACKGROUND

Which return time would best work for your schedule?





BACKGROUND

- To meet the needs of the business rider profile, it is recommended to adjust the first departure and return as follows:

Business Traveler Schedule Adjustment Recommendation				
101			104	
Current	Recommended		Current	Recommended
7:25AM	6:15AM		3:50PM	4:15PM
*Note: Times are approximates and are pending approval from Union Pacific				



BACKGROUND

- To address the need for growth in the leisure profile, staff is implementing a new \$14 flat-rate Saturday-only discounted round-trip fare in order to:
 - Help new potential passengers directly understand the cost of a trip on Saturday Service
 - Make longer journeys more affordable
- The addition of this promotional fare does not preclude passengers from utilizing the currently available tickets and discounts for seniors, children, and passengers with disabilities.



BACKGROUND

- In addition to this effort, staff is recommending a schedule change to accommodate a connection with Amtrak San Joaquins train 711 and a later return trip to allow leisure passengers additional time at their destination.
- The majority of leisure Saturday passengers surveyed indicated that their primary purpose for travel was visiting family.
 - These types of trips match well with Amtrak San Joaquins passengers making a connection to 711 an important schedule accommodation.



BACKGROUND

- It is recommended to adjust the second departure and return as follows:

Leisure Traveler Schedule Adjustment Recommendation			
103		106	
Current	Recommended	Current	Recommended
8:40AM	9:15AM	5:00PM	7:15PM
*Note: Times are approximates and are pending approval from Union Pacific			



RECOMMENDATIONS

- Fiscal Impact:
 - There is no Fiscal Impact to changing the Saturday Train Schedule. All costs associated with Saturday Service are in the Approved 2019/2020 ACE Operating Budget.

- Recommendation:
 - Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting a Schedule Change for the ACE Saturday Service.



ITEM 8

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Consignment Contract for California's Great America Theme Park Ticket Sales to California's Great America for an Amount Not-To-Exceed \$93,000 total for Calendar Year 2020 Season, and Authorizing and Directing the Executive Director to Execute the Agreement



BACKGROUND

- The Agency began a pilot program in 2000 to explore organized group travel to Great America Theme Park and other destinations in Santa Clara County. The school groups were K-12 traveling to the Great America Theme Park for their Science, Math, and Physics education programs. The program has been successful with interest from schools increasing each year.
- The contract is on a consignment basis. At the end of the season, SJRRC is only responsible to reimburse California's Great America for tickets sold and unsold tickets will be returned.
- Fiscal Year 18/19 Highlights:
 - 52 schools participated
 - 3,881 riders (teachers, students, and chaperones)
 - 97% of the consignment tickets were sold



FISCAL IMPACT & RECOMMENDATION

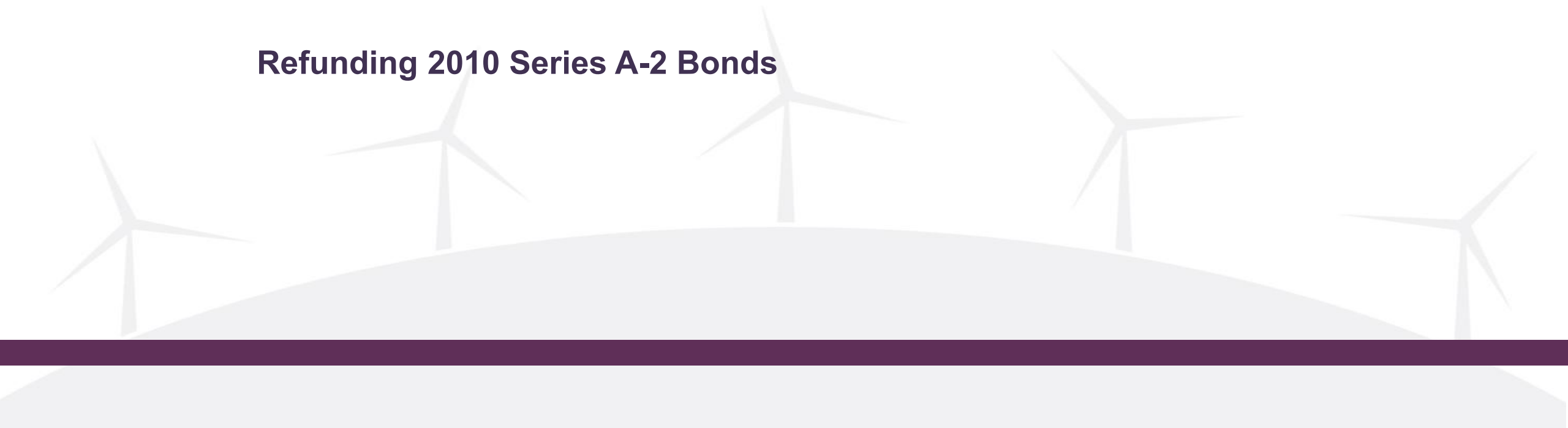
- Fiscal Impact:
 - Costs associated with this Agreement are identified in the San Joaquin Regional Rail Commission/ACE/SJJPA Fiscal Year 2019/2020 Operating Budget in the Contracted Services Category in the Special Trains line.

- Recommendation:
 - Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Consignment Contract for California's Great America Theme Park Ticket Sales to California's Great America for an Amount Not-To-Exceed \$93,000 total for Calendar Year 2020 Season and Authorizing and Directing the Executive Director to Execute the Agreement.



ITEM 9

Refunding 2010 Series A-2 Bonds





BACKGROUND

- On November 4, 2010, the San Joaquin Regional Rail Commission issued, through the California Transit Finance Corporation (CTFC), issued 2(two) Certificates of Participation to finance the construction of the Stockton Rail Maintenance Facility.
 - 2010 Series A-1 Tax-exempt Series for \$7,535,000.00
 - 2010 A-2 Recovery Zone Economic Development Bonds for \$27,990,000.00

SJRRRC Outstanding Debt					
Series	Tax Status	Original Issuance	Amount Outstanding	Final Maturity	Call Date
Series 2010A-1	Tax Exempt	\$7,535,000	\$780,000	5/1/20	-
Series 2010A-2 (RZEDB)	Taxable (with 45% Federal Subsidy)	\$27,990,000	\$27,990,000	5/1/40	5/1/2020





BACKGROUND

	2010A-2 Debt Service Requirements	REZDB Subsidy	Net Debt Service
5/1/2020	\$2,227,012.90	-\$898,566.36	\$1,328,446.54
5/1/2021	\$3,033,987.76	-\$895,168.12	\$2,138,819.64
5/1/2022	\$2,998,672.16	-\$865,392.98	\$2,133,279.18
5/1/2023	\$2,965,681.50	-\$834,485.08	\$2,131,196.42
5/1/2024	\$2,934,633.66	-\$802,282.62	\$2,132,351.04
5/1/2025	\$2,895,146.46	-\$768,623.76	\$2,126,522.70
5/1/2026	\$2,862,602.06	-\$733,670.34	\$2,128,931.72
5/1/2027	\$2,821,236.16	-\$697,098.70	\$2,124,137.46
5/1/2028	\$2,781,430.90	-\$659,070.66	\$2,122,360.24
5/1/2029	\$2,737,804.16	-\$619,424.42	\$2,118,379.74
5/1/2030	\$2,695,355.90	-\$578,159.96	\$2,117,195.94
5/1/2031	\$2,648,704.00	-\$535,115.46	\$2,113,588.54
5/1/2032	\$2,604,275.00	-\$490,895.00	\$2,113,380.00
5/1/2033	\$2,555,322.00	-\$444,758.86	\$2,110,563.14
5/1/2034	\$2,501,845.00	-\$396,707.02	\$2,105,137.98
5/1/2035	\$2,448,844.00	-\$346,739.50	\$2,102,104.50
5/1/2036	\$2,395,942.00	-\$294,696.64	\$2,101,245.36
5/1/2037	\$2,337,762.00	-\$240,418.82	\$2,097,343.18
5/1/2038	\$2,274,304.00	-\$183,906.02	\$2,090,397.98
5/1/2039	\$2,215,568.00	-\$125,158.26	\$2,090,409.74
5/1/2040	\$2,150,800.00	-\$63,856.26	\$2,086,943.74
Total	\$55,086,929.62	\$11,474,194.84	\$43,612,734.78

- 2010 Series A-1 Tax-exempt Series
 - Starting 2011, Bi-annual payments towards Principal and Interest
 - Final Payment to be made April 15th, 2020

- 2010 A-2 Recovery Zone Economic Development Bonds
 - Starting 2011, Bi-annual payments towards Interest only
 - Starting 2020, Bi-annual payments towards Principal and Interest until 2040
 - With the call-feature that was put in place in 2010, the Commission can refund the existing COPs with new COPs at lower interest rates, provided by the current low-interest rate environment.



San Joaquin Regional Rail Commission

2010 Series A-2 Bonds Refunding Analysis

November 20, 2019

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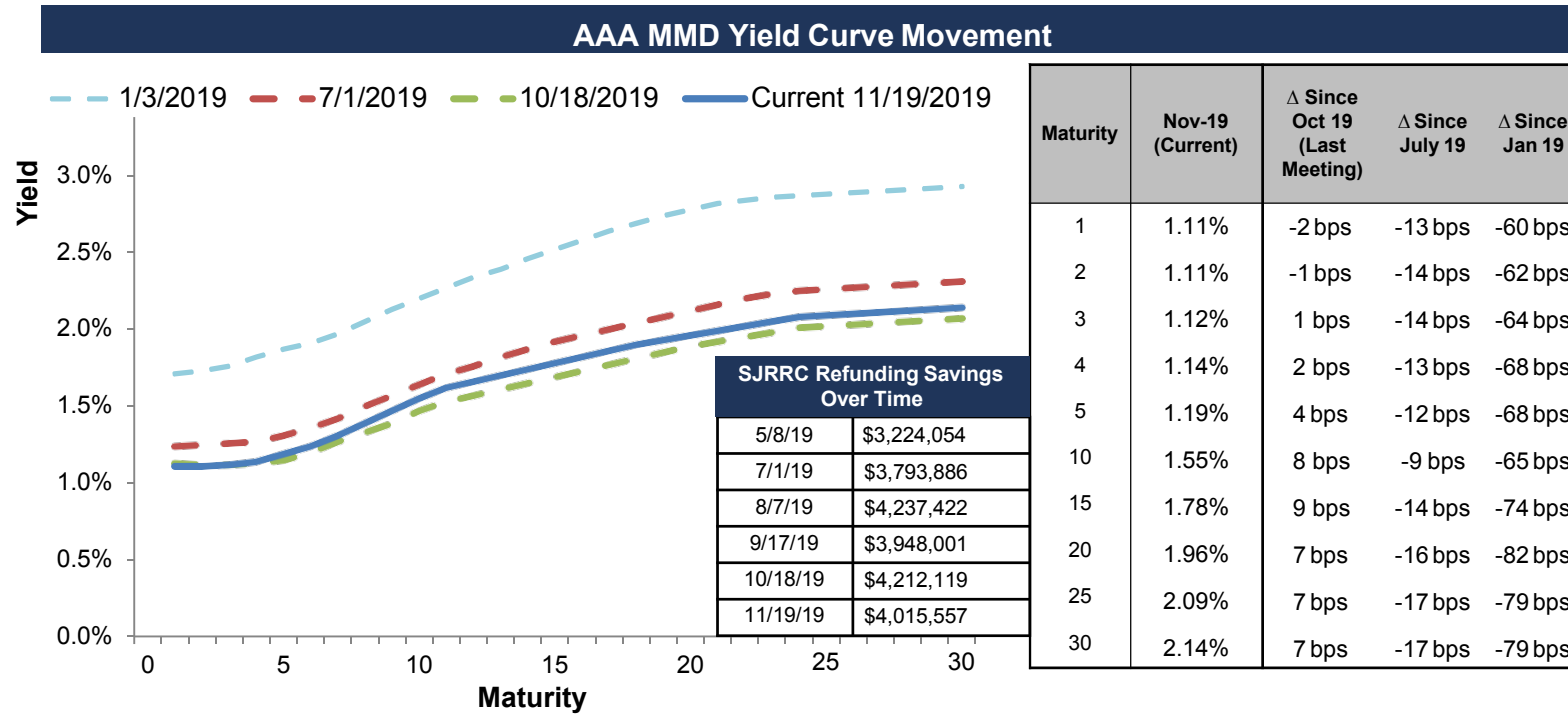


I. Market Update



Historical Benchmark Rates

- Tax exempt interest rates (represented by the AAA MMD index - industry-accepted index for tax-exempt bonds) have decreased significantly (between 60 and 82 basis points) since the start of 2019
 - We have seen a some volatility since historic lows in August

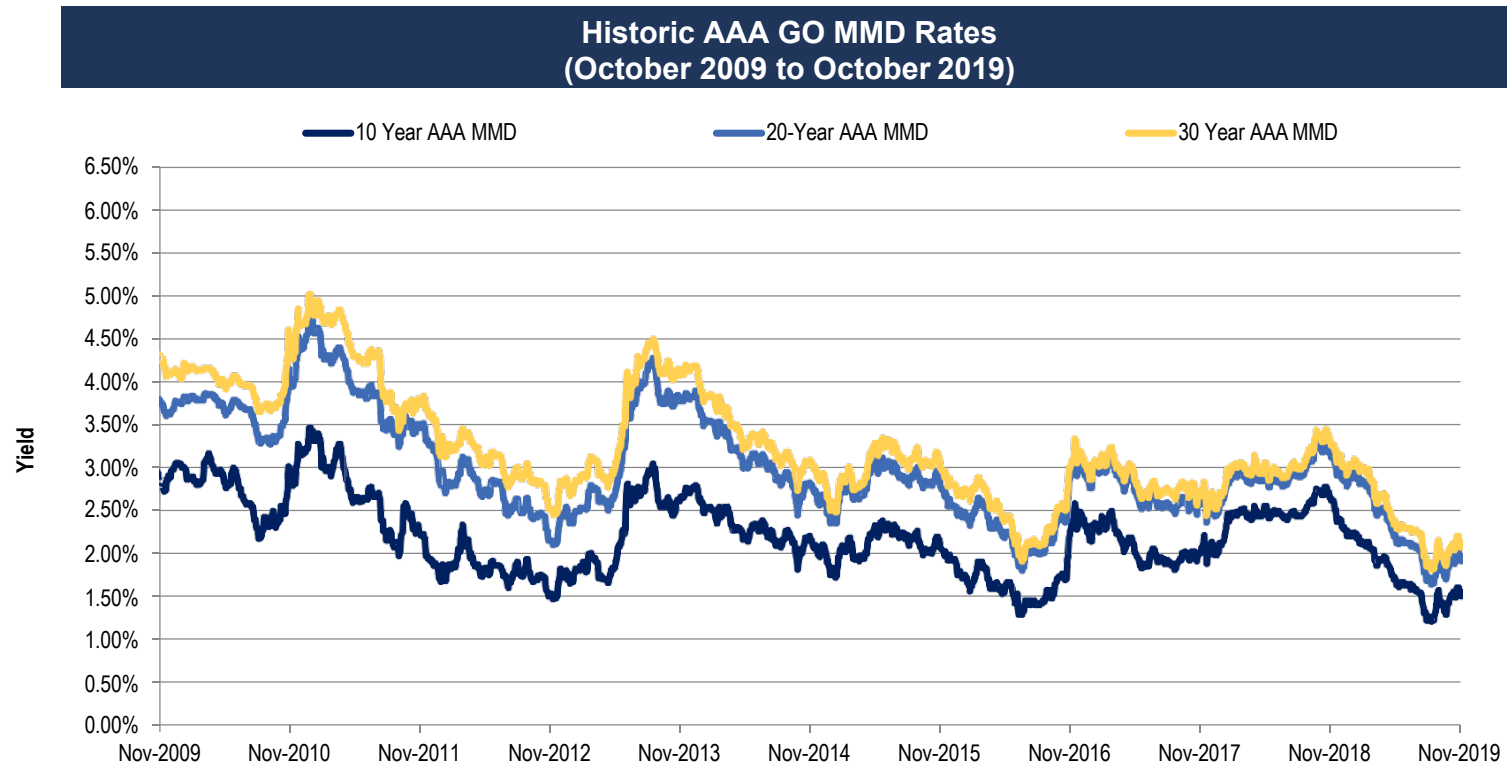




Historical Benchmark Rates

- Long term rates remain low, as demand for municipal bonds outpaces supply

- The 30-Year AAA MMD is 2.14%, 110 basis points below its 10-year average





Interest Rate Forecast

- The table below provides an average of interest rate forecasts by industry professionals
- The Federal Open Market Committee (FOMC) reduced the fed-funds rate by 0.25% again at their October meeting, the third time they have done so this year
 - The Federal Funds Rate bounds fell to 1.50% - 1.75%
- Analysts see potential for another fed-funds rate cut in 2020, but that is not a consensus view

The Street's Interest Rate Forecast											
Forecast	11/20/19	Q4 19	Q1 20	Q2 20	Q3 20	Q4 20	Q1 21	Q2 21	Q3 21	Q4 21	Q1 22
30-Year UST	2.21%	2.15%	2.17%	2.23%	2.31%	2.37%	0.02%	2.46%	0.02%	2.58%	2.68%
10-Year UST	1.75%	1.71%	1.75%	1.82%	1.90%	1.93%	2.01%	2.05%	2.09%	2.15%	2.20%
2-Year UST	1.58%	1.52%	1.55%	1.57%	1.62%	1.63%	1.69%	1.69%	1.74%	1.78%	1.83%
3M London Interbank Offered Rate (LIBOR)	1.89%	1.82%	1.78%	1.76%	1.77%	1.77%	1.81%	1.80%	1.84%	1.90%	1.98%
Federal Funds Target Rate Upper Bound	1.75%	1.75%	1.65%	1.60%	1.60%	1.60%	1.60%	1.65%	1.65%	1.70%	1.75%
Federal Funds Target Rate Lower Bound	1.50%	1.48%	1.42%	1.37%	1.36%	1.35%	1.36%	1.38%	1.40%	1.45%	1.48%

Source: Bloomberg



II. Proposed 2010 Series A-2 Bonds Refunding



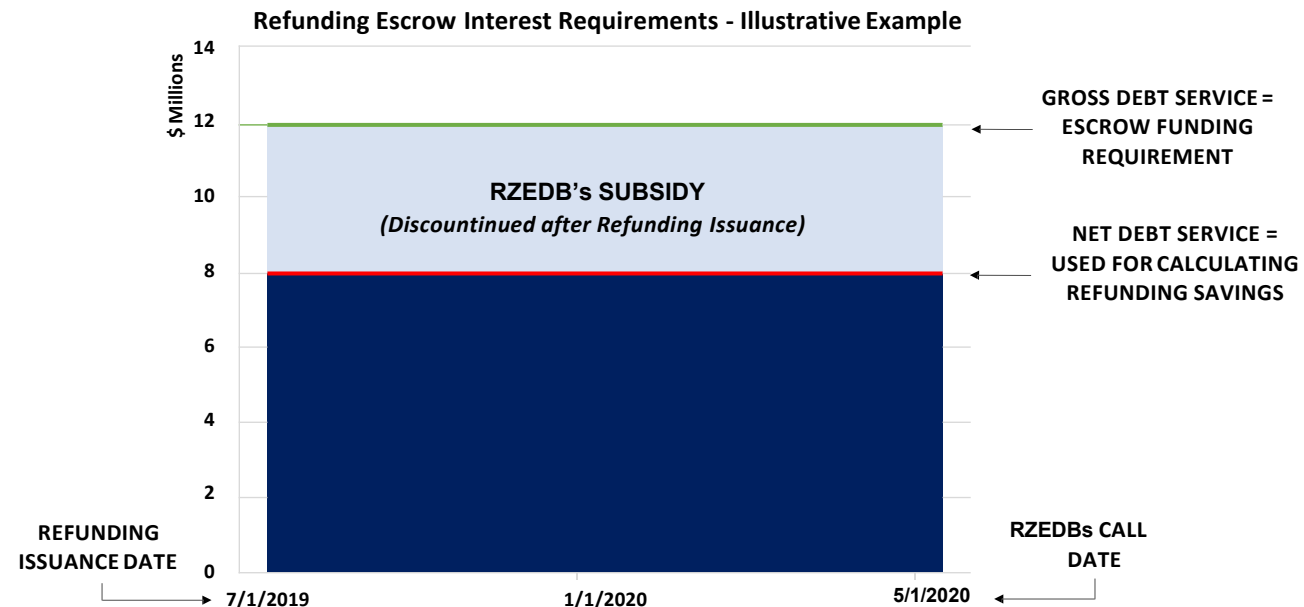
Overview of RZEDBs

- The Commission's 2010 Taxable Series A-2 (Recovery Zone Economic Development Bonds) bonds were issued under a prevailing legislation that provided a federal subsidy equal to 45% of the interest cost of the RZEDBs
- In 2011, a federal committee was tasked with finding \$1.2 trillion in federal deficit reductions, but failed to reach a compromise. As a result, automatic and wide-ranging spending cuts began in 2013 via a process called sequestration
 - Part of sequestration included a reduction in the subsidy by 8.70% in Federal Fiscal Year 2013
 - The sequestration rate has been adjusted annually since 2013, and currently the subsidy reduction is 6.20% for the period between October 1, 2018 – September 30, 2019 and will be 5.90% for Federal Fiscal Year 2020
- The IRS guidance allows for **tax-exempt** advance refundings of REZDBs
 - With regards to direct-pay RZEDBs, a tax-exempt advance refunding is allowed if the interest subsidy payments as of the issue date of the tax-exempt refunding bonds are shut off (i.e. REZDBs lose "tax-advantaged" status via the subsidy)



RZEDBs Refunding Considerations – Federal Subsidy Forfeiture

- The IRS states that a legal defeasance of RZEDBs is considered a re-issuance and therefore the refunded RZEDBs will no longer be eligible for a federal subsidy after issuance of refunding bonds and prior to the call date.
- Refunding savings estimates for the Commission must account for any lost subsidy payment that will occur between refunding bond closing date and the call date of 5/1/2020





Proposed 2010A-2 Refunding

- The Commission has \$27,990,000 of 2010 Taxable Series A-2 (Recovery Zone Economic Development Bonds) outstanding
- \$27,990,000 outstanding of Series 2010A-2 will be callable on 5/1/2020 at par. The Commission will have to pay the redemption cost of 100% of the principal amount of the refunded bonds plus accrued interest to the date fixed for redemption
- Refunding Scenario: Tax-Exempt Current Refunding of Series 2010A-2 Bonds Delivered in March 2019
 - The Commission will put the refunding bond proceeds in an escrow from March 2019 until the call date on May 1, during which time the proceeds will be earning interest
 - The Commission will be able to lock in low interest rates in March as opposed to waiting until May
 - Tax Counsel has indicated the Commission will still be able to receive the subsidy while the refunding proceeds are in escrow

Scenario	Tax- Exempt Current Refunding March 3, 2020 Delivery
Refunded Par	\$27,990,000
Borrowing Cost (All-In TIC)	2.79%
PV Savings	\$4,015,557
PV% of Refunded Par	14.35%
Cashflow Savings	\$5,010,610
RZEDB Subsidy	Continues to be paid until 5/1/2020



Series 2020 Financing Structure

- Long-term tax-exempt fixed rate bonds with final maturity in 2040
- Fully Funded Debt Service Reserve Fund
- 10-year Call
- Level Annual Savings Structure
 - Average annual savings of approximately \$220,000

Preliminary Sources and Uses

Sources

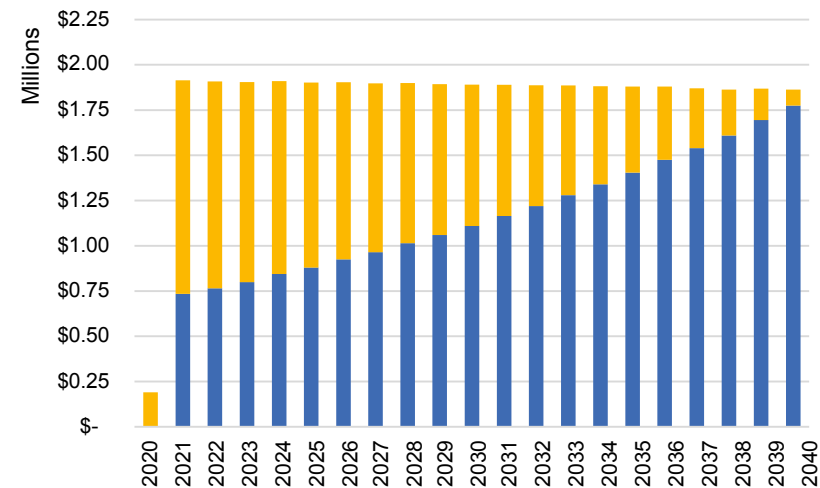
Par Amount	\$ 23,605,000
Net Premium	5,547,255
Prior Reserve Fund Release	2,084,507
Total	\$ 31,236,762

Uses

SLGS Purchase	\$ 28,978,401
Debt Service Reserve Fund Deposit	1,915,250
Cost of Issuance*	341,631
Total	\$ 31,236,762

*Includes cost of issuance,
underwriter's discount and rounding

Series 2020 Bonds





Critical Path

• Transaction execution will take approximately 4-5 months:

• Critical Path

- Assemble financing team
- Prepare COP refunding documents (Trust Agreement, Sublease, Assignment Agreement)
- Prepare Preliminary Official Statement
- Prepare Board Resolution approving documents
- Request appraisal and new title insurance policy
- Prepare rating agency presentation
- Meet with Moody's – request a rating (pursue upgrade)
- Submit documents to Board for review and approval
- Price COPS – lock in new rates and debt service savings
- Close COPS



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Thank You



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RECOMMENDATION

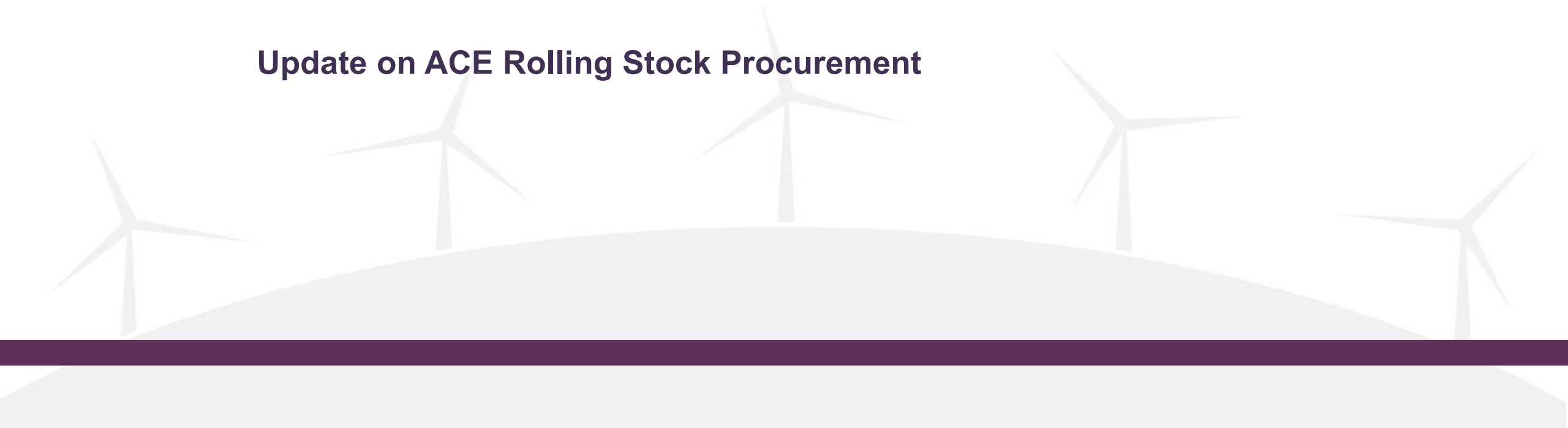
- Fiscal Impact:
 - The proposed refunding transaction will reduce annual debt service paid by the Commission through 2040. Under current market conditions, debt service savings is approximately \$220,000 annually through 2040, or \$5.0 million through the life of the COPs. This equates to \$4.0 million in present value terms.

- Recommendation:
 - This item is informational and staff will work with the legal and financial team to prepare documents, meet with rating agencies and prepare for transaction execution over the next several months. Staff will return to the Board with a full set of documents for your review and approval in early 2020.



ITEM 10

Update on ACE Rolling Stock Procurement





BI-LEVEL PASSENGER RAIL CAR PROCUREMENT

- Bi-level Passenger Rail Cars:
 - As discussed at the October SJRRC meeting the federalized Rail Car Procurement released in December 2018 was canceled because the cost of the vehicles was excessive. This was due to the single proposer having open a production facility in the United States to meet the mandatory 70% US content for rail vehicles.
 - On November 22nd, 2019 a non-federalized Passenger Rail Procurement solicitation was released.
 - As with the prior procurement, the November 22nd solicitation was issued as a joint procurement between Sound Transit (Sounder in Seattle), North County Transit District (Coaster in San Diego) and San Joaquin Regional Rail Commission (ACE), with Sound Transit acting as the Lead Agency for the procurement.



BACKGROUND

- Bi-level Passenger Rail Cars:

- The base order for the solicitation is 39 vehicles, the breakout by agency with option vehicles is shown below:

	Base	Options
■ SJRRC:	5 Cab Cars 12 Coach Cars	17 Coach Cars
■ Sounder	3 Cab Cars 8 Coach Cars	2 Cab Cars 14 Coach Cars
■ Coaster	3 Cab Cars 8 Coach Cars	9 Cab Cars 18 Coach Cars

- This is an increase from the original base order procurement of 9 vehicles



BACKGROUND

- Bi-level Passenger Rail Cars:
 - The schedule for events for the solicitation is as follows:

Date	Selection Process
November 22, 2019	Public Announcement for Request for Proposals (RFP)
December 11, 2019	Pre-Proposal Meeting, 10:00am, conference call number 206-207-1700, code 806 430 156
January 3, 2019	Last day to submit questions and requests for approved equals
January 22, 2020	Proposals Due (on or before 2:00pm Pacific time)
February 2020	Proposals reviewed / highest ranked proposers identified
March 2020	Revised Proposals, BAFO, Interviews and ranking of Proposers, if necessary
April 2020	Approval of Award by Board
April 2020	Execute Contract



RECOMMENDATIONS

- Bi-level Passenger Rail Cars:
 - Funding for the 17 ACE vehicles is from the following sources:
 - Grant from Visionary Home Builders (with assistance from SJCOG)
 - SB 132
 - TIRCP
- As part of the rail care procurement there will be two other agreements that will be brought before the Board:
 - A consortium agreement between the three participating Agencies: This agreement will define the roles and responsibilities of the agencies.
 - A Joint In-Plant Inspector agreement: This agreement will provide the three agencies a single inspector for the rail cars. This will reduce the cost of in-plant inspection services for all three Agencies.



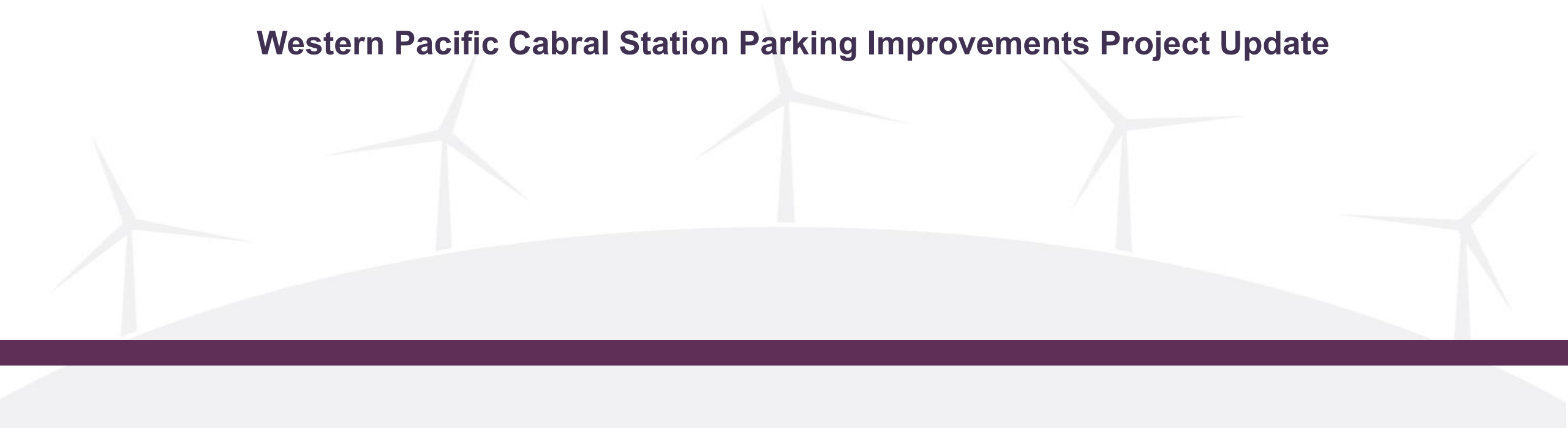
TIER IV LOCOMOTIVE UPDATE

- Tier IV Locomotive Procurement:
 - The first Charger locomotive has successfully completed all UPRR PTC testing and is going through FRA testing associated with new equipment on corridors in which it has never operated.
 - The remaining three (3) locomotives are at various stages of production and are moving along ahead of schedule, with the second unit scheduled to be completed by mid-December. The remaining two units are scheduled to be complete by January 2020.
 - Shipping of the three (3) units is anticipated in mid-January.



ITEM 11

Western Pacific Cabral Station Parking Improvements Project Update





BACKGROUND





BACKGROUND

- SJRRC and CalTrans have been working in conjunction to complete the environmental studies for the Western Pacific Cabral Station Parking Improvements Project.
- The environmental determination required completing and submitting a Historic Property Survey Report (HPSR) to the State Historic Preservation Office's (SHPO) to review and concur on the findings. Archaeological surveys and an excavation were performed with Tribal Coordination to monitor for cultural resources during the excavations. SJRRC staff worked with the Northern Valley Yokuts Tribe to contract with the Nototomne Cultural Preservation to provide tribal monitoring during excavation. No significant archeological materials were identified in the areas of excavation.
- HPSR also included expert examination to provide an in-depth analysis of the historic features and concluded that after the devastating fires and subsequent demolition that the remaining structure no longer retained historic features.
- Caltrans submitted these finding identified in the HPSR and Archeological Study Report (ASR) in November. The SHPO requires up to thirty-days to review and concur on the submitted documents. Once SHPO has completed their review, Caltrans will finalize the environmental determination and final design will commence on the project.



BACKGROUND

- SJRRC with staff from the Project Development Services prime consultant, KSN, Inc. and sub-consultant LDA Partners (LDA), surveyed whether the existing structure could be salvaged and retrofitted in place.
- It was determined that it would not be feasible to attempt to bring the remaining structure up to modern building code standards.
- SJRRC staff requested an estimate to reconstruct the WP Depot as a new building that would resemble features of the destroyed WP Depot. The intent is to build a new structure for passenger amenities, parking security/operating offices, and an expanded meeting location for the Rail Commission and the San Joaquin Joint Powers Authority (SJJPA). The estimate to construct the new building is approximately \$4 million.
- The current approved funding for this project is approximately \$1.99 million. Most of this funding is required to go towards the construction of the new parking lot, sidewalks, fencing, and lighting to create a new parking facility with passenger amenities. KSN will be preparing the final design engineering to complete these features. Construction is scheduled to start in Summer 2020.
- Once funding has been identified and approved, Staff will request contract amendments from SJRRC and SJJPA Boards to include the design of the new building and construction funding. Based on the estimate and current funds available, the amount of funding being sought is approximately \$3.7- 4 million.



EXECUTIVE DIRECTOR'S REPORT

