



SAN JOAQUIN REGIONAL RAIL COMMISSION

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

December 6, 2019 – 8:00 am

Robert J. Cabral Station
South Hall Meeting Room
949 East Channel Street
Stockton, CA 95202

Conference Call Locations

1311 Midvale Avenue
Lodi, CA 95240

Heritage House
4501 Pleasanton Avenue,
Pleasanton, CA 94566

1. Call to Order, Pledge of Allegiance, Roll Call

Chair Fugazi

Roll Call: Haggerty, Marchand, Elliott, Johnson, Moorhead, Young, Zuber, Chair Fugazi

Ex- Officios: Chesley, DeMartino, Zoslocki, McElhinney

2. Public Comments

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 the public inspection in the Commission Office at 949 E. Channel Street during normal business hours. These documents are also available on the San Joaquin Regional Rail Commission website at www.acerail.com/about-ace/sjrrc-board.html subject to staff's ability to post the documents prior to the meeting.

3. Consent Calendar

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|-----|---------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 3.1 | Minutes of SJRRC Board Meeting October 4, 2019 | ACTION |
| 3.2 | Rail Commission/ACE Monthly Expenditure | INFORMATION |
| 3.3 | ACE Monthly Fare Revenue | INFORMATION |
| 3.4 | ACE Ridership | INFORMATION |
| 3.5 | ACE On-Time Performance | INFORMATION |
| 3.6 | Update on Positive Train Control | INFORMATION |
| 3.7 | Washington Update | INFORMATION |
| 3.8 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the 2020 ACE Service Holidays | ACTION |

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| 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
(Stacey Mortensen) (Regular Voting Members) | ACTION |
| 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 <ul style="list-style-type: none">• Two from the Rail Commission• One from Stanislaus Council of Governments (Stacey Mortensen) (Regular Voting Members) | ACTION |
| 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
(Paul Herman) (Regular Voting Members) | ACTION |
| 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
(Brian Schmidt) (Regular and Special Voting Members) | ACTION |

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| <p>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
(Nick Perez) (Regular and Special Voting Members)</p> <p>9. Refunding 2010 Series A-2 Bonds
(Nick Perez/Peter Shellenberger)</p> <p>10. Update on ACE Rolling Stock Procurement
(Brian Schmidt)</p> <p>11. Western Pacific Cabral Station Parking Improvements Project Update
(Kevin Sheridan)</p> <p>12. Commissioner's Comments</p> <p>13. Ex-Officio Comments</p> <p>14. Executive Director's Report</p> <p>15. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION
(Paragraph (1) of subdivision (d) of Section 54956.9)
Name of Case: Kristin Tate, Individually and as Successor-in Interest of Decedent Austin Peterson, et al. v. San Joaquin Regional Rail Commission et al, San Joaquin County Superior Court, Case No. STK-CV-UPI-2018-1167</p> <p>16. Adjournment
The next regular meeting is scheduled for:
January 3, 2019 – 8:00 am
Robert J. Cabral Station
949 East Channel Street, Stockton</p> | <p>ACTION</p> <p>INFORMATION</p> <p>INFORMATION</p> <p>INFORMATION</p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> |
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SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of October 4, 2019

Item 3.1

ACTION

Minutes of SJRRC Board Meeting October 4, 2019

The regular meeting of the San Joaquin Regional Rail Commission was held at 8:00 am, October 4, 2019 at the Robert J. Cabral Station, 949 East Channel Street Stockton, CA 95202.

1 Call to Order/Pledge of Allegiance/Roll Call

Chair Fugazi called the meeting to order at 8:00 am and led the audience in the pledge of Allegiance.

Commissioners Present: Marchand, Elliott, Johnson, Moorhead, Young, Zuber, Chair Fugazi

Commissioners Absent: Haggerty

Ex-Officio Members Present: Mr. Zoslocki, Mr. Chesley, Mr. Knodt, Mr. McElhinney

2 Public Comments

No public comments were made.

3 Consent Calendar

3.1	Minutes of SJRRC Board Meeting September 6, 2019	ACTION
3.2	Rail Commission/ACE Monthly Expenditure	INFORMATION
3.3	ACE Monthly Fare Revenue	INFORMATION
3.4	ACE Ridership	INFORMATION
3.5	ACE On-Time Performance	INFORMATION
3.6	Update on Positive Train Control	INFORMATION
3.7	Washington Update	INFORMATION

Mr. Schmidt gave an update on Item 3.6.

Commissioner Johnson inquired about the vendor for Positive Train Control (PTC). Mr. Schmidt explained that there is only one vendor for PTC equipment and the limitations that can occur with having only one provider for PTC.

M/S/C (Marchand/Zuber) Approve the Consent Calendar. Passed and Adopted by the San Joaquin Regional Rail Commission on the 4th day of October, 2019 by the following vote to wit:

AYES: 7 Marchand, Elliott, Johnson, Moorhead, Young, Zuber,
Chair Fugazi
NOES: 0
ABSTAIN: 0
ABSENT: 1 Haggerty

4 Waive the Second Reading and Adopt Ordinance No. 2019-01

ACTION

Ms. Mortensen did a presentation on this item.

Chair Fugazi inquired if the Sacramento Regional Transit District (SacRTD) or the Stanislaus County of Governments (StanCOG) reached out to the Rail Commission regarding this item. Ms. Mortensen confirmed that both parties have been in contact with the Rail Commission.

M/S/C (Zuber/Young) to Waive the Second Reading and Adopt Ordinance No. 2019-01. Passed and Adopted by the San Joaquin Regional Rail Commission on the 4th day of October, 2019 by the following vote to wit:

AYES: 6 Elliott, Johnson, Moorhead, Young, Zuber, Chair
Fugazi
NOES: 0
ABSTAIN 0
ABSENT: 0

5 Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Reimbursement Agreement with Union Pacific Railroad for Design, Right of Way, Permitting, Utility Coordination, and Legal Review for the Stockton Wye Project for an Amount Not-to-Exceed \$350,000 and Authorizing and Directing the Executive Director to Execute the Agreement

ACTION

Mr. Sheridan did a presentation on this item.

No comments were made on this item.

M/S/C (Young/Zuber) Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Reimbursement Agreement with Union Pacific Railroad for Design, Right of Way, Permitting, Utility Coordination, and Legal Review for the Stockton Wye Project for an Amount Not-to-Exceed \$350,000 and Authorizing and Directing the Executive Director to Execute the Agreement. Passed and Adopted by the San Joaquin Regional Rail Commission on the 4th day of October, 2019 by the following vote to wit:

AYES: 6 Elliott, Johnson, Moorhead, Young, Zuber, Chair
Fugazi

NOES: 0
ABSTAIN 0
ABSENT: 0

6 Update on Rail Car Procurement

INFORMATION

Mr. Schmidt did a presentation on this item.

Commissioner Marchand inquired about the production. Mr. Schmidt stated that when a new contract is executed for the rail cars the facility located in Thunder Bay will stay open for a longer period of time.

Vice Chair Zuber asked about the funding and the amount of rail cars. Mr. Schmidt confirmed that the amount of rail cars will stay the same and that federal money will not be used.

Commissioner Young inquired about the timeline regarding the procurement of the rail cars. Mr. Schmidt stated that the solicitation will be released within a month with an estimated timeline of receiving proposals by January 2020.

Commissioner Elliott inquired about the funding sources. Mr. Schmidt clarified that the funding comes from SB 1 and SB 132.

7 Update on ACE Mobile Ticketing

INFORMATION

Ms. Rasheed did a presentation on this item.

Vice Chair Zuber inquired about the graphic showing the ridership trends. Ms. Rasheed clarified that the different colors represent the different ticket types.

Chair Fugazi asked about user feedback from ACE passengers. Ms. Rasheed stated that most of the feedback from riders were positive and any issues that riders identify to staff are addressed with updates in the app.

8 Report on San Bernardino Transit Authority Pilot Program for a Hydrogen-Battery Zero Emission Multiple Unit (ZEMU) Trainset. Concept for SJRRC Pilot Program for a Hydrogen-Battery Zero Emission Locomotive

INFORMATION

Ms. Mortensen did a presentation on this item.

Chair Fugazi commended the effort on this project.

Commissioner Elliott inquired about the partnership with Valley Link. Ms. Mortensen stated that she has been in communication with the Executive Director of the Tri-Valley San Joaquin Regional Rail Authority (TVSJRRRA) Michael Tree and he is aware of the San Bernardino program.

Commissioner Elliott asked how the new technology would work going over the Altamont if the Altamont Tunnel were built. Mr. Schmidt stated that there would

be a three (3) mile grade on both ends getting up to the Altamont which would impact the speed of the locomotive.

Vaughn Wolffe made a public comment discussing other technological alternatives for battery powered locomotives.

8 Commissioner's Comments

Chair Fugazi commented on seeing the new Tier IV Siemens Locomotives at the ACE Rail Maintenance Facility (RMF).

Mr. Schmidt added that testing will begin within the month for the new locomotives.

9 Ex-Officio Comments

Mr. McElhinney announced the 2019 Active Transportation Program Symposium. Mr. McElhinney also handed out the quarterly Caltrans Mile Marker Magazine and highlighted its contents. Mr. McElhinney discussed the I-580/Altamont Pass Summit on the Summit in Livermore.

Mr. Knodt gave an update on the partnership between San Joaquin Regional Transit District (SJRTD) and the Stockton Unified School District (SUSD).

Mr. Chesley commented on the San Bernardino program. Mr. Chesley also gave an update regarding the San Joaquin Council of Governments' (SJCOG) Local Transportation Fund (LTF).

Mr. Zoslocki commented on the Region Rising event that was held in Merced.

10 Executive Director's Report

Mr. Leavitt spoke on Ms. Mortensen's behalf regarding the Executive Director's report. Mr. Leavitt reported on the California High Speed Rail Authority's (CHSRA) Board Meeting and highlighted the importance of the Central Valley segment.

11 Adjournment

The meeting was adjourned at 9:08 am.

The next regular meeting is scheduled for:

December 6, 2019 – 8:00 am
Robert J. Cabral Station
949 E. Channel Street
Stockton, CA 95202

**San Joaquin Regional Rail Commission
Altamont Corridor Express
Operating and Capital Expense Report
August 2019
17% of Budget Year Elapsed**

OPERATING EXPENSES	SJRRC FY 19-20 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE	ACE FY 19-20 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	1,934,892	215,137	11%	5,839,961	504,645	9%
Contracted Services Subtotal	459,323	57,126	12%	21,262,253	2,718,580	13%
Shuttle Services				1,354,855	225,809	17%
TOTAL OPERATING EXPENSES	2,394,215	272,262	11%	28,457,069	3,449,034	12%

CAPITAL PROJECTS	CAPITAL FY 19-20 ALLOCATION	EXPENSE TO DATE	SPENT TO DATE
SAN JOAQUIN RAIL COMMISSION			
1 East Channel Street Improvements	350,000	82,084	23%
2 Robert J. Cabral Station Expansion	1,345,761	-	1%
3 SJRRC Maintenance Vehicles	150,000	-	0%
TOTAL CAPITAL PROJECT SJRRC	\$ 1,845,761	\$ 82,084	4%

ALTAMONT CORRIDOR EXPRESS			
1 SJ COG Loan Repayment	1,118,012	1,118,012	100%
2 A1 & A2 Bond Repayment	3,038,212	-	0%
3 UPRR Capital Access Fee	3,566,768	1,621,258	45%
4 UPRR Capitalized Maintenance Projects	4,400,000	-	0%
5 UPRR Safety Fund	500,000	-	0%
6 ACE Extension Natomas to Stockton	5,000,000	33,286	1%
7 ACE Extension Lathrop to Ceres/Merced	10,000,000	38,311	1%
8 Locomotives (4)	6,063,042	-	0%
9 Platform Extension Projects	7,900,000	19,633	1%
10 Cabral Track Extension	10,021,409	42,410	1%
11 Positive Train Control	1,681,304	66,686	4%
12 Rail Cars (5)	12,000,000	-	0%
13 Railcar Midlife Overhaul	7,700,000	-	0%
14 Sunol Quiet Zone Quad Gates	555,835	3,728	1%
15 Facility Upgrades and Capital Improvements	129,268	-	0%
16 Lathrop/Manteca Station Improvements	904,025	-	0%
17 Tracy ACE Station Improvements	285,432	8,245	3%
18 Lyoth Derail	500,000	-	0%
19 Capital Spares	914,414	118,340	13%
20 Safety/Security Projects	796,508	82,094	10%
21 E-Ticketing	100,000	-	0%
22 Short Range Transit Plan	26,123	68	0%
23 Public Information Display Systems (PIDS)	700,000	-	0%
24 Network Integration	1,000,000	6,119	1%
TOTAL CAPITAL PROJECTS ACE	\$ 78,900,352	\$ 3,158,191	4%

TOTAL CAPITAL PROJECTS SJRRC & ACE	\$ 80,746,113	\$ 3,240,275	4%
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Status of Capital Projects - As of August 2019

SAN JOAQUIN RAIL COMMISSION

- 1 East Channel Street Improvements** - SJRRC received \$2 million from the San Joaquin Council of Governments' Measure K funds to improve the pedestrian and bicycle access along Channel Street between the Downtown Transit Center and Cabral Station. SJRRC has begun the environmental clearance and final design for the project, which is anticipated to be completed in 2019. Construction is slated to begin FY 2019/2020.
- 2 Robert J. Cabral Parking Lot Expansion** - Project will construct a new parking lot at the site of the old Western Pacific depot in Stockton, as well as renovate a portion of the building. Staff is working on completing an environmental determination to move forward with design.
- 3 SJRRC Maintenance Vehicles** - Purchase of Agency Support Vehicles.

ALTAMONT CORRIDOR EXPRESS

- 1 SJ COG Loan Repayment** - Annual payment made July 1, 2019 per SJCOG amended loan agreement.
- 2 Bond Repayments** - Bond repayments are made bi-annually, payments FY 19-20 are due in October 2019 and April 2020.
- 3 UPRR Capital Access Fee** - Payment for calendar year 2020 paid in two installments. First payment to be processed in January 2020 and second payment in May 2020
- 4 UPRR Capitalized Maintenance Projects** - Multi-year project is budgeted at \$4,000,000 for the year. Invoices are received throughout the year.
- 5 UPRR Safety Fund** - Payment for FY 19-20 is due in October 2019.
- 6 ACE Extension Natomas to Stockton** - Environmental work for the project is currently underway. It is estimated that the draft Environmental Impact Report (EIR) will be released in late 2019.
- 7 ACE Extension Lathrop to Ceres/Merced** - The Environmental Impact Report (EIR) was certified in August 2018. Final design is currently underway for individual projects along the corridor.
- 8 Locomotives (4)** - Multi-year project to procure up to five Tier 4 locomotives for ACE service. A contract for the procurement was approved in April 2018. First unit arrived on September 16th, 2019 and is going through commission testing. The remaining 3 units scheduled to arrive in early 2020.
- 9 Platform Extension Projects** - Multi-year project to extend the existing Lathrop/Manteca, Tracy, Vasco, Livermore, Pleasanton, and Fremont platforms. A contract for final design was approved in May 2018 and is currently under review by Union Pacific. Environmental work for the Fremont platform was approved in May 2019.
- 10 Cabral Track Extension** - Staff has submitted environmental documentation to FTA to move forward with final design. Union Pacific is currently reviewing documentation.
- 11 Positive Train Control** - Multi-year project and will continue testing with Caltrain in late 2019. On-board equipment installation is complete and the Hosted Back Officer Server is operational. PTC is operating as designed on the UPRR corridor.
- 12 Rail Cars (5)** - Multi-year project is currently being re-bid as a Non-Buy America as a joint procurement with Sound Transit and North County Transit District. This is because there are no production lines in operation in the United States and the costs of starting up a line is cost prohibitive. The procure is for five passenger rail cab cars and 12 coach cars, with an option to purchase up to 17 additional passenger rail cars.
- 13 Railcar Midlife Overhaul** - Coordination with Herzog is underway to determine the scope and schedule of the project. Work is anticipated to begin in early 2020.
- 14 Sunol Quiet Zone** - Construction has been completed but to address public concerns, revisions need to be made. Design for the revised project, Four Quadrant Gates on Main Street Sunol, was released in a RFQ in January 2019. Contract was awarded at the May 3rd 2019 Board meeting.
- 15 Facility Upgrades and Capital Improvements** - Currently ongoing
- 16 Lathrop/Manteca Station Improvements** - Contract was awarded at the May 3rd 2019 Board meeting. Environmental work is currently underway.
- 17 Tracy ACE Station Improvements** - Contract was awarded at the May 3rd 2019 Board meeting. Environmental work is anticipated to begin in late 2019.
- 18 Lyoth Derail** - Installation of electric-powered derails near the Tracy ACE Station. Coordination with UPRR is currently underway.
- 19 Capital Spares** - Preventative Maintenance is ongoing.
- 20 Safety and Security/Video Cameras** - The camera security project was awarded in June 2018 and is in construction.
- 21 E-Ticketing** - Full app launched in April 2019. Still ongoing and conducting updates as needed based on user feedback and security measures. Currently at a 20% adoption rate.
- 22 Short Range Transit Plan** - Update to FY 2018 - FY 2027 SRTP is ongoing.
- 23 Public Information Display System (PIDS)** - Currently ongoing project, PIDS system gives the ability to send train status and general information to ACE stations.
- 24 Network Integration** - Planning consulting services of integrating the ACE and SJJPA services with high-speed rail and other rail transit services.

**San Joaquin Regional Rail Commission
Altamont Corridor Express
Operating and Capital Expense Report
September 2019
25% of Budget Year Elapsed**

OPERATING EXPENSES	SJRRC FY 19-20 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE	ACE FY 19-20 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	1,934,892	342,259	18%	5,839,961	843,948	14%
Contracted Services Subtotal	459,323	79,796	17%	21,262,253	4,046,578	19%
Shuttle Services				1,354,855	338,714	25%
TOTAL OPERATING EXPENSES	2,394,215	422,055	18%	28,457,069	5,229,240	18%

CAPITAL PROJECTS	CAPITAL FY 19-20 ALLOCATION	EXPENSE TO DATE	SPENT TO DATE
SAN JOAQUIN RAIL COMMISSION			
1 East Channel Street Improvements	350,000	93,565	27%
2 Robert J. Cabral Station Expansion	1,345,761	-	1%
3 SJRRC Maintenance Vehicles	150,000	-	0%
TOTAL CAPITAL PROJECT SJRRC	\$ 1,845,761	\$ 93,565	5%

ALTAMONT CORRIDOR EXPRESS			
1 SJ COG Loan Repayment	1,118,012	1,118,012	100%
2 A1 & A2 Bond Repayment	3,038,212	-	0%
3 UPRR Capital Access Fee	3,566,768	1,621,258	45%
4 UPRR Capitalized Maintenance Projects	4,400,000	-	0%
5 UPRR Safety Fund	500,000	-	0%
6 ACE Extension Natomas to Stockton	5,000,000	37,246	1%
7 ACE Extension Lathrop to Ceres/Merced	10,000,000	169,341	2%
8 Locomotives (4)	6,063,042	-	0%
9 Platform Extension Projects	7,900,000	24,133	1%
10 Cabral Track Extension	10,021,409	40,283	1%
11 Positive Train Control	1,681,304	102,054	1%
12 Rail Cars (5)	12,000,000	-	0%
13 Railcar Midlife Overhaul	7,700,000	-	0%
14 Sunol Quiet Zone Quad Gates	555,835	3,728	1%
15 Facility Upgrades and Capital Improvements	129,268	-	0%
16 Lathrop/Manteca Station Improvements	904,025	-	0%
17 Tracy ACE Station Improvements	285,432	51,308	18%
18 Lyoth Derail	500,000	-	0%
19 Capital Spares	914,414	244,157	27%
20 Safety/Security Projects	796,508	119,197	15%
21 E-Ticketing	100,000	-	0%
22 Short Range Transit Plan	26,123	187	1%
23 Public Information Display Systems (PIDS)	700,000	-	0%
24 Network Integration	1,000,000	6,119	1%
TOTAL CAPITAL PROJECTS ACE	\$ 78,900,352	\$ 3,537,022	4%
TOTAL CAPITAL PROJECTS SJRRC & ACE	\$ 80,746,113	\$ 3,630,587	4%

Status of Capital Projects - As of September 2019

SAN JOAQUIN RAIL COMMISSION

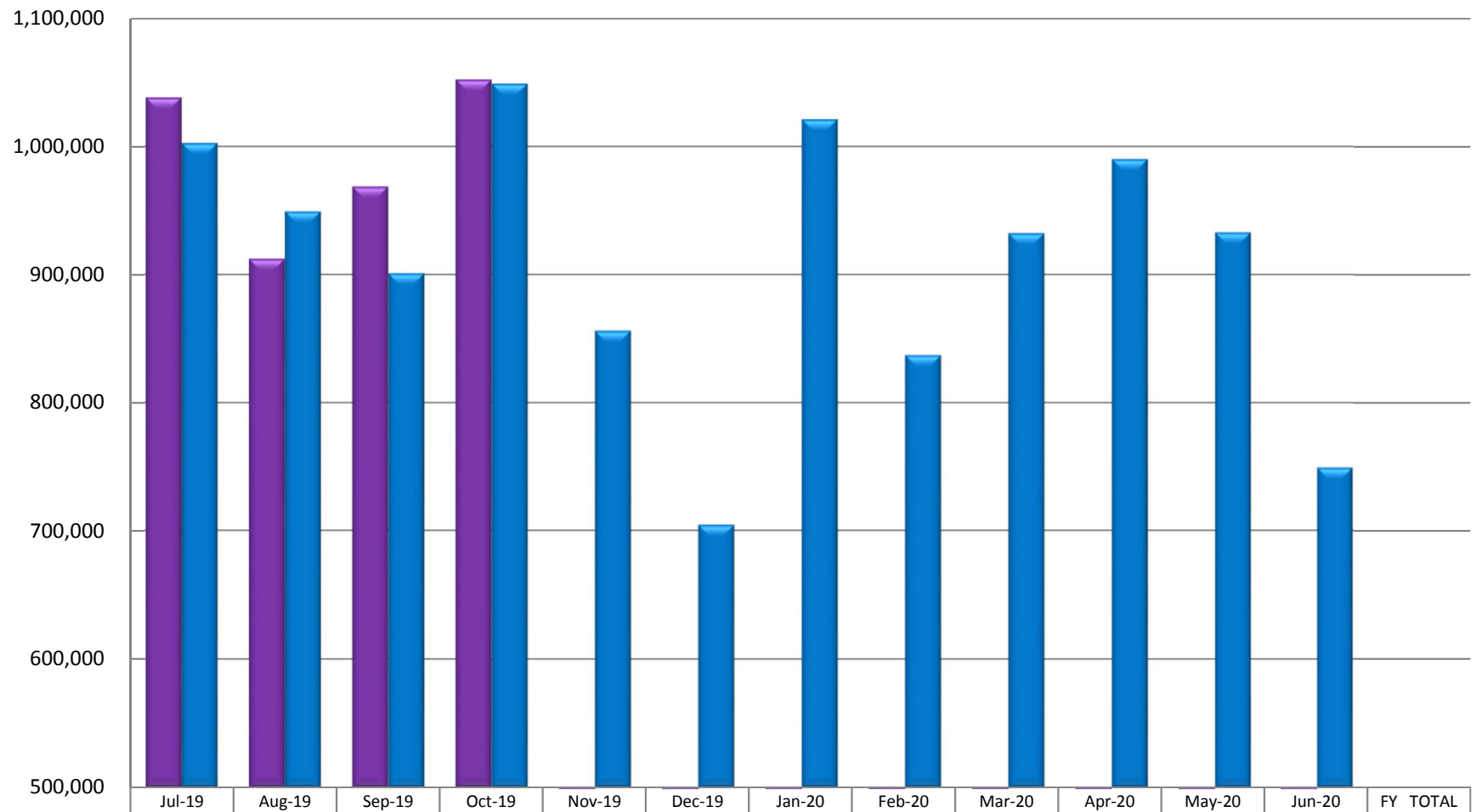
- 1 East Channel Street Improvements** - SJRRRC received \$2 million from the San Joaquin Council of Governments' Measure K funds to improve the pedestrian and bicycle access along Channel Street between the Downtown Transit Center and Cabral Station. SJRRRC has begun the environmental clearance and final design for the project, which is anticipated to be completed in 2019. Construction is slated to begin FY 2019/2020.
- 2 Robert J. Cabral Parking Lot Expansion** - Project will construct a new parking lot at the site of the old Western Pacific depot in Stockton, as well as renovate a portion of the building. Staff is working on completing an environmental determination to move forward with design.
- 3 SJRRRC Maintenance Vehicles** - Purchase of Agency Support Vehicles.

ALTAMONT CORRIDOR EXPRESS

- 1 SJ COG Loan Repayment** - Annual payment made July 1, 2019 per SJCOG amended loan agreement.
- 2 Bond Repayments** - Bond repayments are made bi-annually, payments FY 19-20 are due in October 2019 and April 2020.
- 3 UPRR Capital Access Fee** - Payment for calendar year 2020 paid in two installments. First payment to be processed in January 2020 and second payment in May 2020.
- 4 UPRR Capitalized Maintenance Projects** - Multi-year project is budgeted at \$4,000,000 for the year. Invoices are received throughout the year.
- 5 UPRR Safety Fund** - Payment for FY 19-20 is due in October 2019.
- 6 ACE Extension Natomas to Stockton** - Environmental work for the project is currently underway. It is estimated that the draft Environmental Impact Report (EIR) will be released in late 2019.
- 7 ACE Extension Lathrop to Ceres/Merced** - The Environmental Impact Report (EIR) was certified in August 2018. Final design is currently underway for individual projects along the corridor.
- 8 Locomotives (4)** - Multi-year project to procure up to five Tier 4 locomotives for ACE service. A contract for the procurement was approved in April 2018. First unit arrived September 2019, 3 months ahead of schedule, with the remaining units scheduled to arrive in early 2020.
- 9 Platform Extension Projects** - Multi-year project to extend the existing Lathrop/Manteca, Tracy, Vasco, Livermore, and Pleasanton platforms. A contract for final design was approved in May 2018 and is currently under review by Union Pacific. Environmental is currently underway for construction of a 400-foot platform extension at the Fremont ACE Station.
- 10 Cabral Track Extension** - Staff has submitted environmental documentation to FTA to move forward with final design. Union Pacific is currently reviewing documentation.
- 11 Positive Train Control** - Multi-year project and will continue testing with Caltrain in late 2019. On-board equipment installation is complete and the Hosted Back Officer Server is operational. PTC is operating as designed on the UPRR corridor.
- 12 Rail Cars (5)** - Multi-year project which uses a competitive negotiation process to procure five passenger rail cab cars and 12 coach cars, with an option to purchase up to 17 additional passenger rail cars. A joint procurement is currently underway, with the Agencies in negotiations with Bombardier for the procurement.
- 13 Railcar Midlife Overhaul** - Coordination with Herzog is underway to determine the scope and schedule of the project. Work is anticipated to begin in early 2020.
- 14 Sunol Quiet Zone** - Construction has been completed but to address public concerns, revisions need to be made. Design for the revised project, Four Quadrant Gates on Main Street Sunol, was released in a RFQ in January 2019. Contract was awarded at the May 3rd 2019 Board meeting.
- 15 Facility Upgrades and Capital Improvements** - Currently ongoing
- 16 Lathrop/Manteca Station Improvements** - Contract was awarded at the May 3rd 2019 Board meeting. Environmental work is currently underway.
- 17 Tracy ACE Station Improvements** - Contract was awarded at the May 3rd 2019 Board meeting. Environmental work is anticipated to begin in late 2019.
- 18 Lyoth Derail** - Installation of electric-powered derails near the Tracy ACE Station. Coordination with UPRR is currently underway.
- 19 Capital Spares** - Preventative Maintenance is ongoing.
- 20 Safety and Security/Video Cameras** - The camera security project was awarded in June 2018 and is in construction.
- 21 E-Ticketing** - Multi-year pilot project is currently ongoing. A contract for the implementation of the Altamont Corridor Express Mobile Ticketing System was approved in May 2018. Full roll out release as of April 2019.
- 22 Short Range Transit Plan** - Update to FY 2018 - FY 2027 SRTP is ongoing.
- 23 Public Information Display System (PIDS)** - Currently ongoing project, PIDS system gives the ability to send train status and general information to ACE stations.
- 24 Network Integration** - Planning consulting services of integrating the ACE and SJJPA services with high-speed rail and other rail transit services.

Fare Revenue

Item 3.3



FY 19-20 Fare Revenue	1,038,170	912,427	968,729	1,052,133	-	-	-	-	-	-	-	-	3,971,459
FY 18-19 Fare Revenue	1,002,921	949,503	901,396	1,049,117	856,601	705,227	1,021,424	837,812	932,548	990,292	933,163	749,631	10,929,632

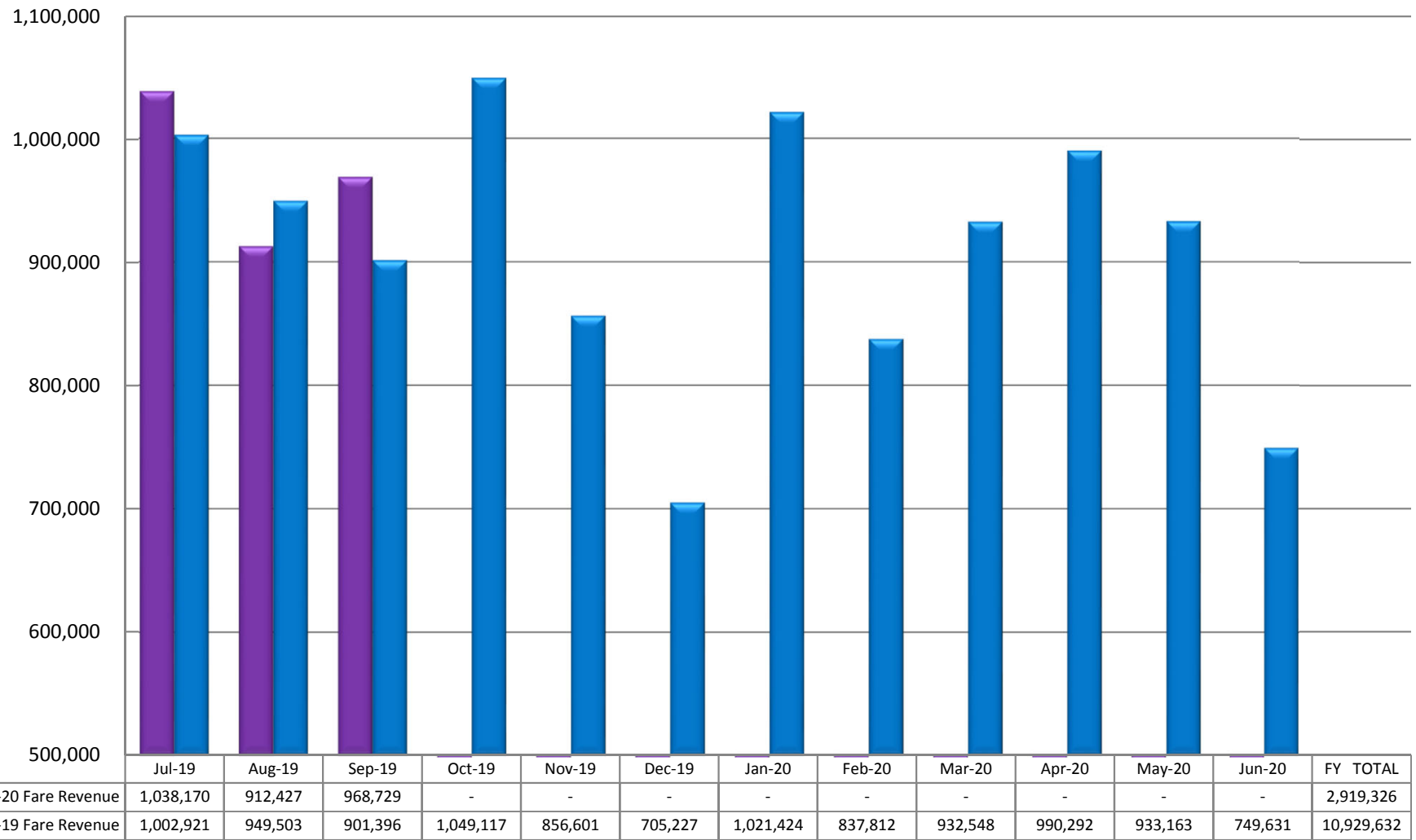
% of Budget Year Elapsed: 33%

FY 19-20 % of Budgeted Fare Revenue Received to Date 37.8%

Projected Annual Fare Revenue: \$10,500,000

Fare Revenue

Item 3.3



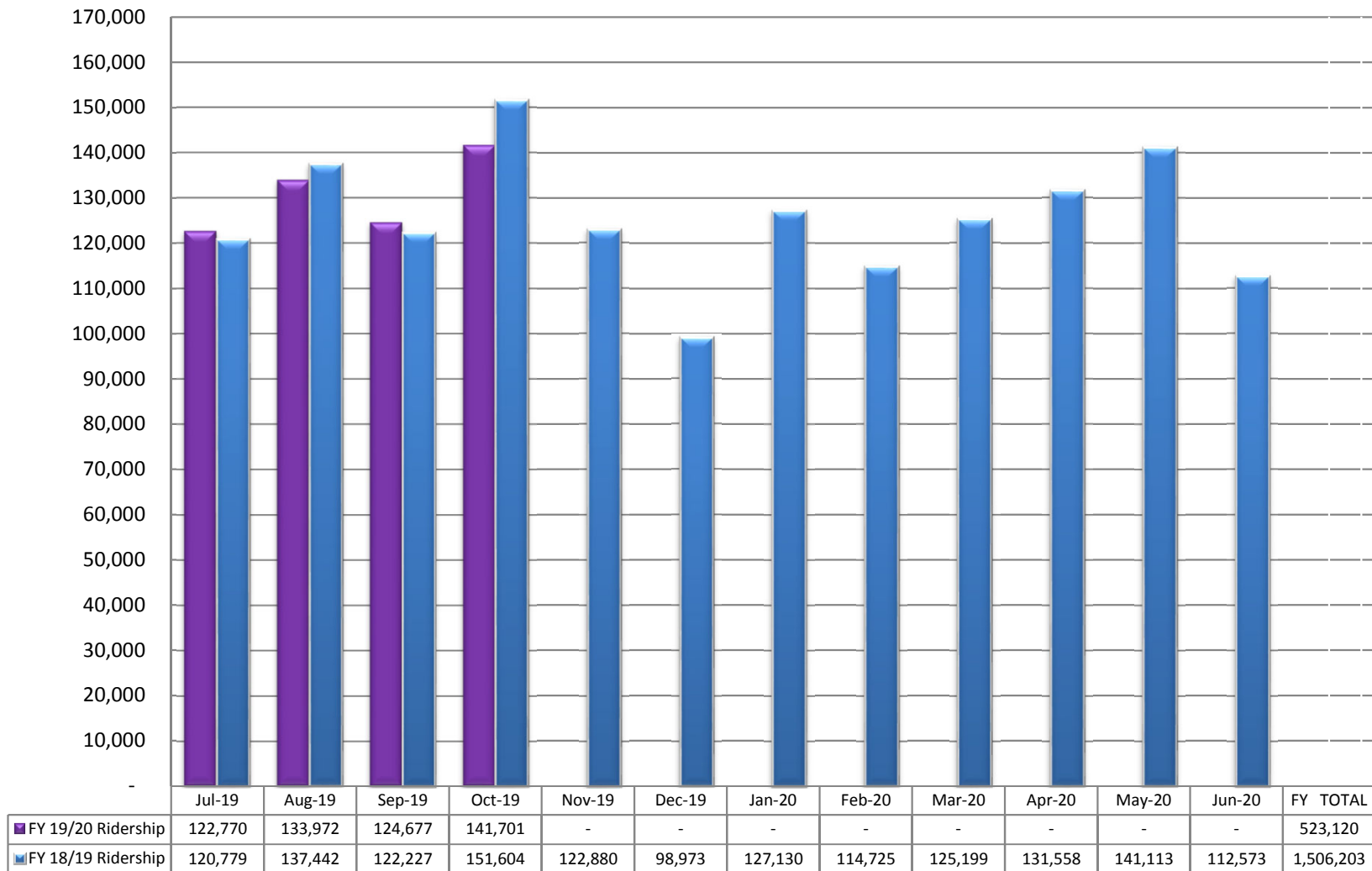
% of Budget Year Elapsed: 25%

FY 19-20 % of Budgeted Fare Revenue Received to Date 27.8%

Projected Annual Fare Revenue: \$10,500,000

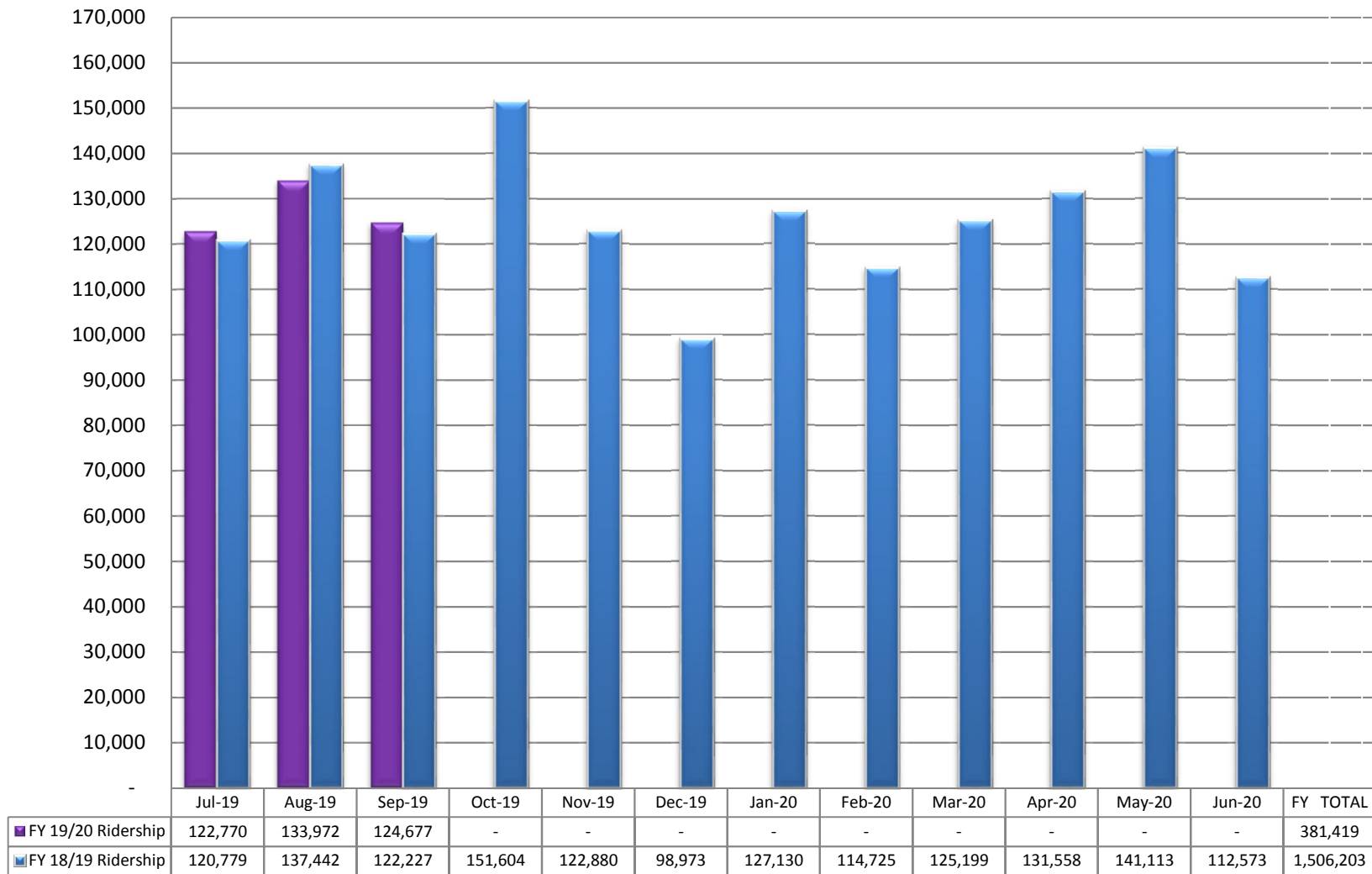
Ridership

Item 3.4

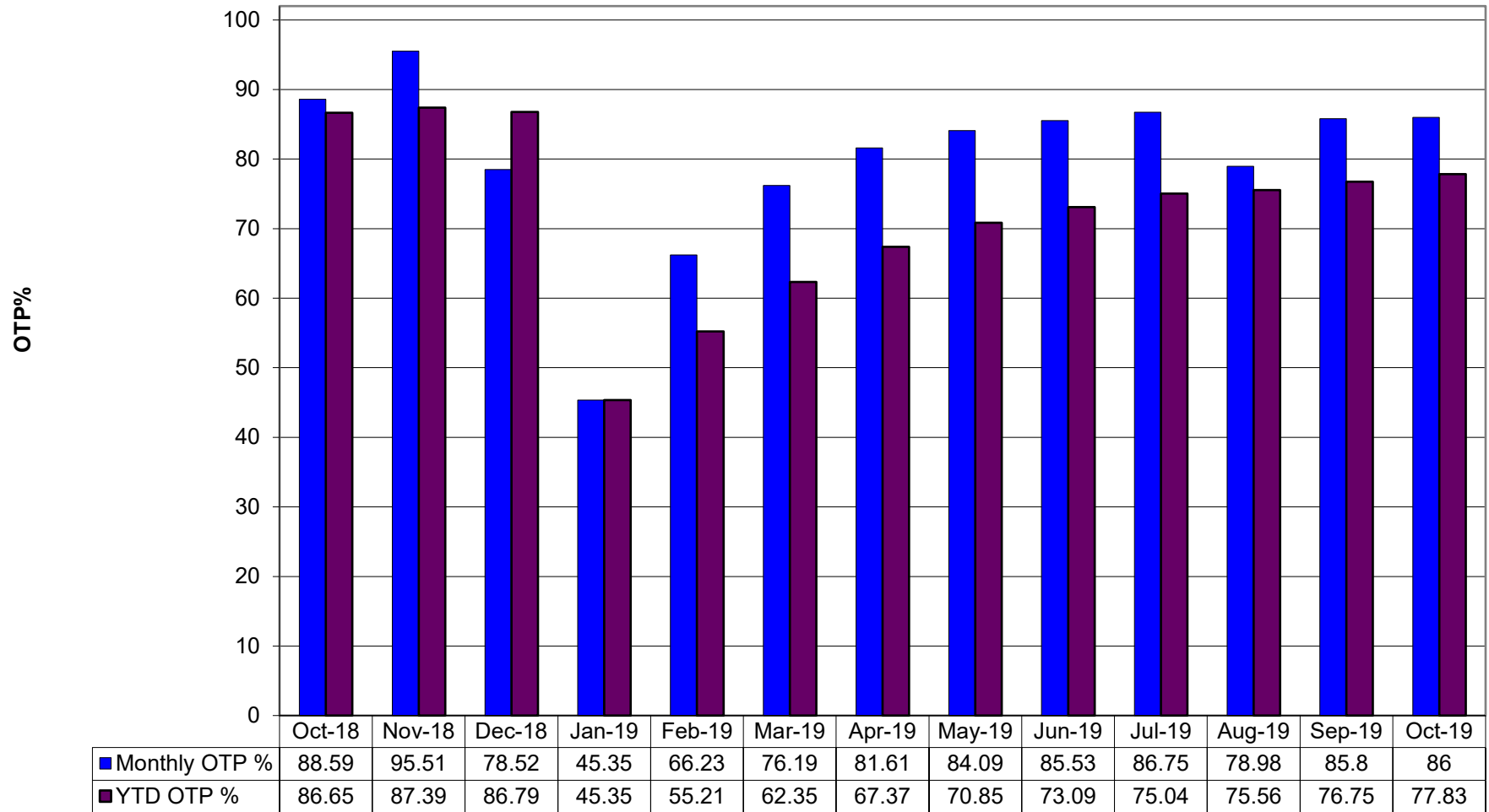


Ridership

Item 3.4



ACE ON TIME PERFORMANCE



Item: 3.5

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 3.6

INFORMATION

Update on Positive Train Control

ACE train delays associated with Positive Train Control (PTC) continue to decrease. Average delays are down to less than two (2) minutes per train, with most trains not experiencing any PTC related delays. The major issues experienced continue to be communications related. The onboard software is scheduled to be upgraded between December 5th and December 10th, 2019 to be consistent with the UPRR software.

Communications to Passengers:

Staff continue to provide passengers with updated information regarding the delays using the following channels:

- ACE Website
- Social Media (Facebook and Twitter)
- Onboard announcements

Coordination with UPRR, Caltrain and the Federal Railroad Administration (FRA):

Staff continue regular conference calls/meetings with UPRR, Caltrain and FRA on PTC as PTC continues to evolve.

Successful PTC testing on the Caltrain corridor was completed on November 16th and 17th, 2019. ACE is scheduled to begin PTC operations on Caltrain on December 9th, 2019. With the start of PTC operations on Caltrain, ACE will be fully PTC operational over the entire 86-mile ACE corridor.

General:

Testing of the new ACE Charger locomotive was successfully completed on November 10th, 2019. Currently, the Charger is going through required FRA testing. It is anticipated the Charger will go into revenue service in the first quarter of 2020.



TAI GINSBERG & ASSOCIATES, LLC

TO: San Joaquin Regional Rail Commission (SJRRRC)
FROM: TG/A Staff
SUBJECT: Monthly Progress Report for SEPTEMBER 2019
DATE: October 31, 2019

THE ADMINISTRATION/EXECUTIVE BRANCH

The US Treasury/Office of Management and Budget released the [Final Budget Results](#) for FY 2019. Receipts for FY 2019 increased by \$133 billion; however, Outlays increased by \$339 billion. The deficit was \$985 billion in FY 2019, \$206 billion more than in FY 2018. Government deficits have now increased for four years in a row, the longest stretch of U.S. deficit growth since the early 1980s.

STATUS - 2019 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS/RESIGNATIONS

Updates/additions since previous report are designated by ***bold and italic type***, ***confirmations noted in red type***.

Type in name at this URL: [Nominations](#)

NAME	US DOT ADMINISTRATOR / OTHERS	STATUS
Ms. Diana Furchtgott-Roth	Assistant Sec. of Transportation	Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. Roth
Ms. Thelma Drake	FTA Administrator	Reported by Senate Banking 3/12/19, on Exec. Calendar Drake
Michelle A. Schultz (PA)	Surface Transportation Board (New Position)	Nomination received in the Senate (1/16/19) and referred to the Committee on Commerce, Science, and Transportation. Senate Commerce Committee approved 7/10/2019 by voice vote. Nominated 3/6/18. Cleared for a full Senate vote. Subject to nominee's commitment to respond to requests to appear and testify before any Committee of the Senate. Schultz 1./
Michael Graham (KS)	National Transportation Safety Board (for a term expiring December 31, 2025)	Nomination received in the Senate (6/24/19) and referred to the Committee on Commerce, Science, and Transportation. Nominee testified at Commerce Committee hearing held 7/24/19. Graham 2./
Robert L. Sumwalt III (SC)	National Transportation Safety Board (Chairman for a term of three years, reappointment)	Received in the Senate (7/17/19) and referred to the Committee on Commerce, Science, and Transportation. Nominee testified at Commerce Committee hearing held 7/24/19. <i>CONFIRMED by the Senate on 8/1/19 by Voice Vote.</i> Sumwalt III 2./
Jennifer Homendy	National Transportation Safety Board (for a term expiring December 31, 2024 - Reappointment)	Nomination received in the Senate and referred to the Committee on Commerce, Science, and Transportation. 1/9/19. Nominee testified at Commerce Committee hearing held 7/24/19. <i>CONFIRMED by the Senate on 8/1/19 by Voice Vote.</i> Homendy 2./
<i>Thomas B. Chapman (MD)</i>	<i>National Transportation Safety Board (for a term expiring December 31, 2023)</i>	<i>President Trump has announced his intent to nominate on 10/7/2019. Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 10/17/2019.</i> Chapman 2./
<i>John E. Kramer</i>	<i>Chief Financial Officer, Department of Transportation</i>	<i>Nomination received in the Senate (5/2/19). Placed on Senate Executive Calendar in the Privileged Nomination section with nominee information requested by the Committee on Commerce, Science, and Transportation. Committee information was received (9/23/19). Placed on Senate Executive Calendar. Calendar No. 456. Subject to nominee's commitment to respond to requests to appear and testify before any duly constituted committee of the Senate on 10/16/2019.</i> Kramer.

1./ Ms. Deb Millar withdrew her nomination from the STB after President Trump failed to re-nominate her following the expiration of her first term - Ms. Millar served on the STB from 2014-2018. The STB is chaired by Ann D. Begeman, along with Vice Chairman Patrick J. Fuchs and Martin J. Oberman. The STB has two vacancies (one Republican (Schultz nominated) and one Democrat). The Democratic seat awaits a nominee. **2./** The current members of the NTSB are: Honorable Robert Sumwalt (Chairman), Honorable Bruce Landsberg (Vice Chairman) and Honorable Jennifer Homendy.

APPROPRIATION/BUDGET RESOLUTION PROCESS

US DOT Appropriation Status Table FY 2020									
Appropriation Status Table Link									
OVERALL APPROPRIATION BILL SUMMARY									
Bills Passed:	House (10 of 12) Senate (0 of 12)								
Enacted:	(0 of 12)								
Transportation-HUD	Subcommittee Approval		Committee Approval		Initial Passage		Resolution of House-Senate Differences		Presidential Approval
	House	Senate	House	Senate	House	Senate	Conference Rpt.	House	Senate
HR 3163	(voice vote) 5/23/19	(voice vote) 9/17/19	29-21 6/4/19	31-0 9/19/19	2nd FY 2020 Consolidated Appropriations See Note below.				
			H. Rept. 116-106	S. Rept. 116-109	HR 3055				
					227-194 6/25/19				
Note: House rule, H. Res. 445, agreed to by the House on June 19, 2019, combined the following five regular appropriations bills, 2020, as reported, with modifications: (1) CIS (H.R. 3055), (2) Agriculture (H.R. 3164), (3) Interior (H.R. 3052), (4) Mil-Con, VA (H.R. 2745), and (5) THUD (H.R. 3163) . The rule provided for the consideration of certain amendments to the five regular appropriations bills and also included Division F. relating to federal employment and contractor compensation. See also House Rules Committee site on H.R. 3055, the FY2020 Consolidated measure. H. Approps. Cmte. press release on the House FY2020 Subcommittee draft bill. (5.22.2019) H Approps. Cmte. Press Release S. Approps. Cmte. press release on Subcommittee approval of the Senate FY2020 Subcommittee draft bill. (9.17.2019) S Approps Cmte. Press Release									

Continuing Resolution (CR) Forecast: Considering that the current CR expires on November 21, 2019 (in less than four weeks) and that the Senate has not passed a single appropriations bill (let alone the time it take to reconcile any Senate/House appropriation bills), it is becoming clear that another CR will be needed to avoid a government shutdown before Thanksgiving. Senator Richard Shelby (R-AL), Chairman of the Senate Committee on Appropriations, recently intimated that the next CR could run from November 22, through February or March 2020. See [CRS Rpt. Overview of CR](#) and [CRS Rpt. on THUD Appropriations for FY 2020](#).

October 22, 2019. The Senate began consideration of HR 3055, making FY 2020 appropriations for the Departments of: Commerce/Justice/Science, Agriculture, Rural Development, Food and Drug Administration, Interior, Environment, Military Construction, Veterans Affairs and **Transportation, and Housing and Urban Development (THUD) (THUD Committee Summary)**. The four-bill “minibus” (all passed by the full Senate Appropriations Committee) account for nearly one-third of all nondefense discretionary funding. A Shelby [Substitute Amendment](#) was adopted on 10/22/19 to replace the House text with the Senate version. The Senate resumed consideration during the work week of 10/28/19.

Several noteworthy transportation-related amendments have been filed, such as:

- [SA 960](#) US DOT to submit a report to Congress on efforts of US DOT to engage with MPOs/local communities on advancing ITS technologies and other smart cities solutions;
- [SA 964](#) US DOT is to repay the credit risk premium of each loan with interest accrued no later than 60 days after the obligations of such loans have been satisfied – Railroad Rehabilitation and Improvement Financing Equality Act;
- [SA 976](#) No funds under this Act may be used to purchase information technology items produced by a Chinese-owned company;
- [SA 1034](#) Repeals the FAST Act highway rescission of \$7.569 billion to become effective July 1, 2020;
- [SA 1061](#) US DOT to submit a report to Congress on efforts of US DOT to engage with MPOs/local communities on advancing ITS technologies and other smart cities solutions;
- [SA 1062](#) No funds under this Act to be used to terminate the Intelligent Transportation System Program Advisory Committee;
- [SA 1115](#) A secured loan under the TIFIA program is to be considered to be part of the non-Federal Share of project costs;
- [SA 1122](#) Nationally Significant Freight and Highway Projects are prioritized via equitable geographic distribution for projects in States that have not received prior awards and for rural-area States recognized as an Indian tribe;
- [SA 1141](#) Suspends mass transit funding cuts required under the Rostenkowski Test.

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

October 29, 2019. The House Committee on Homeland Security, Subcommittee on Transportation & Maritime Security held a hearing to discuss and receive testimony on, "One Year Later: Implementation of the TSA Modernization Act." [Committee Link and Testimony](#).

October 23, 2019. The House Committee on Energy and Commerce, Subcommittee on Environment and Climate Change held a hearing to discuss and receive testimony on "Building a 100 Percent Clean Economy: Solutions for Planes, Trains & Everything Beyond Automobiles." [Committee Link/Testimony](#).

October 16, 2019. The House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit held a hearing to discuss and receive testimony on: "Examining the Future of Transportation Network Companies: Challenges and Opportunities." [Committee Link and Testimony](#). [DeFazio / Norton Statement](#). [DeFazio Letter to Uber and Lyft](#). [DeFazio Follow-up Letter Uber and Lyft](#).

SELECTED CONGRESSIONAL BILLS - OCTOBER

HOUSE		SENATE	
HR 4871	C. Bustos (D-IL) To provide for efforts relating to Move Over laws, to amend title 49, United States Code, to require crash avoidance technology on motor vehicles. Introduced 10/28/19. See S 2700.	S 2700	D. Durbin (D-IL) To provide for efforts relating to Move Over laws, to amend title 49, United States Code, to require crash avoidance technology on motor vehicles. Introduced 10/24/19. See HR 4871.
HR 3469	E. Cummings (D-MD/Deceased) "Covert Testing and Risk Mitigation Improvement Act of 2019." Introduce 6/25/19. Approved 10/23/19, House Committee on Homeland Security - -- ordered reported without amendment.		
HR 4780	S. Carbajal (D-CA) To establish a Government corporation to provide loans and loan guarantees for infrastructure projects. Introduced 10/22/19.		
HR 4687	H. Rouda (D-CA) "The sustainable Municipal Access to Resilient Technology in Infrastructure (SMART Infrastructure) Act." Makes critical reforms to federally funded procurement and project-development process. Introduced 10/16/19.		
H Res 614	Y. Clarke (D-NY) Recognition of 10/7/19 thru 10/11/19 as "Smart Cities Week." Introduced 10/4/19.		
HR 4591	A. Finkenauer (D-IA) "Fixing America's Bridges Act." Introduced 10/1/19.		

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

October 29, 2019. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) (NOFO) seeking applications for grants under the [Magnetic Levitation Technology Deployment Program](#). The NOFO is providing \$24,027,500 in total grant funding, comprised of two sources (\$14,027,500 and \$10,000,000). However, based upon Congressional direction, \$14,027,500 is available ONLY for the Pittsburgh, Baltimore-Washington, and Atlanta-Chattanooga projects, but those three projects may also apply for the otherwise \$10 million for the total of \$24.027 million. Applicants with otherwise eligible Maglev projects may apply ONLY for \$10 million in grant funds. Applications for funding under this solicitation are due no later than 5:00 p.m. November 29, 2019.

October 24, 2019. The Pipeline & Hazardous Materials Safety Administration (PHMSA) and the Federal Railroad Administration (FRA) issued a [Notice of Proposed Rulemaking](#) (NPRM) proposing changes in existing regulations to allow for the bulk transport of liquefied natural gas (LNG) in rail tank cars. The NPRM is soliciting comments which must be received by December 23, 2019.

Current Hazardous Materials Regulations (HMR) do not authorize the bulk transport of LNG in rail tank cars; LNG can only be transported via rail in accordance with the conditions of a PHMSA special permit or in a portable tank pursuant to the conditions of an FRA approval.

October 22, 2019. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) (NOFO) soliciting applications for \$150,000 in grant awards under the FY 2019 [Railroad Trespassing Enforcement Grant Program](#). The objective of this program is to reduce trespassing along the rail ROWs (Right-of-Ways) thereby reducing trespassing safety related incidents. Eligible applicants include: State, county, municipal, local and regional law enforcement agencies. FRA is to give preference to law enforcement agencies from one of the 10 states with the highest incidence of rail trespass-related casualties. Those states are: CA, TX, IL, FL, NY, PA, OH, NJ, NC and GA. Neither cost sharing nor matching is a requirement for this grant. Applications for funding are due no later than 5:00 p.m. Eastern Time on December 23, 2019.

October 18, 2019. The Department of Commerce Economic Development Administration (EDA) published a [Notice of Funding Opportunity](#) (NOFO) soliciting applications for construction, non-construction, planning, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance (PWEAA) programs, which includes Assistance to Coal Communities (ACC). As of the date of this NOFO the full amount of FY 2020 appropriations is not available. The EDA is currently operating under the authority of the Continuing Resolution (CR) through November 21, 2019. For funding context, in FY 2019, \$117.5 million was appropriated for the Public Works Program (average size at \$1.4 million with investments ranging from \$600,000 to \$3 million), \$37 million for the Economic Adjustment Assistance Program (average size at \$650,000 with investments ranging from \$150,000 to \$1 million) and \$30 million for the Assistance to Coal Communities program (grants ranging from \$500,000 to \$2 million for implementation projects and \$100,000 to \$350,000 for planning activities). There is an award ceiling of \$3 million and an award floor of \$100,000. Generally, the amount of an EDA award may not exceed 50 percent of the total cost of the project. There are no submission deadlines under this NOFO. Applications will be accepted on an ongoing basis until the publication of a new PWEAA NOFO.

October 8, 2019. The Federal Railroad Administration (FRA) announced a [NOFO](#) in the Federal Register (FR) for [State of Good Repair Program \(SOGR\)](#). The SOGR program is soliciting applications for Capital Projects that will repair, replace, or rehabilitate Qualified Railroad Assets to reduce the state of good repair backlog, and improve Intercity Passenger Rail performance. The NOFO makes \$396 million available for the SOGR program; general funds are made available per the FY 2019 Consolidated Appropriations Act, 2019, there are no predetermined minimum or maximum dollar thresholds for awards; eligible applicants include: States/Group of States, an Interstate Compact, a Public Agency, any Political Subdivision of a State, and Amtrak; the Federal cost share of total costs for a project is not to exceed 80 percent; however, FRA will provide preference to applications where the Federal share is 50 percent or less; **applications are due no later than 5:00 p.m. EDT on December 9, 2019.** For more details about the SOGR program, visit: [SOGR Program](#).

September 25, 2019. The Federal Railroad Administration (FRA) issued a [BAA Research Initiatives In Support of Rail Safety -Research with Universities](#). The purpose of this Broad Agency Announcement (BAA) is provide research opportunities to U.S. universities and other institutions of higher education to conduct a variety of applied technology research projects that will support the strategic objectives of the Office of Research, Development and Technology and the research needs of the four FRA research divisions: Track, Rolling Stock, Train Control and Communication and Human Factors. The application period for this announcement closes at 1:00 pm on November 26, 2019.

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

No relevant items.

OTHER REPORTS / NOTICES / NEWS ARTICLES

October 29, 2019. The General Accountability Office (GAO) released a [REPORT](#) entitled, “TRANSPORTATION SECURITY – TSA Has Taken Steps to Improve Security Areas Identified in the TSA Modernization Act, but Additional Actions are Needed.”

October 23, 2019. The US DOT published a required Office of Inspector General report entitled, “[DOT's Fiscal Year 2020 Top Management Challenges](#).” The top nine management challenges included issues such as the aircraft certification of the Boeing 737 MAX, cybersecurity railroad safety, et al.

October 22, 2019. The American Public Transportation Association ([APTA](#)) sent a letter on behalf of 31 transportation organizations/stakeholder to Senate appropriation leaders (Senators Shelby, Leahy, Collins and Reed) urging them to increase public transit infrastructure to the Senate’s US DOT 2020 transportation appropriation bill (S. 2520). The letter noted that the Senate bill “reduces total funding for public transportation by \$457 million compared to the FY 2019 enacted levels.”

October 18, 2019. A joint [STUDY](#) conducted by the American Public Transportation Association (APTA) and the National Association of Realtors entitled: “The Real Estate Mantra – Locate Near Public Transportation” found that residential property values, residential rents and office property sales consistently performed well in proximity to public transit.

October 17, 2019. The General Accountability Office (GAO) released a [REPORT](#) entitled: “Highway Emergency Relief: Federal Highway Administration Should Enhance Accountability over Project Decisions.”

October 16, 2019. The Congressional Research Service (CRS) released a report entitled, “[Public Transit Ridership Continues to Decline](#).” The report noted that in 2018 there were about 600 million fewer transit trips taken than in 2008; notwithstanding the fact that the U.S. population grew by about 23 million people (from 304 million in 2008 to 327 million people in 2018) over that period. The American Public Transportation Association (APTA) provided data noting that 2018 is the fourth straight year of declining ridership. There are no comprehensive explanations for the decline in national transit ridership.

October 10, 2019. [Railway Age](#) article written by Dick Spotswood, former Secretary of the California Railroad Passengers Association and past director of the Golden Gate Bridge, Highway & Transportation District, on a “Two Amtrak” concept.

October 9, 2019. The board of directors of the American Association of State Highway and Transportation Officials (AASHTO) approved 10 detailed resolutions outlining the recommended surface transportation funding policy positions of AASHTO as the organization begins to work with Congress and transportation stakeholders on the upcoming surface transportation reauthorization legislation. AASHTO’s resolutions cover a broad swath of issues, outlining the organization’s “[VISION](#)” and “[CORE PRINCIPLES](#)” among other policy positions.

October 9, 2019. US DOT has established a new initiative, the “Rural Opportunities to Use Transportation for Economic Success” (aka the ROUTE Initiative). The [ROUTE](#) Initiative will focus on addressing disparities in rural transportation infrastructure. The ROUTE Initiative will coordinate across key modal administrations, e.g. FHWA, FTA, FRA and the FAA. [ROUTE FACT SHEET](#).

October 8, 2019. The Congressional Research Service (CRS) released an “updated” report entitled, [“Selected Homeland Security Issues in the 116th Congress.”](#) The report compiles a series of Insights by CRS experts across an array of homeland security issues that may come before the 116th Congress.

October 10, 2019. The Federal Highway Administration (FHWA) issued a notice to the States distributing \$6,432,667,492 in FY 2020 obligation limitation to the formula/allocated programs. This is a pro-rata amount based on the Continuing Resolution (CR) of 52 days (14.21 percent of FY 2020) into FY 2020 against the full-year FY 2019 obligation limitation of \$45,268,596,000. The CR expires on November 21, 2019. The FAST Act authorized an obligation limitation for FY 2020 at \$46,365,092,000 – an increase of 1,096,496,000 over the FY 2019 amount. It is likely that the FY 2020 FAST Act authorized amount will be fully matched upon enactment of a full-year FY 2020 US DOT appropriations bill.

FEDERAL-AID HIGHWAY PROGRAM OBLIGATION CEILING						
FAST ACT NATIONAL AUTHORIZED AMOUNTS / EXTRA HIGHWAY INFRASTRUCTURE PROGRAM AMOUNTS						
	MAP-21 Extension	FAST ACT				
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020 (EST.)
Obligation Ceiling- Authorized	40,256,000,000	42,361,000,000	43,266,100,000	44,234,212,000	45,268,596,000	46,365,092,000
Highway Infrastructure Programs	N/A	N/A	N/A	2,525,000,000	3,250,000,000	TBD
Subtotals:	40,256,000,000	42,361,000,000	43,266,100,000	46,759,212,000	48,518,596,000	46,365,092,000
Continuing Resolution (10/1/19 - 11/21/19)						6,432,667,492

October 4, 2019. The ENO Center for Transportation released a [101 PAGE PAPER](#) entitled, “REFRESHING THE STATUS QUO: Federal Highway Programs and Funding Distribution,” which examines the past, present, and possible future of the distribution of Federal-aid highway funding to states. FHWA highway apportionment formulas have remained relatively stagnant since SAFETEA-LU was enacted.

October 3, 2019. The national transportation research firm (aka TRIP) released a report entitled, [“America’s Rolling Warehouses: Opportunities and Challenges with the Nation’s Freight Delivery System.”](#) The report examined current and projected levels of freight movement in the U.S., large truck safety, and trends impacting freight movement. It concludes with a series of recommendations to improve the nation’s freight transportation system. The nation’s freight system moves a daily average of approximately 51 million tons freight valued at approximately \$55 billion. The U.S. freight system annually moves approximately 17.7 billion tons of freight, valued at approximately \$16.8 trillion. The following chart details modal freight movement in 2016 by value and weight.

Mode	By Value	By Weight
Truck	72%	66%
Rail	4%	10%
Water	2%	4%
Air	3%	0.03%
Multiple Modes	14%	3%
Pipeline	4%	16%

October 1, 2019. The Federal Highway Administration (FHWA) issued a notice to notify the states of the portion of the National Highway Performance Program (\$639 million) and the Emergency Relief Program (\$100 million) funds impacted by the [OMB Report to Congress on the Joint Committee Reduction for FY 2020](#) sequestration. (Most transportation programs are exempt because they operate under an obligation limitation.).

However, the NHPP and the ER programs are subject to the [Sequestration](#) at a rate of 5.9 percent (see chart below) for an amount of \$37.7 million for NHPP program and \$5.9 million for the ER program for a total of \$43.6 million.

Direct Spending Sequestrable Budgetary Resources and Reductions by Budget Account -- FY 2020						Sequestrable	Sequester	Sequester
(Amounts in millions)						BA Amount	Percentage	Amount
Agency / Bureau / Account / Function / BEA Category / Budgetary Resource								
Department of Transportation								
Office of the Secretary								
021-04-5423	Essential Air Service and Rural Airport Improvement Fund							
Nondefense	Mandatory	Appropriation				151	5.9	9
Federal Aviation Administration								
021-12-4120	Aviation Insurance Revolving Fund							
Nondefense	Mandatory	Administrative expenses in otherwise exempt resources				1	5.9	*
Federal Highway Administration								
021-15-8083	Federal-aid Highways							
Nondefense	Mandatory	Contract authority				739	5.9	44
Pipeline and Hazardous Materials Safety Administration								
021-50-5282	Emergency Preparedness Grants							
Nondefense	Mandatory	Appropriation				28	5.9	2

September 30, 2019. The [Infrastructure Working Group](#) dispatched a letter to Senate Majority Leader Mitch McConnell and Senate Minority Leader Charles Schumer urging them to enact a long-term and robustly funded surface transportation reauthorization bill prior to expiration of the FAST Act on September 30, 2020. The letter emphasized six key principles, such as increasing direct federal investment in infrastructure and fixing Highway Trust Fund shortages. The letter was co-signed by 144 stakeholder associations.

UPCOMING CONGRESSIONAL CALENDAR – OCTOBER / NOVEMBER

October

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
		1 FY '20 (begins)	2	3	4	5
6	7	8 Yom Kippur (begins)	9	10	11	12
13	14 Columbus Day	15	16	17	18	19
20	21	22	23	24	25	26
27 Diwali	28	29	30	31		

November

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



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

OCTOBER/NOVEMBER AND UPCOMING DEADLINES/EVENTS

October 18	FY 2019 Consolidated Rail Infrastructure/Safety (CRISI) application due.
October 21-24	2019 AASHTO National Transportation Management Conference (NTMC).
November 4-5	Impact of Vehicle Technologies and Automation on Users – Design and Safety Implications, AAA Foundation for Traffic Safety. Registration closes 10/11/19.
November 18	FY 2019 Pilot Program For Transit-Oriented Develop. Planning application due.
November 19-20	2019 AASHTO Council Public Transportation & MTAP Winter Meeting.
December 4	APTA High-Speed Rail Policy Forum.
December 9	FY 2019 Federal-State Partnership for State of Good Repair application due.

SCUTTLEBUTT

October 23, 2019. The White House is considering Chad Wolf to replace the outgoing acting Homeland Security secretary. Mr. Wolf is the acting undersecretary for strategy at the Department of Homeland Security and former chief of staff to former Secretary Kirstjen Nielsen. On October 11, 2019 President Trump announced the resignation of Kevin K. McAleenan, the acting secretary for the Department of Homeland Security.

October 16, 2019. POLITICO reported that there is no movement on a transit title to the Senate surface transportation reauthorization bill, according to Sen. Sherrod Brown (D-OH) who is the Ranking Member of the Banking Committee which has jurisdiction over the transit title.

October 15, 2019. Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR) issued a letter US DOT Inspector General [Calvin Scovel](#) requesting the IG to investigate Secretary Elaine Chao's frequency of meetings with local officials from Kentucky (same state as her husband Senate Majority Leader Mitch McConnell).

October 10, 2019. Nita Lowey (D-NY), Chairwoman of the House Committee on Appropriations announced that she will not seek re-election in 2020. Chairwoman Lowey, 82 years old, was first elected to her New York district in 1988 and is retiring after 16 terms. Among Democrats rumored to a possible run is Chelsea Clinton; although, Ms. Clinton has given no official indication of such a run.

September 30, 2019. Adam Sullivan, Assistant Secretary of Governmental Affairs for US DOT [WROTE A LETTER](#) to House Committee on Oversight and Reform Chairman, Elijah Cummings (since deceased) on behalf of US DOT Secretary Elaine Chao regarding the Chairman's concern that the Secretary used her official position to benefit her family's business. Mr. Sullivan offered that the Secretary is not involved with the management/operations of Foremost Group and has no financial stake in the company. Moreover, that the Office of Government Ethics and DOT's career Designated Agency Ethics Official considers the matter closed.

September 30, 2019. Senate Majority Leader Mitch McConnell spoke with CNBC's "Squawk Alley" and expressed his view on the looming surface transportation bill. In the [Interview](#) McConnell mused on the future of a transportation bill, "It probably won't be as bold as the president was talking about because it would inevitably, if it were that bold, involve a whopping gasoline tax increase, which is very regressive, hits medium and low income people very hard," McConnell said. "But we will do a transportation bill. It will be more along the size of a traditional every four or five year transportation bill."

The FY 2020 Continuing Appropriations Resolution (P.L. 116-59) expires on November 21, 2019. As of October 31, 2019, 336 days remain until the FAST Act expires (September 30, 2020), and 1,431 days remain until the FAA Reauthorization Act of 2018 expires (September 30, 2023).

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 3.8

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the 2020 ACE Service Holidays

The proposed 2020 ACE Service Holidays:

Memorial Day	Monday, May 25, 2020
Day Before Independence Day	Friday, July 3, 2020
Independence Day	Saturday, July 4, 2020
Labor Day	Monday, September 7, 2020
Thanksgiving	Thursday, November 26, 2020
Day after Thanksgiving	Friday, November 27, 2020
Christmas Day	Friday, December 25, 2020
New Year's Day	Friday, January 1, 2021

ACE service will not operate on the Days listed above.

In addition, due to the low historical ridership on the following days, modified service will be evaluated for the following holidays:

Martin Luther King Day	Monday, January 20, 2020
Presidents Day	Monday, February 17, 2020
Good Friday	Friday, April 10, 2020
Day before Thanksgiving	Wednesday, November 25, 2020
Day before Christmas Day	Thursday, December 24, 2020
Day before New Year's Day	Thursday December 31, 2020

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the 2020 ACE Service Holidays.

RESOLUTION SJRRC-R-19/20-

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION ADOPTING THE 2020 ACE SERVICE HOLIDAYS

WHEREAS, the San Joaquin Regional Rail Commission, as the policy-making body of the ACE Service, has the responsibility for adopting the ACE Service Holidays;

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission adopts the following ACE Service Holidays for 2020 and potential service modification dates:

Memorial Day	Monday, May 25, 2020
Day Before Independence Day	Friday, July 3, 2020
Independence Day	Saturday, July 4, 2020
Labor Day	Monday, September 7, 2020
Thanksgiving	Thursday, November 26, 2020
Day after Thanksgiving	Friday, November 27, 2020
Christmas Day	Friday, December 25, 2020
New Year's Day	Friday, January 1, 2021

ACE service will not operate on the public holidays listed above.

In addition, due to the low historical ridership on the following days, modified service will be evaluated for the following holidays:

Martin Luther King Day	Monday, January 20, 2020
Presidents Day	Monday, February 17, 2020
Good Friday	Friday, April 10, 2020
Day before Thanksgiving	Wednesday, November 25, 2020
Day before Christmas Day	Thursday, December 24, 2020
Day before New Year's Day	Thursday December 31, 2020

PASSED AND ADOPTED, by the Board of Commissioners this 6th day of December 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

CHRISTINA FUGAZI, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 4

ACTION

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 Joaquins. Based upon the proposals and the interviews, San Joaquin Regional Rail Commission (SJRRRC) was recommended by the Selection Committee to serve as the Managing Agency and the SJJPA Board unanimously approved the Selection Committee recommendation at the July 26th SJJPA Board Meeting. The initial term of the Managing Agency Agreement, consistent with the RFP was set at three (3) years. The SJJPA approved the Managing Agency Agreement with SJRRRC at the September 27, 2013 Board Meeting.

The initial Managing Agency Agreement between SJJPA and SJRRRC was scheduled to expire at the end of September 2016. At the May 27, 2016 SJJPA Board meeting, SJJPA chose to negotiate and extend the SJRRRC contract for another three-year term through September 27, 2019.

For continuity purposes of completing the Valley Rail Program jointly with the Rail Commission, staff and Counsel are recommending a 5-year extension.

As part of the Second Amendment to extend the agreement, new language is added for the agreement to continue on a month-to-month basis if it is not extended prior to the end of the term. This is similar to language in the Amtrak Operating Agreement.

Fiscal Impact:

Funding for SJJPA Managing Agency support is included in the adopted SJJPA 2019 Business Plan which would be funded through the State Budget process.

Recommendation:

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.

RESOLUTION SJRRC-R-19/20-

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

WHEREAS, on September 27, 2013, the San Joaquin Joint Powers Authority ("SJJP") and the San Joaquin Regional Rail Commission ("SJRC") entered into Agreement entitled "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" ("Agreement"); and

WHEREAS, pursuant to Section 6 of the Agreement, the initial term of the Agreement was for three (3) years commencing on September 27, 2013; and

WHEREAS, Section 6 of the Agreement authorizes the SJJP to extend the term of the Agreement upon approval of two-thirds (2/3rds) of the voting Member Agencies of SJJP; and

WHEREAS, in 2016, the SJJP and SJRC approved the First Amendment to the Agreement extending the term of the Agreement for three (3) years through September 27, 2019; and

WHEREAS, the SJJP and SJRC desire to enter into this Second Amendment to the Agreement to extend the term of the Agreement an additional five (5) years; and

NOW, THEREFORE, parties agree as follows:

1. Section 6 of the Agreement is amended to read as follows:

Section 6. The Agreement shall continue in full force and effect until September 27, 2024. SJJP may extend or terminate this Agreement, subject to a two-thirds approval of the voting Member Agencies. In the event the term if this Agreement expires before SJJP enters into new Managing Agency Service Agreement, SJJP and SJRC agree that the term of this Agreement shall continue on a monthly basis (Extension Period) until a new agreement is entered into. SJJP or SJRC may terminate the Agreement without cause during the Extension Period upon thirty (30) days written notice to the other party to this Agreement.

The remaining terms and conditions as specified in the Agreement shall remain in effect.

The parties hereto have executed this Second Amendment to the Agreement with an effective date of September 27, 2019.

PASSED AND ADOPTED, by the Board of Commissioners this 6th day of December 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

CHRISTINA FUGAZI, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 5

ACTION

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 4th, 2019 Rail Commission Board Meeting, Ordinance No. 2019-01 was adopted which established the Station and Facilities Development Committee of the San Joaquin Regional Rail Commission.

The Committee has certain decision-making authorities delegated to it by the Rail Commission under an annual, Rail Commission approved scope and budget identified for the Valley Rail Expansion in Stanislaus, San Joaquin and Sacramento Counties.

The Committee is subject to the Brown Act and will meet on an as needed basis and include teleconferencing to ensure quorums. There may be times where several meetings a month may be needed and times where there are no meetings in a month.

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. No alternates can be designated for the Committee.

StanCOG recommended Stanislaus County Supervisor Vito Chiesa to serve for the Stanislaus county region. The SacRT appointment is anticipated in January in coordination with all of the regional committee assignments.

Fiscal Impact:

None.

Recommendation:

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**

RESOLUTION SJRRC-R-19/20-

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN
REGIONAL RAIL COMMISSION 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**

WHEREAS, at the October 4th, 2019 Rail Commission Board Meeting, Ordinance No. 2019-01 was adopted which established the Station and Facilities Development Committee of the San Joaquin Regional Rail Commission; and

WHEREAS, the Committee has certain decision-making authorities delegated to it by the Rail Commission under an annual, Rail Commission approved scope and budget identified for the Valley Rail Expansion in Stanislaus, San Joaquin and Sacramento Counties; and

WHEREAS, 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; and

WHEREAS, StanCOG recommended Stanislaus County Supervisor Vito Chiesa to serve for the Stanislaus county region;

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby appoints representatives to the Station/Facilities Development Committee as follows:

RAIL COMMISSION

RAIL COMMISSION

STANISLAUS COUNCIL
OF GOVERNMENTS

PASSED AND ADOPTED, by the Board of Commissioners this 6th day of December 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

CHRISTINA FUGAZI, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 6

ACTION

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

On October 21, 2019 the California State Transportation Agency (CalSTA) issued the final guidelines and a call for projects for the 2020 Transit and Intercity Rail Capital Program (TIRCP) with an application deadline of January 16, 2020. TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. The goal of the TIRCP is to provide funding for these previously mentioned transportation systems to achieve the following objectives:

- Reduction in greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
- Improve safety

2020 TIRCP grant applications are expected to be due in early 2020 and awards announced by Spring of 2020. The 2020 Call for Projects is expected to have \$450-\$500 million in funding during the FY 2020-21 to FY 2024-25 time period.

Based on the approved SJRRC 2019/20 Work Program, and prior TIRCP and Senate Bill 1 (SB 1) 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.

Through technical analysis, preliminary engineering, and stakeholder coordination in the region, the following preliminary project description was developed. On November 22, 2019 the San Joaquin Joint Powers Authority, that oversees the San Joaquins intercity rail service, approved a resolution to be a joint project sponsor for the TIRCP 2020 application.

Stockton Diamond Grade Separation Project

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

The Stockton Diamond is located at the intersection of heavily trafficked Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) mainlines in Stockton and is the busiest at-grade railway junction in California. The current at-grade configuration of the track results in significant delays to passenger and freight trains in the area, including those serving the Port of Stockton. These delays ultimately limit the capacity of the Port of Stockton for growth and inhibits the expansion of the San Joaquins and ACE service through the region.

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 movements and lead to reduced delays and a decrease in fuel consumption for idling locomotives. This increase in throughput and velocity of freight and passenger trains translates to cost savings for the freight railroads as well as passenger rail agencies, allowing for continued growth and improved efficiency. In addition, the project will allow for the current and anticipated future volume of freight and passenger trains to travel through Stockton at faster speeds, thus reducing grade crossing blockage times throughout the rest of the city and region. Valley Rail funds will be used to provide funding towards this project. The grade separation enables SJJPA/SJRRC to reduce infrastructure assumed in the Valley Rail Project.

Figure 1. Stockton Diamond Grade Separation Project Area Map



Hybrid Equipment Studies

SJRRC, in coordination with CalSTA and Caltrans, has held discussions with public agencies and stakeholders on the potential of utilizing new equipment technologies that will help reduce the energy consumption and greenhouse gas emissions of the ACE fleet to further reduce the environmental impacts of passenger train operations as well as reducing the cost of operation. These studies would explore a broad range of different hybrid equipment vehicles, including battery and hydrogen-powered vehicles that supplement diesel-powered engines to reduce fuel consumption, not unlike hybrid cars on the road today. Diesel fuel prices have been volatile in recent years and has had an adverse impact on the continued increase of operations costs for the San Joaquins. SJJPA is also exploring this new technology for use on the San Joaquins corridor. Jointly, SJRRC and SJJPA staff would analyze different hybrid equipment technologies for the ACE service, including both locomotive and multiple-unit vehicle types. Staff will coordinate with other potential partners for hybrid equipment technology, including the planned Valley Link service between the San Joaquin Valley and Tri-Valley in Alameda County.

These studies would analyze the performance of these hybrid vehicles against the current fleet of equipment, including any operational improvements gained such as faster acceleration out of stations, run-time improvements, and other operational efficiencies. The studies would also analyze the capital improvements necessary to utilize hybrid equipment on the ACE and San Joaquins corridor. An assessment of energy usage for the ACE and San Joaquins corridors will also be a part of the studies to help calibrate and determine the best technology to potentially move forward with project development.

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.

RESOLUTION SJRRC-R-19/20-

**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, 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**

WHEREAS, the California State Transportation Agency (CalSTA) will administer the Transit and Intercity Rail Capital Program to eligible grantees for transportation improvement and greenhouse gas reduction projects, and

WHEREAS, the San Joaquin Regional Rail Commission (SJRRC) is an eligible grantee for Transit and Intercity Rail Capital Program; and

WHEREAS, the SJRRC 2019/20 Work Program identifies the SJRRC's strong interest in improving passenger and freight train movements on the ACE corridor; and

WHEREAS, the CalSTA requires a resolution from the governing board in order to receive the funds and that SJRRC will abide by the terms that go with this grant;

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby authorizes the Executive Director to submit and execute any and all grant applications, agreements, certifications, assurances and other documents as may be necessary for obtaining 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.

PASSED AND ADOPTED, by the Board of Commissioners this 6th day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

CHRISTINA FUGAZI, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

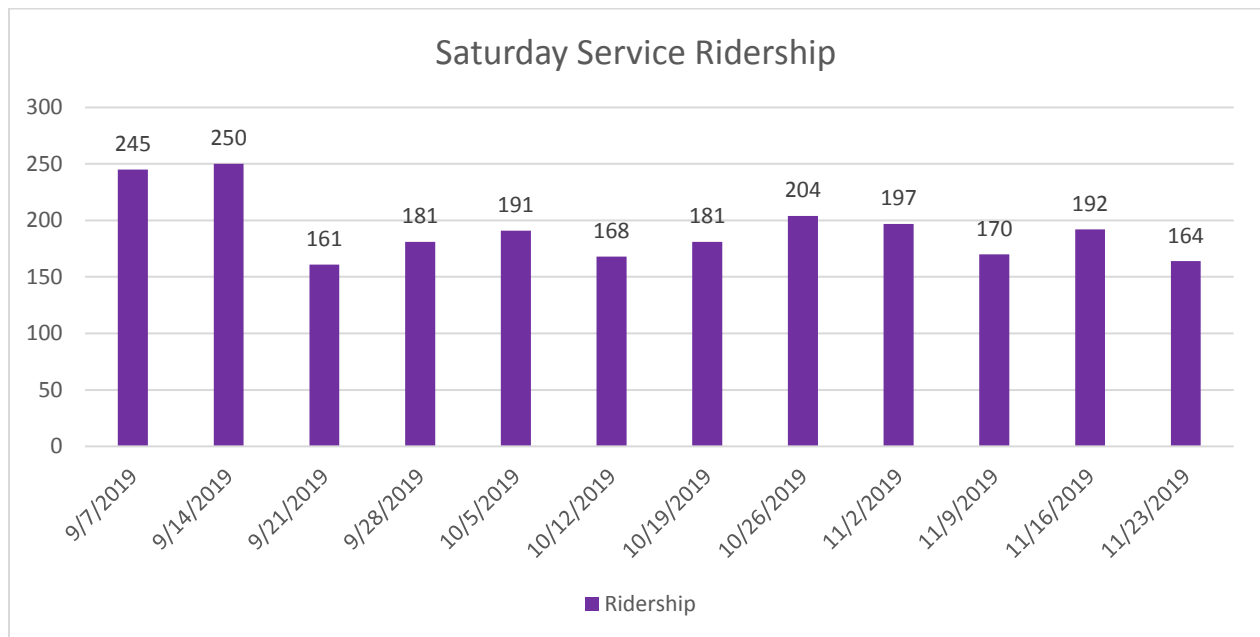
Item 7

ACTION

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

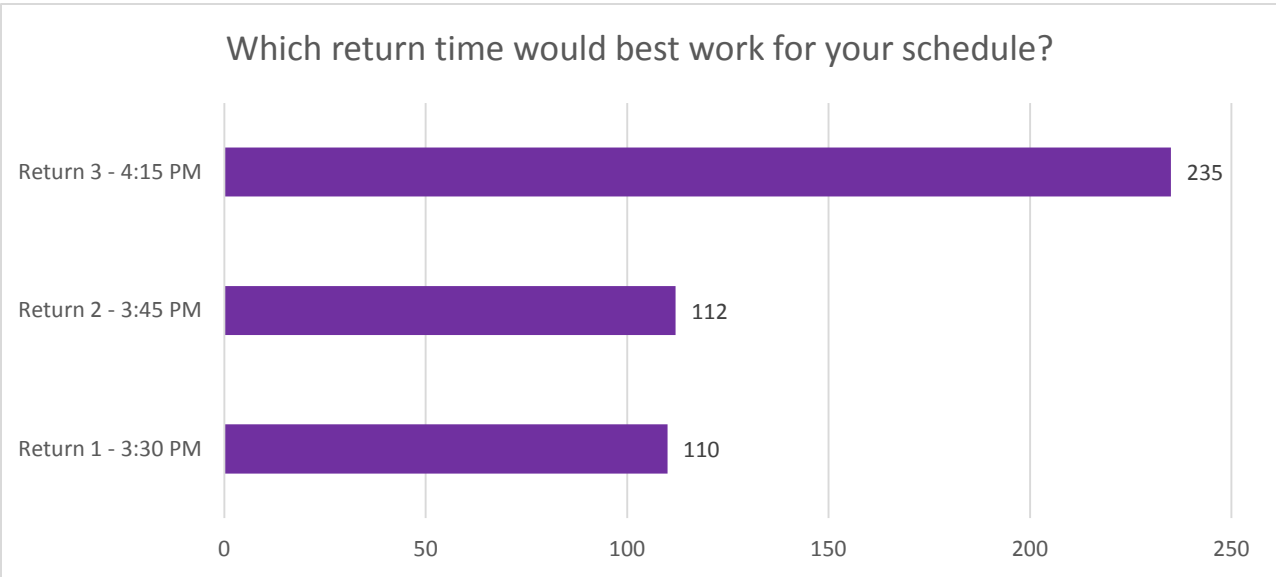
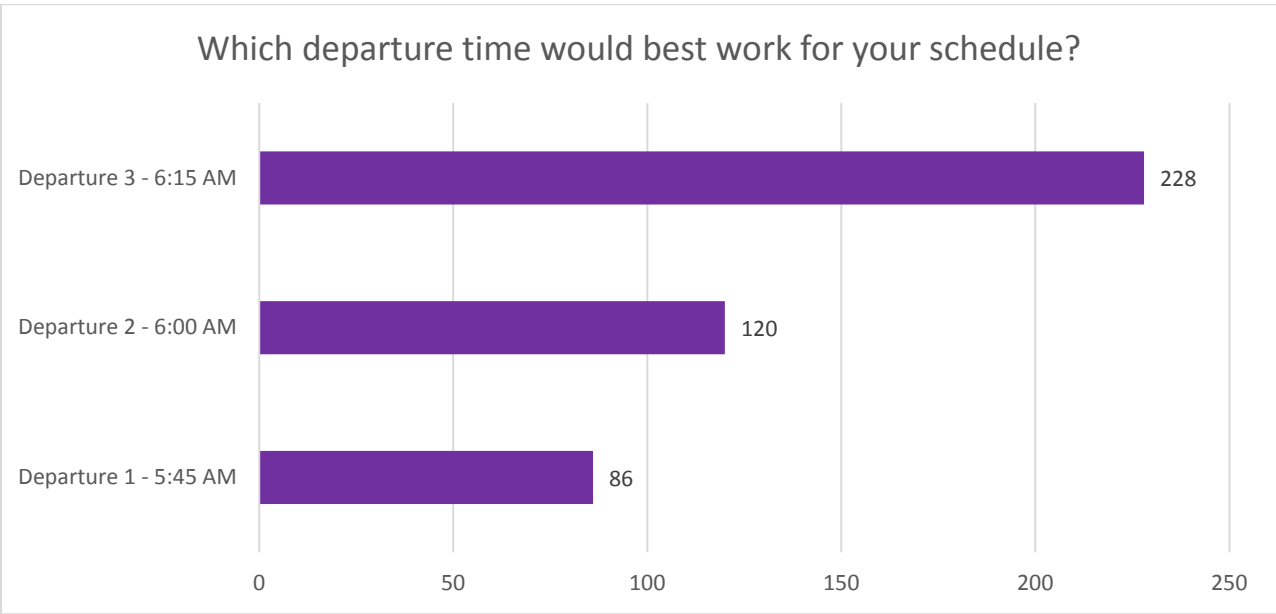
Saturday Service:

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



*Note: Ridership is representing all four trains.

Staff has 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. The results of the survey are below:



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				

To address the need for growth in the leisure profile, staff is implementing a new \$14 flat-rate discounted round-trip fare to help new potential passengers directly understand the cost of a trip on Saturday Service and to 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.

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 overwhelming majority of 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. 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				

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.

RESOLUTION SJRRC-R-19/20-

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN
REGIONAL RAIL COMMISSION ADOPTING A SCHEDULE CHANGE FOR THE ACE
SATURDAY SERVICE**

WHEREAS, at the June 7, 2019 San Joaquin Regional Rail meeting the Board approved Saturday Service; and

WHEREAS, Staff has been monitoring ridership on the two Saturday Service roundtrips since the inception on September 7, 2019, and not seen an increase in ridership; and

WHEREAS, Staff has surveyed passengers utilizing the Saturday Service and discovered the ridership was split evenly between commuters and leisure travelers; and

WHEREAS, Staff feels it is important to serve both the commuter and leisure markets on Saturdays to maximize the potential ridership, and shifting train schedules to better accommodate both the commuter and leisure markets is achievable within the restrictions of Saturday operating times, and

WHEREAS, through the survey results and discussions with passenger staff has determined:

- 1) An earlier morning train to server commuters and later morning train to serve the leisure travelers, and
- 2) A later afternoon and later evening train would better serve both markets.

WHEREAS, Staff will work with the UPRR on shifting train schedules to better accommodate both the commuter and leisure markets is achievable within the restrictions of Saturday operating times, and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission Hereby Authorize and Direct the Executive Director execute any and all agreements associated with adjusting the Saturday Service Schedules to better serve the commuter work schedule and provide an improved leisure schedule for passengers.

PASSED AND ADOPTED, by the Board of Commissioners this 6th day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

CHRISTINA FUGAZI, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 8

ACTION

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:

As a means of expanding ridership on ACE and educating students on the benefits of traveling by train, staff 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.

Annually, the Rail Commission works with California's Great America to sell the theme park tickets at a discounted rate. The proposed contract for this upcoming season is for 3,000 tickets at \$31.00 per ticket with the total contract amount not-to-exceed \$93,000. California's Great America will include 200 complimentary tickets which are issued for every 15 tickets purchased. The contract allows the Rail Commission to mark up the contracted price up to \$1.00 per ticket to cover the Commission's administrative cost.

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 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.

RESOLUTION SJRRC-R-19/20

**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**

WHEREAS, the Rail Commission is authorized to sell the California's Great America Theme Park Tickets at the discounted price; and

WHEREAS, a solicitation process is not required since the contract is on Consignment basis; and

WHEREAS, the Rail Commission agrees to reimburse California's Great America for the tickets sold and unsold tickets will be returned;

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby authorizes a Consignment Contract 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.

PASSED AND ADOPTED, by the Board of Commissioners this 6th day of December 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

CHRISTINA FUGAZI, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 9

INFORMATION

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), \$27,990,000 of 2010 Taxable Series A-2 Certificates of Participation (COPs) to finance the construction of the Commission's transit maintenance facility. The certificates were designated as "Recovery Zone Economic Development Bonds (RZEDBs)" under the provisions of the American Recovery and Reinvestment Act of 2009. As RZEDBs, the Commission is eligible to receive a cash subsidy payment from the US Treasury equal to 45% of the interest component, providing an attractive interest cost to the Commission. Since 2009, the actual subsidy amount paid by the US Treasury has been lowered due to federal sequestration. The subsidy amount is currently reduced by approximately 5.90% for federal fiscal year 2020.

The Commission has \$27,990,000 of 2010A-2 COPs currently outstanding, all of which will be callable on 5/1/2020 at par. 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. This will lower the Commission's annual principal and interest payments (i.e., the annual debt service payments) on the certificates. Under current market conditions, debt service savings is approximately \$4.0 million in present value terms, though 2040: the final maturity on the COPs. The new COPs will be issued as fixed rate, tax exempt securities and will no longer rely upon the federal subsidy.

Staff has been monitoring the market and meeting with our financial advisors from PFM financial advisors LLC (PFM) since April of this year. As the Commission approaches the call date on 5/1/2020 and with interest rates at very low and attractive levels for refinancing, staff recommends that the Commission begin preparation for the upcoming refunding of the Series 2010A-2 COPs through the issuance of the new Series 2020 Refunding COPs.

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. When the present value savings is divided by the par amount of the refunded COPs (\$5,000,000 / 27,990,000) it yields a savings percentage of 14.3%. According to our financial advisors at PFM, a minimum threshold for refinancing is a savings range of 3% to 5%. These refunding results at 14.3% are very strong in the current market.

The savings estimate includes all transaction costs. Transaction costs include fees for the legal team, rating agencies, financial advisor, bond underwriter, trustee, and other related parties. Total transaction costs are currently estimated to be \$340,000 for all parties to execute the transaction. Most parties will work "at risk" and are only paid upon a

successful closing. According to IRS rules, transaction costs may be paid with COP proceeds and have been factored into the total transaction cost and savings estimates.

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.



San Joaquin Regional Rail Commission

2010 Series A-2 Bonds Refunding Analysis

November 20, 2019

Public
Financial
Management, Inc

50 California Street,
Suite 2300
San Francisco, CA 94111

415.982.5544
pfm.com



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- I. Market Update
- II. Proposed 2010 Series A-2 Bonds Refunding

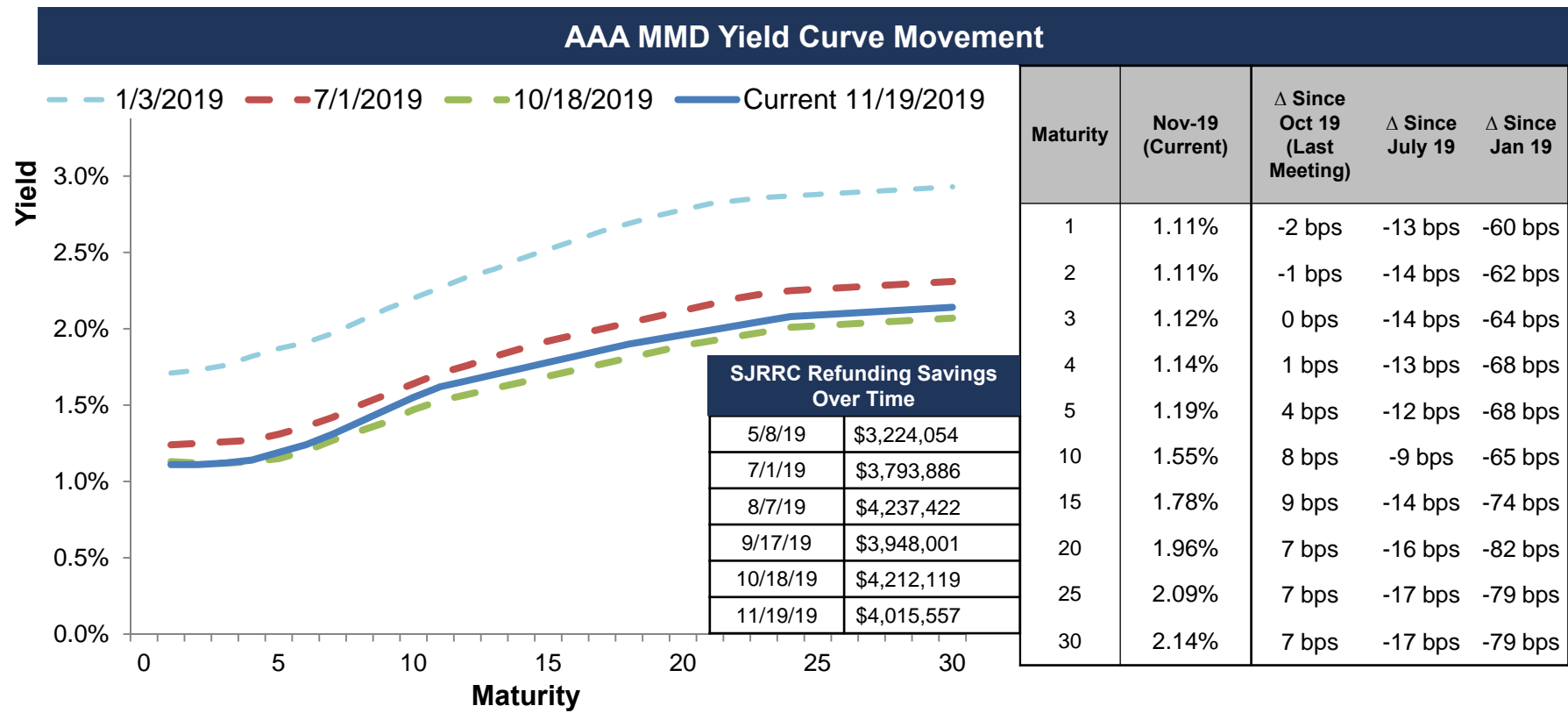


I. Market Update



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

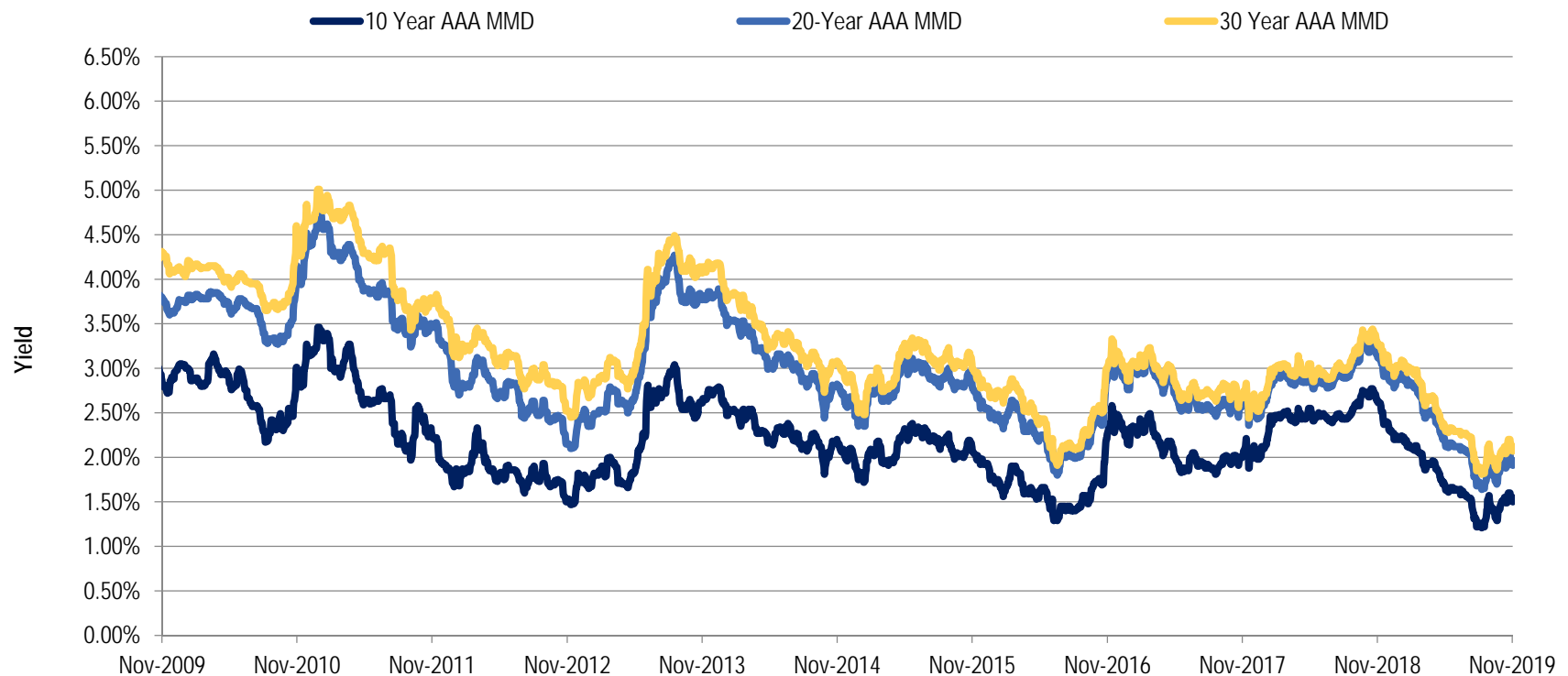




Historical Benchmark Rates

- ◆ 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

**Historic AAA GO MMD Rates
(October 2009 to October 2019)**





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%



II. Proposed 2010 Series A-2 Bonds Refunding



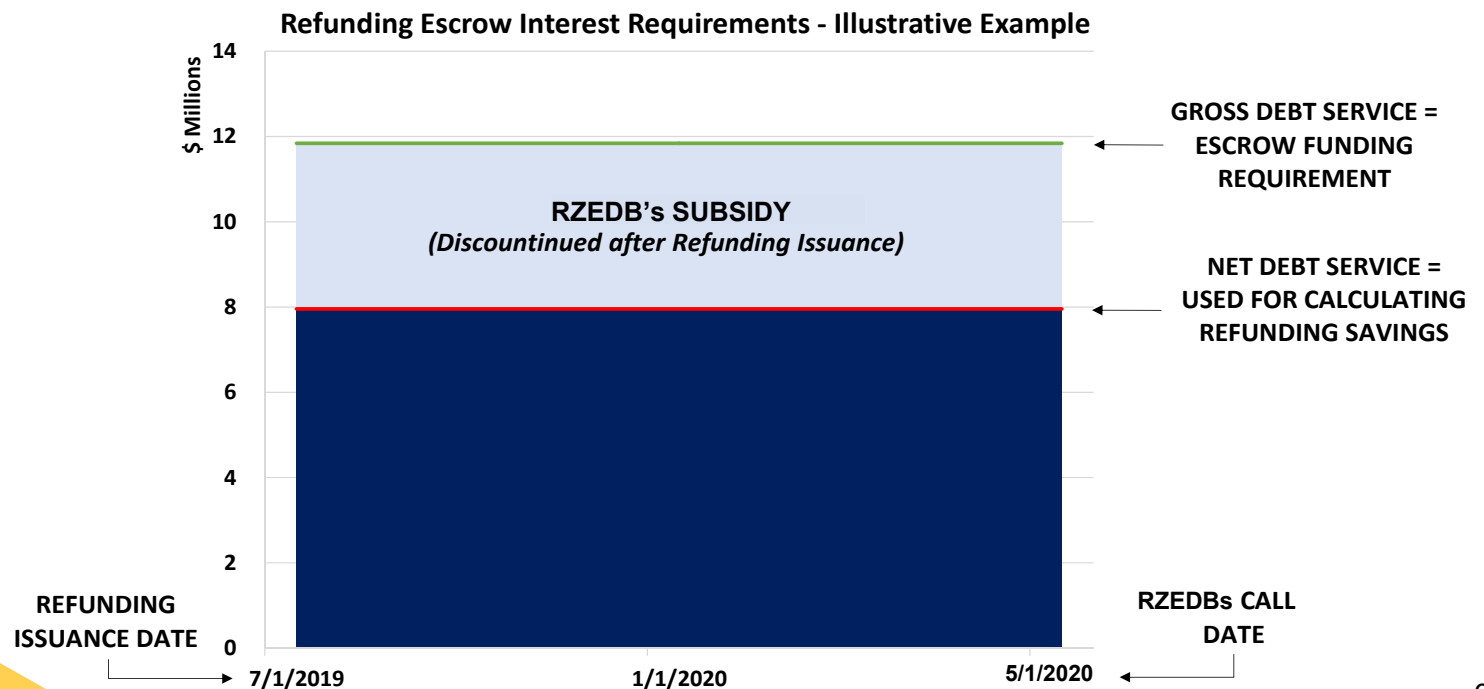
Overview of RZEDBs

- 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

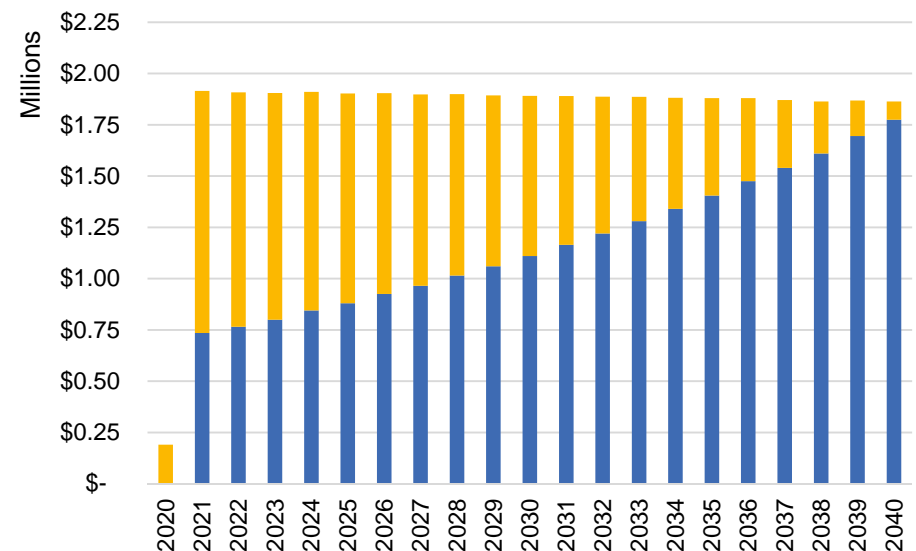
Par Amount	\$ 23,605,000
Net Premium	5,547,255
Prior Reserve Fund Release	2,084,507
Total	\$ 31,236,762

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



SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 10

INFORMATION

Update on ACE Rolling Stock Procurement

Bi-level Passenger Rail Cars:

On November 22nd, 2019 a non-federalized Passenger Rail Procurement solicitation was released. The procurement 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. The base order for the solicitation is 39 vehicles, the breakout by agency with option vehicles is shown in the table below:

Entity	Location	Base	Options
SJRRC	Stockton, CA	5 Cab Cars, 12 Coach Cars	17 Coach Cars
Sound Transit	Seattle, WA	3 Cab Cars, 8 Coach Cars	2 Cab Cars, 14 Coach Cars
North County Transit District	Oceanside, CA	3 Cab Cars, 8 Coach Cars	9 Cab Cars, 18 Coach 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

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:

1. A consortium agreement between the three participating Agencies: This agreement will define the roles and responsibilities of the agencies.
2. 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 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 is anticipated in mid-January.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 6, 2019

STAFF REPORT

Item 11

INFORMATION

Western Pacific Cabral Station Parking Improvements Project Update

Information:

The San Joaquin Regional Rail Commission and the California Department of Transportation have been working in conjunction to complete the environmental studies for the Western Pacific Cabral Station Parking Improvements Project.

Given the history of the Western Pacific (WP) Depot, the environmental determination required the completion of a Historic Property Survey Report (HPSR). The HPSR was necessary for submission to the State Historic Preservation Office's (SHPO) review and concurrence on the findings. SJRRC's consultant prepared plans to conduct the archaeological surveys of the WP Depot property. As part of the excavations, Tribal Coordination was required upon request 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. SJRRC's contractors excavated the WP Depot property in the specified survey areas. No significant archeological materials were identified in the areas of excavation.

The HPSR also included expert examination to provide an in-depth analysis of the historic features. The architectural historian concluded that after the devastating fires and subsequent demolition that the remaining structure no longer retained historic features:

The WPRR Depot does not appear to have retained sufficient historic features to convey its historical and architectural value as an early twentieth century railroad building in the city of Stockton. The depot has loss of historic integrity to its original design, setting, materials, workmanship, feeling, or association to be able convey its historic and architectural significance to its period of significance (1909) to remain listed in the CRHR or eligible for listing on the NRHP or local register and no longer appears to meet any of the NRHP, CRHR, or local register criteria or be considered a historical resource for the purposes of CEQA or a historic property for Section 106 of the National Historic Preservation Act (NHPA).

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.

In May 2019, the Rail Commission Board approved a contract with KSN, Inc. (KSN) to complete the final design engineering for the parking lot improvements. SJRRC staff requested that KSN meet onsite with an architectural structural engineering firm to examine the remains of the WP Depot. KSN, sub-consultant LDA Partners (LDA), and SJRRC staff met onsite to survey whether the existing structure could be salvaged and retrofitted in place. LDA, which previously completed the Manteca Transit Center, explained that it would

not be feasible to attempt to bring the remaining structure up to modern building code standards, and that there was very little that could be reusable from the foundation to the roof.

SJRRC staff requested that LDA prepare 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). LDA's estimate to construct the new building is approximately \$4 million.

The current approved funding for the WP Depot/Cabral Parking Expansion 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. Although some of the funding can be used towards removal of the remaining structure and towards the construction of a new building, the primary purpose is 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.

To continue working on the new building structure, SJRRC staff in the near future will be requesting a contract amendment from SJRRC and SJJPA Boards to include the design of the new building and construction funding. Staff is looking at grants and available funding sources to secure construction funding prior to making these requests. Based on the estimate and current funds available, the amount of funding being sought from other funding sources is approximately \$3.7- 4 million.