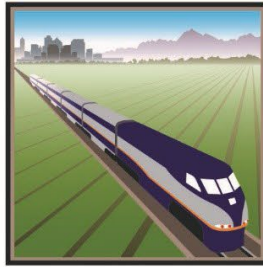


Supervisor **Doug Verboon**, Chair, Kings County
Supervisor **Diane Burgis**, Vice-Chair, Contra Costa County
Supervisor **Patrick Hume**, Vice-Chair, Sacramento County
Supervisor **Vito Chiesa**, Stanislaus County
Mayor **Christina Fugazi**, City of Stockton
Supervisor **Leticia Gonzalez**, Madera County
Supervisor **David Haubert**, Alameda County
Supervisor, **Josh Pedrozo**, Merced County
Supervisor **Amy Shuklian**, Tulare County
Mayor **Freddy Valdez**, City of Firebaugh



San Joaquin
Joint Powers Authority

Alternate **Lou Martinez**, City of Hanford
Alternate **Aaron Meadows**, City of Oakley
Alternate **Bobbie Singh-Allen**, Sacramento County

Alternate **Leo Zuber**, City of Ripon
Alternate **Jose Rodriguez**, City of Madera
Alternate **Melissa Hernandez**, Alameda County
Alternate **Matt Serratto**, City of Merced
Alternate **Eddie Valero**, Tulare County
Alternate **Rey León**, City of Huron

AMENDED AGENDA

SAN JOAQUIN JOINT POWERS AUTHORITY SPECIAL BOARD MEETING

Wednesday, March 19, 2025 – 10:00 am

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

Teleconference Locations 📞

Scott Haggerty Heritage
House
4501 Pleasanton Ave.
Pleasanton, CA 94566

**Madera County
Government Center
200 W 4th St, Madera,
CA 93637**

District Office
3361 Walnut Blvd.
Suite 140
Brentwood, CA 94513

1010 10th Street
6th Floor
Modesto, CA

1476 Morris Kyle Dr.
Firebaugh, CA 93622

2800 W Burrel Avenue
Tulare County
Administration Building
Visalia, CA 93291

**Merced County
Administrative Building
2222 M Street
Third Floor
Merced, CA 95340**

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

Join Zoom Meeting

<https://us06web.zoom.us/j/86266443717>

Or Telephone: +1 669 444 9171 US

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquins Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a member of the public wishes to make a public comment:

1. Submit written comments to SJJPA staff via email at clerk@sjrrc.com, in which staff will read the comment aloud during the public comment period.
2. Complete a Request to Speak form (available at the entrance to the meeting room) and give it to the SJJPA Board Clerk before the Item is considered by the Board.
3. Join from the Zoom meeting link and notify staff by alerting them via the “Raise hand” or “Chat” function; call [+1 669 444 9171](tel:+16694449171), dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak. Please note that if participating using Zoom, all members of the public will be placed on mute until such times allow for public comments to be made.

Public comments should be limited to three (3) minutes per comment.

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability-related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission 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 Authority are conducted in English. Any writings or documents provided to a majority of the Authority regarding any item on this agenda will be made available for public inspection at the offices of the San Joaquin Regional Rail Commission located at 949 E. Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda and meeting materials are also available on the San Joaquin Joint Powers Authority Website: <http://www.sjjpa.com/Home>.

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

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

Chair Verboon

2. Public Comment

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquins Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a member of the public wishes to make a public comment:

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

Public comments should be limited to three (3) minutes per comment.

3. Consent Calendar

- | | | |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 3.1 | Approve Minutes of January 24, 2025 Board Meeting | ACTION |
| 3.2 | Accept Independent Auditors’ Report for Fiscal Year 2023/24 | ACTION |
| 3.3 | San Joaquin Joint Powers Authority Operating Expense Report | INFORMATION |
| 3.4 | Washington Update | INFORMATION |
| 4. | Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2025 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2025/2026
(Michael Hanebutt) | ACTION |
| 5. | Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final Initial Study/Mitigated Negative Declaration Addendum for the Madera Station Relocation Project, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project
(Dan Leavitt) | ACTION |

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <p>6. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with RailPros, Inc. (RailPros) for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail (HSR) Station Full Build Project Increasing the Compensation Amount by \$949,750 for a New Amount Not-To-Exceed \$2,937,130, Utilizing the First Option Year, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority
(Dan Leavitt/Autumn Gowan)</p> | <p>ACTION</p> |
| <p>7. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving ‘Gold Runner’ as the Official Brand Name of the San Joaquins Intercity Rail Corridor and Adopt the Official Brand Marks Reflected in Attachment A, as Attached Hereto
(David Lipari)</p> | <p>ACTION</p> |
| <p>8. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute Amendment 02 to the FY 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through September 30, 2025, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Amendments and Documents Related to Extending the Continuation Period
(Angela Miller/Autumn Gowan)</p> | <p>ACTION</p> |
| <p>9. San Joaquins Service Restoration of the 7th Roundtrip (Trains 701 and 704 – Sacramento - Bakersfield)
(Andy Cook)</p> | <p>INFORMATION</p> |
| <p>10. Update and Discussion of Bay Area Marketing and Outreach Efforts for Amtrak San Joaquins
(Marques Cook/Christian Ollano)</p> | <p>INFORMATION</p> |
| <p>11. Board Member Comments</p> | |
| <p>12. Executive Director’s Report</p> | |
| <p>13. Adjournment
The next regular meeting is scheduled for May 16, 2025 – 1:15 pm</p> | |

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of March 19, 2025

Item 3.1

ACTION

Minutes of San Joaquin Joint Powers Authority January 24, 2025 Board Meeting

The regular meeting of the San Joaquin Joint Powers Authority (Authority) was held at 10:30 am on January 24, 2025. Board Members attended this meeting via teleconference, videoconference, or in person.

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

Chair Hume

Chair Hume called the meeting to order at 10:30 am and led the audience in the Pledge of Allegiance.

Directors Present: Burgis, Chiesa, Shuklian, Alternate Pedrozo, Alternate Zuber, Vice-Chair Verboon, Chair Hume

Directors Absent: Gonzalez, Haubert, Alternate Leon

2. Public Comment

Faramarz Nabari, a member of the public, urged the board to reconsider the Amtrak San Joaquins food and beverage options.

Curt Thomas, a member of the public, submitted multiple questions and comments that will be attached at the end of this document. Stacey Mortensen shared that staff would reach out to address questions accordingly.

3. Consent Calendar

3.1 Approve Minutes of November 22, 2024 Board Meeting

ACTION

3.2 Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Ratifying an Agreement with Burlington Northern Santa Fe (BNSF) for Construction for the Lake to West Escalon Project for an Amount Not-To-Exceed \$21,750,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority

ACTION

3.3 Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Ratifying the Appointment of San Joaquin Joint Powers Authority Board Member, Diane Burgis, to the Ad Hoc Antioch Station Working Group

ACTION

- | | | |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 3.4 | Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Fiscal Year 2023/2024 Minor Capital Program within Existing Board Approved Funding Limits and Authorizing the Executive Director to Revise Project Cost Estimates and to Add or Remove Projects within Existing Board Approved Funding Limits and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Her Spending Authority | ACTION |
| 3.5 | San Joaquin Joint Powers Authority Operating Expense Report | INFORMATION |
| 3.6 | Washington Update | INFORMATION |

There were no public comments.

M/S/C (Verboon/Zuber) to approve Items 3.1-3.6 of the Consent Calendar.

Passed and Adopted by the San Joaquin Regional Rail Commission on January 24, 2025, by the following vote to wit:

AYES:	6	Burgis, Chiesa, Shuklian, Alternate Zuber, Vice-Chair Verboon, Chair Hume
NOES:	0	
ABSTAIN:	1	Alternate Pedrozo
ABSENT:	3	Gonzalez, Haubert, Alternate León

4.	Election of Officers	ACTION
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Director Haubert joined the meeting at 10:41 am.

Ms. Mortensen gave a presentation on this item and welcomed the board to make appointments.

Chair Hume nominated Vice-Chair Verboon to take over as the new Chair.

M/S/C (Hume/Burgis) to elect Director Verboon as the new San Joaquin Joint Powers Authority Chair.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 24, 2025, by the following vote to wit:

AYES:	7	Burgis, Chiesa, Haubert, Shuklian, Alternate Zuber, Vice-Chair Verboon, Chair Hume
NOES:	0	
ABSTAIN:	1	Alternate Pedrozo
ABSENT:	2	Gonzalez, Alternate León

Director Chiesa nominated Directors Burgis and Hume to be the new Vice-Chairs as their nominations would aid in ensuring all of the regions governed by the Authority are accurately represented in conjunction with the new incoming Chair, Doug Verboon.

M/S/C (Chiesa/Verboon) to elect Directors Burgis and Hume as the new San Joaquin Joint Powers Authority Vice-Chairs.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 24, 2025, by the following vote to wit:

AYES:	8	Burgis, Chiesa, Haubert, Shuklian, Alternate Pedrozo, Alternate Zuber, Vice-Chair Verboon, Chair Hume
NOES:	0	
ABSTAIN:	0	
ABSENT:	2	Gonzalez, Alternate León

Director Verboon continued the rest of the meeting as Chair of the Authority.

5. **Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Transfer of Maintenance of the State-Owned Northern California Passenger Rail Fleet, consisting of 66-Bilevel Vehicles and 24-Locomotives, from Caltrans to the San Joaquin Joint Powers Authority and Authorizing the Executive Director to Execute Any and All Agreements Necessary to Carry Out the Transfer**

ACTION

Brian Schmidt gave a presentation on this item.

Vice-Chair Hume thanked staff for their efforts.

There were no comments on this item.

Public comments not regarding this item were read aloud. Ms. Mortensen explained staff would follow up.

M/S/C (Hume/Zuber) to approve the Transfer of Maintenance of the State-Owned Northern California Passenger Rail Fleet, consisting of 66-Bilevel Vehicles and 24-Locomotives, from Caltrans to the San Joaquin Joint Powers Authority and Authorizing the Executive Director to Execute Any and All Agreements Necessary to Carry Out the Transfer.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 24, 2025, by the following vote to wit:

AYES: 8 Burgis, Chiesa, Haubert, Shuklian, Alternate Pedrozo, Alternate Zuber, Vice-Chair Verboon, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 2 Gonzalez, Alternate León

6. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Signage and Wayfinding Manual for Use on the San Joaquins Corridor and Authorizing the Executive Director to Approve Minor Changes to the Document

ACTION

David Lipari gave a presentation on this item.

Joel Campos, with the San Joaquin Council of Governments, asked how ADA-specific feedback has been addressed prior to presenting this item.

Mr. Lipari stated an ADA signage expert was part of the team. This expert reviewed and approved the signage. Mr. Lipari also mentioned that the project reviewed the use on Nava Lens, a product that uses dynamic QR codes to lead passengers through dynamic environments which the agency is continuing to explore and considering adding to the signage manual in the future.

M/S/C (Hume/Haubert) to approve the Signage and Wayfinding Manual for Use on the San Joaquins Corridor and Authorizing the Executive Director to Approve Minor Changes to the Document.

Passed and Adopted by the San Joaquin Joint Powers Authority on January 24, 2025, by the following vote to wit:

AYES: 8 Burgis, Chiesa, Haubert, Shuklian, Alternate Pedrozo, Alternate Zuber, Vice-Chair Verboon, Chair Hume
NOES: 0
ABSTAIN: 0
ABSENT: 2 Gonzalez, Alternate León

7. San Joaquin Joint Powers Authority 2025 Business Plan Preview

INFORMATION

Michael Hanebutt presented this item.

Michael Barnbaum, a member of the public, thanked staff for the information and added personal comments regarding Route 10 and the continual focus on the food service. Mr. Barnbaum also mentioned that Authority and San Joaquin Regional Rail Commission meetings are available on YouTube.

This was an information item only.

8. Email Marketing Program Update

INFORMATION

Mariah Bryant gave a presentation on this item.

Director Haubert left the meeting at 11:35 am.

Curt Thomas, a member of the public, commented on the use of email marketing.

This was an informational item only.

9. Amtrak San Joaquins Student Ambassador Program Update

INFORMATION

Carmen Setness gave a presentation on this item.

Chair Verboon asked how individuals could apply to be ambassadors in the future.

Ms. Setness explained application forms are available after scanning QR codes or interested individuals would be able to reach out to staff via email.

There were no public comments on this item.

This was an information item only.

10. Allensworth Update

INFORMATION

Ms. Setness gave a presentation on this item.

Chair Verboon asked if there will be any Black History Month events this year.

Ms. Setness explained that the Authority would not be leading a Black History Month event this year; instead, staff are focusing their efforts toward the Allensworth Rededication event.

There were no public comments on this item.

This was an information item only.

11. Board Member Comments

There were no board member comments.

12. Executive Director's Report

Plan to have a joint meeting in March. Staff will send out a poll to determine the time, date, location, and specific topics to cover that are of interest to the boards.

13. Adjournment

Chair Verboon adjourned the meeting at 11:49 am.

The next regular meeting is scheduled for:
March 21, 2025 – 10:00 am

Open

Answered (3)

Dismissed (3)

**CT** Curt Thomas 11:09 AM

I would finally like to add that a significant barrier to using rail travel for me has been the low frequency of trains. One train per direction every 2 hours is a low enough frequency to really ruin your day if you happen to miss your return trip or if your schedule doesn't happen to align with the San Joaquins' schedule. The San Joaquins could likely gain more ridership with more frequent trains that allow more spontaneity and require less planning to use. I would suggest at least one per hour, though even that frequency is really low compared to conventional intra-urban passenger rail in many of our other free market peer nations (such as Germany, Netherlands, France, Japan, etc.) who also share line traffic with freight.

What can the authority do, and what can I do as an activist to help the authority, to improve train frequencies?

CS Clerk SJJPA (You) 11:13 AM

Thank you for your question, it has been noted and staff will reach out to address all your submitted questions.

Type answer

CT Curt Thomas 11:16 AM

Can I please be placed on an emailing list for the business plan public comment meeting? or else can I get a link on where to find the meeting information?

CS Clerk SJJPA (You) 11:17 AM

Thank you for your interest - I can add you to our newsletter distribution list; you can also find our events online at:
<https://sjjpa.com/events/>

Type answer

GL Gabriel Lodato 11:20 AM

Will there be more trains running between Sacramento and Bakersfield this year? I am asking because I've noticed that most trains run to Oakland, but only one train leaves early in the morning from Sacramento and returns just before midnight.

CS Clerk SJJPA (You) 11:24 AM

Thank you, your question has been noted.

Type answer

Open

Answered

Dismissed (3)



CT

Curt Thomas 10:26 AM

when will the additional Sacramento trip become available on the San Joaquins? seems like that's been delayed multiple times now, do we have an authoritative date on when it will be available?

Reopen

CT

Curt Thomas 10:49 AM

I would also like to ask what the authority can do to minimize San Joaquins schedule disruptions by freight traffic. Is the schedule being impacted by overlong freight trains being unable to use pullouts, and is there a path forward in working with the state to prevent that from happening?

Reopen

CT

Curt Thomas 10:52 AM

Lastly, I would like to ask if there's any possibility of station relocation along the UP line to positions that are more functional for travelling without vehicles (for example, the Modesto stop would benefit from relocation northward, in my opinion). Which authorities are in control of station locations for the San Joaquins, and what would need to happen to achieve relocation or additional station placement?

Reopen

SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of March 19, 2025

STAFF REPORT

Item 3.2

ACTION

Accept Independent Auditors' Report for Fiscal Year 2023/24

Background:

There were no current-year findings, questioned costs, or auditor comments for management on the Independent Auditors' Report and Basic Financial Statements for the Fiscal Year Ending June 30, 2024.

The report can be found at the end of this Board Agenda Packet.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Accept Independent Auditors' Report for Fiscal Year 2023/24.

SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of March 19, 2025

STAFF REPORT

Item 3.3

INFORMATION

San Joaquin Joint Powers Authority Operating Expense Report

Please see the attached San Joaquin Joint Powers Authority Operating Expense Report for the following period:

- Fiscal Year 2024/25 (July 1, 2024 – December 31, 2025)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

San Joaquin Joint Powers Authority
Operating Expense Report
DECEMBER 2024
50% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 24/25 ALLOCATION	EXPENSE THRU DEC 2024	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	4,307,610	1,577,389	37%
Office Expense	16,980	3,836	23%
Subscriptions/Periodicals/Memberships	15,590	222	1%
Office Equipment Lease	16,765	5,005	30%
Computer Systems	5,250	-	0%
Communications	33,376	15,959	48%
Motor Pool	38,300	7,140	19%
Transportation/Travel	39,750	18,795	47%
Training	5,402	2,506	46%
Audits Regulatory Reporting	45,750	16,250	36%
Professional Services Legislative	260,000	103,750	40%
Professional Services Legal	132,000	43,021	33%
Professional Services General	684,170	504,560	74%
Professional Services Grants	145,000	-	0%
Publications/Legal Notices	12,500	563	5%
Professional Services Operations	-	-	0%
Communications, Operations	15,105	7,023	46%
Maintenance of Headquarters Structures/Grounds	195,047	74,179	38%
Insurance	154,000	59,982	39%
Insurance Management Fees	8,250	1,729	21%
Security Services/Safety Program	94,697	28,294	30%
Administrative Expenses Subtotal	6,225,542	2,470,201	40%
Marketing Expense			
Marketing & Outreach	2,400,000	933,404	39%
Marketing Expenses Subtotal	2,400,000	933,404	39%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	82,053,672	44,563,632	54%
Contract Expense Subtotal	82,053,672	44,563,632	54%
TOTAL OPERATING EXPENSES	90,679,214	47,967,237	53%

SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of March 19, 2025

STAFF REPORT

Item 3.4

INFORMATION

Washington Update

Background:

Please see the attached Washington Updates Report provided for March 2025.

Fiscal Impact:

There is no fiscal impact.

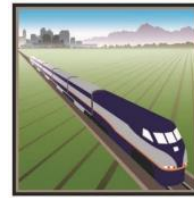
Recommendation:

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



TAI GINSBERG & ASSOCIATES, LLC

TO: San Joaquin Joint Powers Authority (SJJPA)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for MARCH 2025
DATE: March 12, 2025



San Joaquin
Joint Powers Authority

THE TRUMP ADMINISTRATION/EXECUTIVE BRANCH

Executive Orders Landing Page. [2025 Donald J. Trump Executive Orders \(E.O.\)](#). This page contains documents that have been published in the Federal Register with their official EO numbers and links to the official legal text and cross-links to all of the previous Orders that then new Orders repeal or amend. Here is a good summary of those aforementioned E.O.s – [here](#). See WSJ EO tracker [here](#).

March 4, 2025. President Donald Trump delivered an address to a joint session of Congress. The President spoke for an hour and 40 minutes and highlighted the many actions his administration has taken in the past six weeks, and plans to take in the future. A transcript of the President’s speech can be found [here](#).

March 1-13: The Senate has been processing President Donald Trump’s nominees to staff his Administration. The confirmation of Lori Chavez-DeRemer as the Secretary of Labor on March 10, all but finalized the President’s cabinet. The confirmation of the Labor Secretary means only Trump’s pick for US Ambassador to the UN, Congresswoman Elise Stefanik (R-NY), awaits Senate approval. See the nearby [Trump Cabinet Nominee Scorecard](#) for the first tranche of nominees. **TG&A will provide the Excel spreadsheet upon request.**

TG&A TAI GINSBERG & ASSOCIATES, LLC.		President Trump's Cabinet Nominee - Scorecard			
As of 3/13/2025					
No.	Name	Cabinet Post	Confirmed Not Confirmed	Date Confirmed	Yea-Nay Vote
1	Bessent, Scott	Treasury, Secretary	Confirmed	1/27/2025	68-29
2	Blanche, Todd	Justice, Dept. of - Deputy Attorney General	Confirmed	3/5/2025	52-46
3	Bondi, Pamela ^{1,7}	Justice, Dept. of - Attorney General	Confirmed	2/4/2025	54-46
4	Bradbury, Steven	Transportation, Deputy Secretary	Confirmed	3/11/2025	51-46
5	Burgum, Doug	Interior, Secretary	Confirmed	1/30/2025	79-18
6	Chavez-DeRemer, Lori	Labor, Secretary	Confirmed	3/10/2025	67-32
7	Collins, Doug	Veterans Affairs, Secretary	Confirmed	2/4/2025	77-23
8	Driscoll, Daniel	Army, Secretary	Confirmed	2/25/2025	66-28
9	Duffy, Sean	Transportation, Secretary	Confirmed	1/28/2025	77-22
10	Edgar, Troy	Homeland Security, Deputy Secretary	Confirmed	3/6/2025	53-43
11	Gabbard, Tulsi	National Intelligence, Director	Confirmed	2/12/2025	52-48
12	Greer, Jamieson	Trade Representative, US	Confirmed	2/26/2025	56-43
13	Hegseth, Pete	Defense, Secretary	Confirmed	1/24/2025	51-50
14	Kennedy, Robert F.	Health and Human Services, Secretary	Confirmed	2/13/2025	52-48
15	Loeffler, Kelly	Small Business Administration, Administrator	Confirmed	2/19/2025	52-46
16	Lutnick, Howard	Commerce, Secretary	Confirmed	2/18/2025	51-45
17	McMahon, Linda	Education, Secretary	Confirmed	3/3/2025	51-45
18	Miran, Stephen	Economic Advisers, Chairman	Confirmed	3/12/2025	53-46
19	Noem, Kristi	Homeland Security, Secretary	Confirmed	1/25/2025	59-34
20	Patel, Kashyap	Federal Bureau of Investigation, Director	Confirmed	2/20/2025	51-49
21	Ratcliffe, John	Central Intelligence Agency, Director	Confirmed	1/23/2025	74-25
22	Rollins, Brooke	Agriculture, Secretary	Confirmed	2/13/2025	72-28
23	Rubio, Marco	State, Secretary of	Confirmed	1/20/2025	99-0
24	Slater, Abigail	Justice, Asst. Attorney Dist. Of Columbia	Confirmed	3/11/2025	78-19
25	Sonderling, Keith	Labor, Deputy Secretary	Confirmed	3/12/2025	53-46
26	Turner, Eric Scott	Housing & Urban Development, Secretary	Confirmed	2/4/2025	55-44
27	Vought, Russ	Office of Management & Budget, Director	Confirmed	2/6/2025	53-47
28	Wright, Chris	Energy, Secretary	Confirmed	2/3/2025	59-38
29	Zeldin, Lee	Environmental Protection Agency, Administrator	Confirmed	1/29/2025	56-42
^{1,7} Matt Gaetz nominated on November 13, 2024, nomination withdrawn on November 21, 2024.					
Nominations Confirmed URL (and here URL)					
Note: Text highlighted in blue is an active URL.					

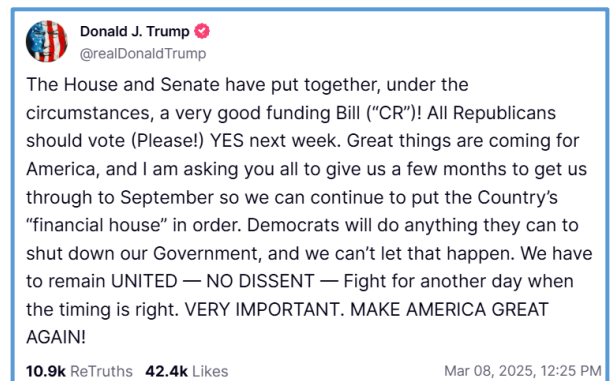
TRUMP - 2025 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the February 2025 report, the following are the only relevant changes in status (in **RED TYPE**) to transportation-related nominees. **A full 2025 listing of “Nominations” is available from TG&A.** President Trump signed two Executive Orders “officially” nominating cabinet and sub-cabinet appointees – found [here](#) and [here](#). See the following URLs for the status of nominations, [here](#) and [here](#).

NOMINEE	US DOT ADMINISTRATOR / TRANSPORTATION-RELATED	STATUS
Marcus Molinaro	Nominee to be Administrator of the Federal Transit Administration.	Received in the Senate and referred to the Committee on Banking, Housing, and Urban Affairs on 2/3/25.
Jonathan Morrison	Nominee to be Administrator of the National Highway Traffic Safety Administration.	Received in the Senate and referred to the Committee on Banking, Housing, and Urban Affairs on 2/11/25.
Sean Duffy	Nominee to be Secretary of the Department of Transportation	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 1/20/25. Confirmed by the Senate on 1/28/25.
Steven Bradbury	Nominee to be Deputy Secretary of Transportation.	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 1/22/25. The Commerce Comm. held a hearing on 2/20/25, and the nominee testified and answered questions in his own behalf. Confirmed by the Senate on 3/11/25.
Kristi Noem	Nominee to be Administrator of the Department of Homeland Security	Placed on Senate Executive Calendar. Calendar No. 4. Subject to nominee's commitment to respond to requests to appear and testify before any duly constituted committee of the Senate on 1/20/25. Confirmed by the Senate on 1/25/25.
David Fink	Nominee to be Administrator of the Federal Railroad Administration.	Received in the Senate and referred to the Committee on Commerce on 1/20/25.
Robert Gleason	Nominee to be Director of the Amtrak Board of Directors for a term of 5-years.	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 3/10/25.
Seval Oz	Nominee to be an Assistant Secretary of Transportation. (New Position).	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 3/10/25.
Sean McMaster	Nominee to be Administrator of the Federal Highway Administration.	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 3/10/25.

APPROPRIATIONS/BUDGET - HOUSE/SENATE THUD APPROPRIATIONS STATUS

As of 3/12/25. The House passed the [Full-Year Continuing Appropriations and Extensions Act, 2025 \(HR 1968\)](#) on March 11, 2025 by a vote of 217-213. *[Republicans currently hold a 218–214 majority in the House ([there are currently 3 vacancies](#) - [See House vacancy box below](#)).]* The Senate is now poised to take-up the bill before the current CR’s expiration deadline of March 14 (Friday). *[Recall, the [American Relief Act, 2025 \(HR 10545\)](#), a second 83-day Continuing Resolution (CR), continues to fund the operations of the federal government into FY 2025, at current funding levels, through March 14, 2025.]* In the Senate, Republicans hold 53 seats; therefore, they will need Democratic support to amass the 60 votes needed to pass the CR (identical piece of legislation) so that it can be sent to the President for enactment. The House-passed CR is to provide funding for the remaining six-plus months in FY 2025 (FY 2025 concludes September 30). [See House Appropriations Committee “Charge/Response paper [here](#).] The CR has been fast-tracked with House Speaker Mike Johnson releasing the bill on March 8, 2025. Earlier, Tom Cole (R-OK) and Chairman of the House Appropriations Committee, said in a [press release](#), “With no poison pills or unrelated riders - the bill is simple: extend funding and certainty for the nation.” A possible government shutdown looms if the CR is not enacted by March 14. President Trump has endorsed the House CR approach and publicized that sentiment via a post on Truth Social (see nearby box).



House Vacancies

- A general election will be held April 1, 2025 to fill the seat representing Florida's 1st Congressional Dist., formerly held by Matt Gaetz (R-FL);
- A general election will be held April 1, 2025 to fill the seat representing Florida's 6th Congressional Dist., formerly held by Michael Waltz (R-FL); and,
- A special election will be held (TBD) to fill Texas's 18th Congressional Dist., following the death of Sylvester Turner (D-TX) on March 5, 2025.

The full-year Continuing Resolution (CR) would “basically” fund federal agencies at their current levels through September 2025, but there are a few anomalies. **A full-year CR would purge the previously partially-negotiated non-defense earmarks and programmatic report language, and likely lock-in highway and public transportation spending at FY 2024 levels** – that translates to a \$1.2 billion cut in federal highway funding and a \$500 million cut in public transportation funding from previously authorized levels. The Federal Aviation Administration (FAA) would see higher funding to maintain air traffic control services. According to House Republican leadership staff, the CR would allow for \$893 billion in defense spending and about \$708 billion for non-defense spending. That is a slight increase in defense allocations and an approximately 8 percent drop in nondefense spending compared to last year. The proposed CR does not include a side agreement to raise the debt ceiling. Voting unity of the House membership was achieved through a promise from Vice President JD Vance that the Administration would submit a subsequent rescissions package to claw back wasteful spending, as deemed by the Department of Government Efficiency (DOGE), led by Elon Musk. Congressman Thomas Massie (R-KY) was the only Republican in the House to vote against the CR.

House and Senate Democrats have consistently been opposed to the full-year CR. House Minority Leader Hakeem Jeffries (D-NY) said in a [press release](#), “We cannot back a measure that rips away life-sustaining healthcare and retirement benefits from everyday Americans as part of the Republican scheme to pay for massive tax cuts for their wealthy donors like Elon Musk. Medicaid is our redline.”

Meanwhile, the House and Senate have both been working on framework Budget Resolutions to set the stage for a budget reconciliation bill – more on the reconciliation process below in **brown highlighted text**. Identical House and Senate Budget Resolutions will need to be adopted to unlock the budget reconciliation process to advance President Trump's agenda. To that end, the full Senate adopted a Budget Resolution ([S. Con. Res. 7](#)) on February 21, 2025, **by a vote of 52-48**. The Senate's Budget Resolution includes reconciliation instructions that would allow committees to report up to \$517 billion in net deficit increases. The Senate's Budget Committee is to increase spending on defense, border security, and energy by \$85.5 billion per year for four years, offset with equal amounts of spending cuts per other committees under their jurisdictions - resulting in a target of \$342 billion of spending increases and cuts. The resolution had set a March 7, deadline for Senate committee chairs to hand over their plans, but Republican infighting has stalled the process. See [Committee for a Responsible Federal Budget](#), Budget Reconciliation summary [here](#), and Senate Committee on the Budget press release [here](#).

The House passed their Budget Resolution ([H. Con. Res. 14](#)) – House Report 119-4 [here](#), and resources [here](#), and [here](#) – on February 25, 2025 by a vote of 217-215. Passage of the Budget Resolution means that it now is sent to the Senate, where it is at odds with the Senate Republican plan which is much slimmer. That is, the House Budget Resolution is a more expansive package than was proposed in the Senate and it would include a debt ceiling measure, and extend expiring tax cuts; the Senate has proposed to accomplish their goals via two bills. Specifically, the House Budget Resolution: directs other House Committees to reduce federal spending by at least \$2 trillion over ten years, it increases the deficit by \$4.5 trillion due to tax cuts, increases the statutory debt limit by \$4 trillion, and sets a non-binding March 27, deadline for Ways and Means and other House committees to approve budget reconciliation legislation.

Earlier, the House Budget Committee passed the [Concurrent Resolution on the Budget for FY 2025 on February 13, 2025](#) (and [here](#)) with 21 ayes to 16 nays.

[The Budget Reconciliation Process: In order for the reconciliation process to begin, the House and Senate must pass a Concurrent Budget Resolution (a document that outlines desired spending, revenue, debt, and deficit levels for the federal government over a specified period) that includes a deficit reduction or cost target for relevant committees. Each committee would then propose policies to meet those targets and compile them into reconciliation legislation. The final package would be eligible to be privileged in the Senate, meaning that it would not be subject to the Senate’s 60-vote threshold for a filibuster. Budget reconciliation allows a simple majority of 51 votes in the Senate to pass legislation that calls for significant changes in government spending, revenues, or the debt ceiling. It was set up to allow lawmakers to change policy on spending or taxes to keep the nation’s budget in line.] See analysis by the Committee for a Responsible Federal Budget [here](#), and a House Senate Budget Resolution comparison [here](#). **Because FY 2025 is operating under a CR, there has been no movement on earmarks – the full-year CR does not contain any earmarks.** More to come.

House/Senate Appropriation THUD Resources

	Bill	Report	Earmarks
House	HR 9028	H Rpt. 118-584	Community Project Funding
Senate	S 4796	S Rpt. 118-199	Congressionally Directed Spending

See Congressional Research Service (CRS) “[FY 2025 Appropriations Status: in Brief.](#)”

March 10, 2025. The [Public Debt Held by the Public](#) was \$28.903 trillion and [Intergovernmental Holdings](#) (intragovernmental holdings are primarily composed of the Medicare trust funds, the Social Security Trust Fund, and Federal Financing Bank securities) were \$7.312 trillion for a total [Public Debt Outstanding of \\$36.216 trillion](#).

March 10, 2025. The Congressional Budget Office (CBO) released their “[Monthly Budget Review: February 2025.](#)” The report noted that, “The federal budget deficit totaled \$1.1 trillion in the first five months of fiscal year 2025. That amount is \$319 billion more than the deficit recorded during the same period last fiscal year. Revenues were \$37 billion (or 2 percent) higher, and outlays were \$356 billion (or 13 percent) higher.”

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

SELECTED TRANSPORTATION COMMITTEE LEADERSHIP “CHEAT SHEET”
[See Addendum A.](#) at the end of the report.

March 5, 2025. ARTBA and 45 other national associations and labor unions urged Congress in a [letter](#) to approve a FY 2025 spending package that contains the full highway and transit investment levels promised in the 2021 IIJA bill. ARTBA Q&A: How Would a Government Shutdown Impact Federal Transportation Program? One-page paper [here](#).

March 5, 2025. The American Association of State Highway and Transportation Officials (AASHT) sent a [letter](#) to Congressional leadership urging them to “take the necessary steps” to complete work on the fiscal year 2025 Transportation-Housing and Urban Development or THUD appropriations bill as a Continuing Resolution or CR is set to expire on March 14. The letter stated, “Any disruption from a lapse in appropriations or a series of additional short-term CRs will impede the ability of state DOTs to translate crucial formula funding from the Infrastructure Investment and Jobs Act (IIJA) into tangible surface transportation projects.”

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – MARCH

SENATE BILLS – MARCH			
HR TBA Bill Summary Press Release	J. Fetterman (D-PA) “Bus Rolling Stock Modernization Act.” cut red tape and provide much-needed flexibility by allowing transit agencies to make advance payments of up to 20% for bus rolling stock purchased using federal grant funds. Introduced 2/21/25.		
HOUSE BILLS - MARCH			
HR 1968 Press Release Summary CBO Est.	T. Cole (R-OK) “Full-Year Continuing Appropriations and Extensions Act, 2025.” Introduced 3/10/25. Passed the House on 3/11/2025.	HR 2011	J. Raskin (D-MD) To amend Title 23, United States Code, with respect to the highway safety improvement program. Introduced 3/10/25.
HR 1892	H. Stevens (D-MI) Directs the US DOT to establish a Wireless Electric Vehicle Charging Grant Program. Introduced 3/5/25.	HJ Res 35 Details Here	A. Pfluger (R-TX) Joint Resolution to Disapprove EPA Rule on Methane Emissions. Voids EPA’s final rule on methane waste emissions. The IRA requires EPA to address methane emissions from the oil/gas sector by assessing a charge on certain large emitters of waste exceeding emissions intensity levels set by Congress. Introduced 2/4/25. Passed Congress on 2/27/25. Presented to the President on 3/4/25. Became P.L. TBA.

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

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

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

Month Est.	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
Spring 2025	Bus Programs: Bus Facilities/Low or No Emission Grants	FTA
Spring 2025	All Stations Accessibility Program	FTA
Spring 2025	Reduction of Truck Emissions at Port Facilities	FHWA
Spring 2025	Safe Streets and Roads for All	Office of the Sec.
Spring 2025	Ferry Programs: Electric or Low Emitting Ferry, Ferry Service for Rural Communities, and Passenger Ferrey Boat Program	FTA
Spring 2025	Consolidated Rail Infrastructure & Safety Improvements	FRA
Spring 2025	Federal-State Partnership for Intercity passenger Rail (NEC)	FRA
Summer 2025	Pilot Program for Transit Oriented Development	FTA
Summer 2025	Congestion Relief Program	FHWA
Summer 2025	Strengthening Mobility & Revolutionizing Transportation (SMART)	Office of the Sec.
Fall 2025	Charging & Fueling Infrastructure Grants (Community/Corridor Charging)	FHWA
Fall 2025	Corridor Identification and Development Solicitation	FRA
Fall 2025	Federal-State Partnership for Intercity Passenger Rail (National)	FRA

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

Regulatory activity has been slowed. On January 20, 2025, President Trump issued a “[Regulatory Freeze Pending Review](#)” memorandum. The action paused and enabled a review of recent regulatory activity as administrative agencies transition to new leadership. The Freeze Order directs all “executive departments and agencies” to (1) refrain from proposing or issuing any rule until a department or agency head appointed by President Trump reviews and approves of the rule; (2) immediately withdraw any rules that have been sent to the Office of the Federal Register (OFR) but have not yet been published; and (3) consider postponing for 60 days from the date of the Freeze Order the effective date of any rules that have been published in the Federal Register but have not yet taken effect.

GOVERNMENT NOTICES/REPORTS/NEWS ARTICLE

March 10, 2025. US DOT Secretary Sean Duffy [announced](#) that the department has rescinded two memorandums issued during the Biden Administration which injected a social justice and environmental agenda into decisions for critical infrastructure projects. The US DOT press release notes, “In conflict with Congressional intent and the Administrative Procedure Act, the previous administration unilaterally released two separate memorandums, entitled “[Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#)” and [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#). These Biden-era memos displaced the long-standing authorities granted to States by law, added meritless and costly burdens related to greenhouse gas emissions and equity initiatives.”

March 7, 2025. The Department of Homeland Security (DHS) [announced](#) that it is ending collective bargaining for the Transportation Security Administration's (TSA) Transportation Security Officers. The TSA press release noted that, “Eliminating collective bargaining removes bureaucratic hurdles that will strengthen workforce agility enhance productivity and resiliency, while also jumpstarting innovation.” The TSA has about 50,000 staffers—called transportation safety officers—who are responsible for staffing airports around the country and checking to make sure that hundreds of thousands of passengers a day do not carry any weapons or explosives into the secure areas of airports. The TSA was set up under the Bush administration in the aftermath of the September 11, 2001, terrorist attacks. TSA has said that no workers will be fired as a result of the change.

March 4, 2025. The American Association of State Highway and Transportation Officials (AASHTO) sent a [letter](#) to US DOT Secretary Sean Duffy requesting that US DOT ensure an uninterrupted flow of federal approvals and funding to the states for federally supported transportation infrastructure projects. The letter stated, “We believe ensuring uninterrupted federal transportation funding provided to states and the associated federal approvals are fully aligned with President Trump’s infrastructure vision to build more, build faster, build better, and build more beautifully.” The letter continued by noting, “Additionally, we believe all federal dollars committed to state DOTs through all formula programs and executed grants represent legally binding obligations. These programs are reimbursable programs, where state DOTs pay contractors for work they have completed and then seek reimbursement from USDOT.”

February 28, 2025. The Congressional Budget Office (CBO) released a paper entitled, “[The Effects of Climate Change on GDP in the 21st Century](#).” The working paper provides an estimate of a probability distribution of changes in gross domestic product (GDP) in the year 2100 resulting from changes in temperature.

February 25, 2025. The American Association of State Highway and Transportation Officials (AASHTO) sent a [letter](#) to US DOT Secretary Sean Duffy commenting on the “[US DOT’s Draft Designation of National Multimodal Freight Network \(NMFN\) and State Input Process](#)” published in the Federal Register on January 13, 2025. The letter noted, “we urge USDOT to complete the important work of finalizing the NMFN designation map to address the needs of a national multimodal freight network in compliance with the requirements in statute.”

The letter also went on to say, “At this stage of the process, our state DOTs will provide specific comments regarding the designations issued in the draft NMFN map for their states, including any modal specific issues. We believe that they are best positioned to address the specific transportation needs in their jurisdictions.”

January 29, 2025. US DOT Secretary [Sean Duffy authorized a series of actions](#) “advancing President Donald Trump’s agenda to rescind woke policies, roll back burdensome and costly regulations, restore economic growth, and ensure that all US DOT policies align with the Administration’s priorities.” The Secretary signed a Memorandum entitled, [“Implementation of Executive Orders Addressing Energy, Climate Change, diversity, and Gender.”](#) The Secretary signed a Memorandum entitled, [“Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities.”](#) *[US DOT, per the Order, is to implement its preferential plan for high marriage and birth rate communities “to the extent practicable, relevant, appropriate, and consistent with law,” although the Order did not expressly state how much weight DOT would give to those preferences when making future federal transportation funding decisions. The Order prohibits recipients of US DOT funding from imposing vaccine or mask requirements. Similar to Orders and Memoranda from other agencies, such as the February 5 “Sanctuary Cities” memo from the U.S. Depart. of Justice, the Order also requires that recipients cooperate with federal immigration enforcement efforts and “other goals and objectives” of the President or the Secretary as a condition of funding. Lastly, the Order directs DOT to prioritize transportation projects that utilize user-pay models.]* The Secretary also approved submission of a Notice of Proposed Rulemaking

(NPRM) to rescind the Biden-Harris Administration’s rule requiring state transportation departments to measure and establish declining targets for carbon dioxide emissions on federally supported highways. See a nice summary of the “directives” [here](#).

April						
Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12 Passover (begins)
13	14	15	16	17	18 Good Friday	19
20 Easter, Passover (ends)	21	22	23	24	25	26
27	28	29	30			

UPCOMING CONGRESSIONAL CALENDAR – APRIL

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

UPCOMING DEADLINES/EVENTS

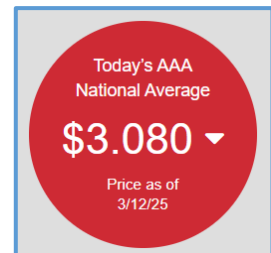
2025

- FY 2025 [Transit Training Schedule](#);
- March 11 [NEXTGEN Freight Rail](#) (Chicago, IL);
- March ?? US DOT’s 5th Annual Women’s Small Business Transportation Summit;
- March 13-14 Commuter Rail Coalition Spring Meeting (Salt Lake City, UT);
- March 16-18 [APTA Legal Affairs Seminar](#) (Phoenix, AZ);
- March 17-20 [AASHTO Re:source 2025 TechEx Conference](#) (Bellevue, WA);
- March 18-20 [18th Annual FTA Drug and Alcohol Conference](#) (Reg. begins in Feb. - Kansas City, MO);
- March 21-23 APTA Transit CEOs Seminar (San Antonio, TX);
- March 21-23 [APTA Transit CEOs Seminar](#) (San Antonio, TX);
- March 24-26 [PNWARS 2025 Spring Meeting](#) (Portland, OR);
- April 4-8 [APTA Mobility Conference](#) (Austin, TX);
- April 4-8 [APTA International Bus Roadeo](#) (Austin, TX);
- May 6-8 [2025 ARTBA Federal Issues Program and TCC Fly-In](#) (Washington, D.C.);
- May 12-15 [AASHTO Spring Meeting](#) (Hartford, CT);

May 16-17 [NCSL \(Nat'l. Conf. State Legislatures\) Executive Committee Meeting](#) (San Antonio, TX);
 May 18-20 APTA Legislative Conference (Washington, D.C.);
 June 9-12 [ITS America Annual Meeting](#) (Detroit, MI);
 June 19-22 US Conference of Mayors – Summer Meeting (Tampa, FL);
 June 29-July 2 APTA Rail Conference (San Francisco, CA);
 July 14-15 12th Annual Nat'l. Workshop for State/Local Transportation Advocates (Wash., D.C.);
 July 15-17 ARTBA 37th Annual Public-Private Partnerships Conference (Washington, D.C.);
 August 3-7 NCSL Legislative Summit (Boston, MA);
 August 23-27 [Governors Highway Safety Association 2025 Annual Meeting](#) (Pittsburgh, PA);
 November 17-20 AASHTO Annual Meeting (Salt Lake City, UT).

SCUTTLEBUTT/ICYMI

March 12, 2025. The Automobile Association of America (AAA) national average gas price can be found [here](#) (price per gallon as of 3/12/25). One month ago, the average price for regular gas was \$3.149 and one year ago the average price was \$3.394.



March 7, 2025. Railway-News published an article noting that Amtrak has outlined the latest details for its new fleet of Airo trains, which are scheduled to debut in 2026. In total, Amtrak is procuring 83 Airo trains following an initial order for 73 units and an option for an additional 10 to meet the increased demand for rail travel. The vehicles are being made in America at Siemens' facility in Sacramento, California. Once in service, the new trains will enhance efficiency, operating at speeds up to 125 mph. Amtrak's latest factsheet on the new fleet can be downloaded [here](#). In related Amtrak news, Amtrak is adding color coding at the entries to its rail cars to guide passengers to the correct location to board its trains. The first cars introducing the system — which uses **green near the doors to denote coach**, **blue for business** class, and **red for first class** — were to be released from the Bear, Delaware, maintenance facility. Amtrak offered a history of its paint schemes [here](#).



March 5, 2025. Elon Musk, noted at a Morgan Stanley technology conference, that the U.S. government should privatize "as much as possible" and named Amtrak and the U.S. Postal Service as two services ripe for privatization. ***[Amtrak was created by Congress in the Rail Passenger Service Act of 1970 (P.L. 91-518) to operate intercity passenger rail service, which was previously operated by private railroads. Amtrak assumed the common carrier obligations of the private railroads in exchange for the right to access to the private railroad tracks for an incremental cost.]*** Somewhat related: US DOT Secretary Sean Duffy issued a [letter](#) to Amtrak CEO Stephen Gardner stating, "To ensure Amtrak understands its responsibilities, no later than 30 days from receipt of this letter, Amtrak must provide FRA with an updated Crime Prevention Plan addressing how Amtrak intends to improve public safety at the station [Washington Union Station]."

March 3, 2025. Canadian National Railway Company (CN) and Iowa Northern Railway Company officially [announced/joined](#) their operations on March 1, 2025, as previously authorized by the U.S. Surface Transportation Board (STB) – STB press release [here](#). A CN press release noted, "The merging of Iowa Northern's 175 route miles with CN's nearly 20,000-mile rail network will offer single-line service to seamlessly connect grain, fertilizer, renewable fuels, and industrial markets to CN's North American network."

March 1, 2025. The California High-speed Rail Authority submitted their 71-page [California High-Speed Rail Authority 2025 Project Update Report](#) to the California legislature. The report fulfills the Authority's requirement to update the California Legislature biennially on the development and implementation of intercity high-speed rail service. The Authority is undergoing a comprehensive effort to update its design criteria, scope, cost, procurement strategy, ridership, and schedule. Those updates will be submitted to the Legislature later this year. The Authority's mission is to deliver an electrified high-speed rail system that will carry passengers between San Francisco and the Los Angeles area in under three hours. See nearby map of the High-Speed Rail Network.



February 28, 2025. PoliticoPro is reporting that US DOT will no longer require amendments to state transportation funding plans (STIPs) to be reviewed in Washington before they're approved. The requirement was rescinded after it sparked concerns that some payments for roads, bridges and transit would be delayed or even halted due to policy differences. State transportation departments learned of the reversal February 28 through an email from Joung Lee, deputy director and chief policy officer for the American Association of State Highway and Transportation Officials (AASHTO).

February 28, 2025. The Association of America Railroads (AAR) [released](#) a study entitled, "[Rail Transportation and the U.S. Economy: Fueling Growth, Trade, and Opportunity](#)." The report noted: 1.) that Rail is a major driver of economic activity, generating \$233.4 billion in total economic output in 2023, 2.) that in 2023, Class I railroads reinvested \$26.8 billion in modernizing infrastructure, enhancing safety and improving reliability, 3.) that for every \$1 invested in rail transportation it drives \$2.50 in economic activity, and 4.) that every railroad job creates 3.9 additional jobs in industries like manufacturing, logistics and technology. Summary [here](#).

February 27, 2025. The Association of America Railroads (AAR) released a study entitled, "[Study of Catenary Electrification of the North American Class I Railroad Network](#)." The Study assessed infrastructure characteristics, capital costs, construction considerations, locomotive options, conceptual-level energy consumption, environmental considerations, and potential challenges of Class I freight railroad electrification. The study highlighted the overwhelming financial, operational, and infrastructure challenges of transitioning the U.S. freight rail network to overhead catenary electrification. The study estimated the cost of electrifying the nation's 139,000-mile freight rail network at \$1.1 trillion—equivalent to 47 years of combined net income from all six Class I freight railroads. Additionally, the study outlined significant energy demands, reliability concerns, and other operational challenges that render catenary electrification infeasible for U.S. freight operations.


February 26, 2025. In a [letter](#) ARTBA and 25 other national associations and labor unions called on Congress to pass a national electric vehicle (EV) user fee and dedicate the resources to the Highway Trust Fund. The letter states, “improvements to vehicle efficiency and the influx of hybrid and electric vehicles have resulted in a system where all users of the system are not treated fairly. Instead, some users pay for the maintenance of the system, while other users pay less or nothing at all. At the same time, user fee revenue has not met system needs.”



Addendum A. – Selected Transportation Committee Leadership “Cheat Sheet.”

TG&A TAL GINSBERG & ASSOCIATES, LLC As of 2/22/2025		HOUSE/SENATE Leadership of Transportation-Related Committees of the 119 th Congress (1st Session) (Selected Committee Assignments)			
House Committees (Republican Majority)	Chairman/Chairwoman		Ranking Member		
APPROPRIATIONS	Tom Cole	R-OK (Σ)	Rosa DeLauro	D-CT	Selected House Republican (Majority) Leadership
Sub. on Commerce, Justice and Science	Hal Rogers	R-KY	Grace Meng	D-NY	Mike Johnson House Speaker R-LA
Sub. on Energy & Water Development	Chuck Fleischmann	R-TN	Marcy Kaptur	D-OH	Steve Scalise Majority Leader R-LA
Sub. on Homeland Security	Mark Amodei	R-NV	Lauren Underwood	D-IL	Tom Emmer Majority Whip R-MN
Sub. on Transportation/HUD	Steve Womack	R-AR	James Clyburn	D-SC	Lisa McClain Conference Chairman R-MI
Sub. on Interior, Environment & Related Agencies	Mike Simpson	R-ID	Chellie Pingree	D-ME	Kevin Hern Policy Committee Chairman R-OK
					Richard Hudson Nat'l. Rep. Cong. Comm. Chair R-NC
					Blake Moore Conference Vice-Chairman R-UT
BUDGET	Jodey Arrington	R-TX	Brendan Boyle	D-PA	
ENERGY AND COMMERCE	Brett Guthrie	R-KY	Frank Pallone	D-NJ	
Sub. on Energy	Bob Latta	R-OH	Kathy Castor	D-FL	
Sub. on Environment	Morgan Griffith	R-VA	Paul Tonko	D-NY	
FINANCIAL SERVICES	French Hill	R-AR	Maxine Waters	D-CA	
HOMELAND SECURITY	Mark Green	R-TN	Bennie Thompson	D-MS	
Sub. on Emergency Management and Technology	Dale Strong	R-AL	Tim Kennedy	D-NY	
Sub. on Transportation and Maritime Security	Carlos Gimenez	R-FL	LaMonica McIver	D-NJ	
NATURAL RESOURCES	Bruce Westerman	R-AR	Jared Huffman	D-CA	
Sub. on Water, Wildlife and Fisheries	Harriet Hageman	R-WY	Val Hoyle	D-OR	
TRANSPORTATION AND INFRASTRUCTURE	Sam Graves	R-MO (Ω)	Rick Larsen	D-WA	Selected House Democratic (Minority) Leadership
Sub. on Aviation	Troy Nehls	R-TX	Steve Cohen	D-TN	Hakeem Jeffries Minority Leader D-NY
Sub. on Coast Guard/Maritime Transportation	Mike Ezeil	R-MS	Salud Carbajal	D-CA	Katherine Clark Minority Whip D-MA
Sub. on Highway/Transit	David Rouzer	R-NC	Elanor Holmes Norton	D-DC	Pete Aguilar Caucus Chairman D-CA
Sub. on Railroads/Pipelines/Hazardous Materials	Daniel Webster	R-FL	Dina Titus	D-NV	Ted Lieu Caucus Vice-Chairman D-CA
Sub. on Water Resources/Environment	Mike Collins	R-GA	Frederica Wilson	D-FL	Joe Neguse Assistant Leader D-CO
					Debbie Dingell Policy/Comm. Chair D-MI
WAYS AND MEANS	Jason Smith	R-MO	Richard Neal	R-MA	
<small>(Σ) Rep. Mario Diaz-Balart (R-FL) will serve as the Committee's Vice Chairman for the 119th Congress.</small>					
<small>(Ω) Rep. Rick Crawford (R-AR) will serve as the Committee's Vice Chairman for the 119th Congress.</small>					
Senate Committees (Republican Majority)	Chairman/Chairwoman		Ranking Member		
APPROPRIATIONS	Susan Collins	R-ME	Patty Murray	D-WA	Selected Senate Republican (Majority) Leadership
Sub. on Transportation/HUD	Cindy Hyde-Smith	R-MS	Kirsten Gillibrand	D-NY	John Thune Majority R-SD
Sub. on Homeland Security	Katie Britt	R-AL	Chris Murphy	D-CT	John Barrasso Majority Whip R-WY
Sub. on Energy & Water Development	John Kennedy	R-LA	Patty Murray	D-WA	Tom Cotton GOP Conference Chair R-AR
Sub. on Commerce, Justice, Science	Jerry Moran	R-KS	Chris Van Hollen	D-MD	Shelley Moore GOP Policy Committee Chair R-WV
Sub. on Interior, Environment & Related Agencies	Lisa Murkowski	R-AK	Jeff Merkley	D-OR	James Lankford Vice Chair, GOP Policy Comm. R-OK
					Tim Scott GOP Senatorial Comm. Chair R-SC
BANKING, HOUSING AND URBAN AFFAIRS	Tim Scott	R-SC	Elizabeth Warren	D-MA	Senate Presiding Officials
Sub. on Housing, Transportation & Community Development	Katie Britt	R-AK	Tina Smith	D-MN	J.D. Vance President of the Senate Vice-Pres.
					Chuck Grassley Senate Pres. Pro Tempore R-IA
BUDGET	Lindsey Graham	R-SC	Jeff Merkley	D-OR	
COMMERCE, SCIENCE AND TRANSPORTATION	Ted Cruz	R-TX	Maria Cantwell	D-WA	
Sub. on Aviation Safety, Operations and Innovation	Jerry Moran	R-KS	Tammy Duckworth	D-IL	
Sub. on Surface Transportation, Freight, Pipelines, & Safety	Todd Young	R-IN	Gary Peters	D-MI	
Sub. on Coast Guard, Maritime & Fisheries	Dan Sullivan	R-AK	Lisa Rochester	D-DE	
ENERGY AND NATURAL RESOURCES	Mike Lee	R-UT	Martin Heinrich	D-NM	
Sub. on Energy	Dave McCormick	R-PA	Ruben Gallego	D-AZ	
Sub. on Water and Power	John Hoeven	R-ND	Ron Wyden	D-OR	
ENVIRONMENT AND PUBLIC WORKS	Shelley Moore Capito	R-WV	Sheldon Whitehouse	D-RI	Selected Senate Democratic (Minority) Leadership
Sub. on Transportation and Infrastructure	Kevin Cramer	R-ND	Angela Alsbrooks	D-MD	Chuck Schumer Minority Leader/Conf. Chair D-NY
Sub. on Fisheries, Wildlife, and Water	Pete Ricketts	R-NB	Adam Schiff	D-CA	Dick Durbin Minority Whip D-IL
					Amy Klobuchar Chair of Steering/Policy D-MN
					Cory Booker Chair Strategic D-NJ
					Elizabeth Warren Vice-Chair of Conference D-MA
					Mark Warner Vice-Chair of Conference D-VA
FINANCE	Michael Crapo	R-ID	Ron Wyden	D-OR	Bernie Sanders Chair of Outreach I-VT
HOMELAND SECURITY & GOVERNMENT AFFAIRS	Rand Paul	R-KY	Gary Peters	D-MI	

Addendum B. – Calendar Year NOFO/AWARDS SCORECARD. An Excel spreadsheet with “hot-links” is available from TG&A upon request, as are previous year calendars.

 <small>TAL GINSBERG & ASSOCIATES, LLC</small>		SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (TG&A SCORECARD for CY 2025)									
DEPT/AGENCY	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS	
3/12/2025											
USDA	FY 2025 Rural Transportation Systems Grant Program	NOFO	1/6/2025	NOFO URL	750,000	4/7/2025	TBD	TBD	TBD		
ARMY CORPS											
DOE											
EPA											
FAA	FY 2025 Aircraft Pilots Workforce Development Grant Program	NOFO	1/7/2025	NOFO URL	9,000,000	2/5/2025	TBD	TBD	TBD		
	FY 2025 Aviation Maintenance Technical Workers Workforce Development Pgm.	NOFO	1/7/2025	NOFO URL	9,000,000	2/5/2025	TBD	TBD	TBD		
FHWA	FY 2023 Active Transportation Infrastructure Investment Program (ATIIP)	NOFO/AWARD	3/19/2024	NOFO URL	44,550,000	6/17/2024	44,500,000	AWARD URL	1/7/2025	List of Awardees	
	FY 2024 – 2026 Garrett A. Morgan Technology/Transportation Education Pgm.	NOFO	1/7/2025	NOFO URL	300,000	1/10/2025	TBD	TBD	TBD		
	Charging and Fueling Infrastructure Discretionary Grant Opportunity (Round 2) Pgm.	NOFO/AWARD	5/30/2024	NOFO URL	1,321,200,000	9/11/2024	635,000,000	AWARD URL	1/10/2025	List of Awardees	
	FY 2024 Competitive Highway Bridge Program	NOFO	1/14/2025	NOFO URL	250,000,000	3/13/2025	TBD	TBD	TBD		
	FY 2025 Innovation Management Pgm. (AIM)	NOFO	1/15/2025	NOFO URL	1,800,000	2/3/2025	TBD	TBD	TBD		
FRA	FY 2025 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	12/31/2024	NOFO URL	9,000,000	1/9/2025	TBD	TBD	TBD	NNEPRA is the only eligible entity.	
	FY 2023-2024 Railroad Crossing Elimination Program (RCE)	NOFO/AWARD	7/9/2024	NOFO URL	1,148,809,580	9/23/2024	1,100,000,000	AWARD URL	1/10/2025	List of Awardees	
	FY 2021-2024 Restoration and Enhancement Grant Program	NOFO/AWARD	7/12/2024	NOFO URL	153,845,680	9/30/2024	146,000,000	AWARD URL	1/10/2025	List of Awardees	
DEPT. OF LABOR											
FTA											
MARAD	FY 2025 Port Infrastructure Development Program (PIDP)	NOFO	1/31/2025	NOFO URL	450,000,000	4/30/2025	TBD	TBD	TBD		
NHTSA / FMCSA	FY 2025 High Priority Program-Commercial Motor Vehicle (HP-CMV)	NOFO	1/8/2025	NOFO URL	46,600,000	3/7/2025	TBD	TBD	TBD		
	FY25 High Priority Program – Innovative Technology Deployment (HP-ITD)	NOFO	1/8/2025	NOFO URL	40,000,000	3/7/2025	TBD	TBD	TBD		
OPERATION LIFESAVER											
DHS / FEMA	FY 2024 Building Resilient Infrastructure and Communities (BRIC) Program	NOFO	1/7/2025	NOFO URL	750,000,000	4/18/2025	TBD	TBD	TBD		
	FY 2024 Flood Mitigation Assistance Program	NOFO	1/7/2025	NOFO URL	600,000,000	4/18/2025	TBD	TBD	TBD		
US DOT	FY 2024-FY 2026 Reconnecting Communities Pilot (RCP) Program	NOFO/AWARD	7/3/2024	NOFO URL	607,000,000	9/30/2024	544,000,000	AWARD URL	1/10/2025	List of Awardees	
	FY 2025/2026 MPDG - Rural Surface Transportation Grant Program (Rural)	NOFO/AWARD	3/26/2024	NOFO URL	780,000,000	5/6/2024	785,000,000	AWARD URL	1/10/2025	List of Awardees	
	FY 2025 Rebuilding American Infrastructure w/Sustainability/Equity Grant Pgm.-RAISE	NOFO	11/1/2024	NOFO URL	1,500,000,000	N/A	N/A	N/A	N/A		
	Round 1:	NOFO/AWARD				12/2/2024	1,320,000,000	AWARD URL	1/10/2025	List of Awardees	
	Round 2:					1/30/2025	TBD	TBD	TBD	2 Rounds to utilize the \$1.5 b. pot.	
	FY 2024 Rural and Tribal Assistance Pilot Program (RTA) - US DOT	NOFO	12/18/2024	NOFO URL	27,000,000	4/17/2025	TBA	TBD	TBD		

SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of March 19, 2025

STAFF REPORT

Item 4

ACTION

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2025 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2025/2026

Background:

As part of its administrative responsibilities of the San Joaquins Intercity Passenger Rail Service, the Authority must submit an Annual Business Plan by April 1st of each year in draft form to the Secretary of the California State Transportation Agency (CalSTA), and in final form by June 30th. The Annual Business Plan is reviewed and approved by the State and used to develop annual appropriation requests to the State Legislature. The primary purpose of the Annual Business Plan is to identify the Authority's planned activities and resources needed to administer the San Joaquins Intercity Passenger Rail Service for the next two State Fiscal Years (FY).

As specified in Assembly Bill (AB) 1779, the Annual Business Plan shall include a report on the recent, as well as historical, performance of the corridor service; an overall operating plan, including proposed service enhancements to increase ridership and provide for increased traveler demands in the corridor for the upcoming year; short-term and long-term capital improvement programs; funding requirements for the upcoming fiscal year; and an action plan with specific performance goals and objectives. In addition, the Annual Business Plan shall document service improvements (rail and Thruway Bus) to provide the planned level of service, operating plans, and consideration of other service expansions and enhancements.

Staff provided a preview of the Draft 2025 Business Plan Update at the Authority's January 24th Board meeting. The Draft 2025 SJJPA Business Plan can be found at the end of this Board Agenda Packet and the final plan will be presented to the Board for approval at the May Board meeting.

Key Updates of the Draft 2025 SJJPA Business Plan Update:

To provide the most up-to-date and comprehensive Business Plan possible, updates to ridership and financial figures have been provided, as well as a discussion of the status and difficulties of current and planned capital projects, the greater role in maintenance responsibilities for the State's Northern California passenger rail fleet, and planning initiatives being led by the Authority. Additional updates have also been made to reflect recent and anticipated changes in service.

Below are summaries of key areas of continued focus and changes included in the Draft 2025 Business Plan:

- The full return of San Joaquins service, to be implemented in 2025, which includes reintroduction of the 7th roundtrip to the Sacramento region, optimized timing of the 7th roundtrip and connecting services, and additional thruway bus services.
- Coordination and integration with California High-Speed Rail Authority's (CHSRA's) plans for the Merced – Bakersfield High Speed Rail (HSR) Interim Operating Segment and the Authority's intention to link this initial operating segment with the San Joaquins at a multi-modal station in downtown Merced. Future San Joaquins service improvements would focus on increasing service from Merced to the north, consistent with the State's priority for the corridor. At the November 2020 Authority Board Meeting, the Authority approved a Memorandum of Understanding (MOU) with the CHSRA that outlines the framework for coordination between the two agencies for the commencement of Merced-Bakersfield HSR Early Operating Segment (EOS). In support of the EOS, the Authority will continue to pursue plans to break ground this year on the Madera Station Relocation Project, adjacent to the planned high-speed rail station site, as well as continued environmental progress for a cross-platform connection in Merced with the Merced Intermodal Track Connection (MITC) Project. The Authority also anticipates environmental and design for the full-build Madera HSR Station to be completed in 2025 or 2026, with continued work and coordination with CHSRA throughout the year.
- Implementation of a new Thruway Bus route between Merced and San Jose with stops in Los Banos and Gilroy. This new route will be known as Route 40 and will reduce travel times between the South Bay Area and the Central Valley by approximately one hour compared to existing travel times on the San Joaquins.
- Planning and operation support of Cross Valley Corridor transit services (in Kings, Tulare, and Fresno counties) in partnership with Kings County Association of Governments (KCAG), Tulare County Association of Governments (TCAG), Fresno Council of Governments (Fresno COG), Kings County Area Public Transit Agency, and Tulare County Regional Transit Agency. This effort lays the foundation for implementation of the Cross Valley Corridor Phase 1 Bus feeder service for the HSR EOS, and future Cross Valley Rail service. The Business Plan will also highlight the Authority's partnership with the City of Hanford on their planning effort to study transit-oriented development and connectivity related to the future Kings-Tulare HSR Station as well as Cross Valley Rail planning.
- Maintenance of State-owned Venture Cars that are currently in production. A total of 49 units of Venture Car equipment will be maintained for operation on the San Joaquins service. Venture Car sets have entered into revenue service and will increase in their proportion of utilized equipment for the San Joaquins through 2025. Further progress will be pursued related to food service on the Venture Fleet which is planned to be a Vending Service. The Rail Commission, through its management agreement with the Authority, will continue working to transition maintenance of the Caltrans-owned Northern California Passenger Rail Legacy fleet at the Rail Commission's Rail Maintenance Facility in Stockton, CA.

- The Valley Rail program as well as the vision of the expanded network for enhanced connectivity with HSR EOS. This expanded network includes additional intercity service to the Bay Area along the existing San Joaquins route and via the Altamont Corridor (with trains terminating at a new Union City/BART connection. It also features the Valley Rail extension north from Sacramento to Butte County (Chico). Additionally, it will include the Authority's efforts to work with the San Joaquin Regional Rail Commission (Rail Commission) and the Tri-Valley-San Joaquin Valley Regional Rail Authority to explore potential new shared-use passenger rail infrastructure in the Altamont Corridor.
- Continued coordination with the San Joaquin Valley Regional Policy Council with focus through a new working group including Policy Council-member staff. This working group aims to better coordinate passenger rail and transit services in San Joaquin Valley, connect land-use and development to rail and transit investments in the San Joaquin Valley to maximize benefits, provide a clear and achievable valley-wide vision for integrated passenger rail, transit, and land use around stations/stops, advocate for projects to help improve passenger rail, transit and transit-oriented development in the San Joaquin Valley, and improve connectivity to future HSR stations. The recent award for a Caltrans Sustainable Transportation Planning Grant to further support this work with a broad San Joaquin Valley-wide network integration study will be highlighted in the plan.
- Federal Railroad Administration (FRA) is Corridor ID Program, establishing a pathway for developing and funding priority project pipelines for the new federal capital grant program created by the Bipartisan Infrastructure law. Caltrans is coordinating with the Authority, Capitol Corridor Joint Powers Authority (CCJPA), and LOSSAN JPAs to develop and refine the scope and timelines with the FRA for each intercity corridor, including planned expansions, with the aim to develop a funding pipeline for corridor development projects identified by the program. In partnership with Caltrans, the Authority will work to scope service development planning to expand corridor service in both the short and long term.
- Service between Redding and Chico that sets the stage for RABA to operate the "Salmon Runner" service along the Interstate 5 corridor in the near future. Additionally, work will be initiated to open Route 6 for bus-only ticketing in 2025.
- Caltrans-led study to enable trains to be turned at Martinez that can provide operating flexibility and optimize capacity in the corridor between Martinez and Oakland. In 2025, the Authority will continue to work with Caltrans and CCJPA to coordinate a more detailed analysis of design options and develop a funding plan and timeline for implementation of the project.
- A comprehensive Signage and Wayfinding Project will be implemented for the San Joaquins (in coordination with ACE®) to align all station signage along the corridor. The focus of the project will be compliance, safety, and wayfinding signage that will unify the corridor passenger experience.
- Integrated ticketing with ACE® in the Valley Rail Corridor as the services plan to share stations. This effort will benefit passengers by providing more flexibility and a unified ticket purchasing experience.

A public review draft of the 2025 SJJPA Business Plan (Business Plan) was released on March 11, 2025, to receive input from the Board, public, and State and local agencies. Since that time, the Authority reviewed comments submitted on the Draft SJJPA 2025 Business Plan from the San Joaquin Valley Rail Committee (SJVRC) members, though no other e-mail comments have been received from members of the public prior to staff report publication. Staff will provide updates at the March 19 Board meeting for any additional and specific input received from comments on the draft business plan.

Fiscal Impact:

Approval of the Draft 2025 SJJPA Business Plan is required for the SJJPA to continue managing the San Joaquins and receive funding from the State for the administration, marketing, and operations for the San Joaquins.

Recommendation:

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2025 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2025/2026.

SJJPA RESOLUTION 24/25 –

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING THE DRAFT 2025 SAN JOAQUIN JOINT POWERS AUTHORITY BUSINESS PLAN UPDATE AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS ASSOCIATED WITH THE MASTER FUND TRANSFER AGREEMENT SUPPLEMENTS FOR OPERATIONS, ADMINISTRATION, AND MARKETING BUDGETS FOR FISCAL YEAR 2025/2026

WHEREAS, as part of its administrative responsibilities of the San Joaquins Intercity Passenger Rail Service, the Authority must submit an Annual Business Plan by April 1st of each year in draft form to the Secretary of the California State Transportation Agency (CalSTA), and in final form by June 30th; and

WHEREAS, the primary purpose of the Annual Business Plan is to identify the Authority's planned activities and resources needed to administer the San Joaquins Intercity Passenger Rail Service for the next two State Fiscal Years (FY); and

WHEREAS, as specified in Assembly Bill (AB) 1779, the Annual Business Plan shall include a report on the recent, as well as historical, performance of the corridor service; an overall operating plan, including proposed service enhancements to increase ridership and provide for increased traveler demands in the corridor for the upcoming year; short-term and long-term capital improvement programs; funding requirements for the upcoming fiscal year; and an action plan with specific performance goals and objectives; and

WHEREAS, the Annual Business Plan shall document service improvements (rail and Thruway Bus) to provide the planned level of service, operating plans, and consideration of other service expansions and enhancements; and

WHEREAS, the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2025/2026 must be executed; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves the Draft 2025 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2025/2026.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 19th day of March 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of March 19, 2025

STAFF REPORT

Item 5

ACTION

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final Initial Study/Mitigated Negative Declaration Addendum for the Madera Station Relocation Project, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Background:

The Madera Station Relocation Project (Project) is one part of the larger Valley Rail Program, a scalable plan intended to improve rail connectivity, air quality, access to economic opportunities and affordable housing to disadvantaged communities, and to create opportunities for transit-oriented development (TOD) in the Central Valley. The Final Initial Study/Mitigated Negative Declaration (IS/MND) was completed for the environmental clearance of both Phase 1 and Phase 2 of the Project and was adopted by the Governing Board of the San Joaquin Joint Powers Authority (Authority) at its January 22, 2021, meeting. Final design is nearly completed for Phase 1 and construction is expected to begin later in 2025.

The Project consists of various project elements that can be separated into two phases, based on their purpose and timing of construction and implementation. The first phase, or “Phase 1” of the Project, consists of elements related to relocation of the San Joaquins station in Madera County from the current location at Madera Acres (in northern part of Madera County) to a location in southern Madera County in the vicinity of Avenue 12. The existing Madera San Joaquins Station will no longer be used for San Joaquins operations following commencement of San Joaquins service at the relocated Madera San Joaquins Station (or “Relocated Station”). Phase 1 will include:

- Building out a station platform that is approximately 600 feet;
- A new turnout track will be built with a length of 2,330 feet that will tie into the existing BNSF mainline; and
- A new access road will be constructed to provide access to the Relocation Station facilities and would run adjacent to the California High-Speed Rail (CAHSR) Project right-of-way. Phase 1 is currently in Final Design.

The second phase, or “Phase 2” of the Project, consists of high-speed rail (HSR) improvements at the Relocated Station to allow for future HSR service associated with the future Merced to Bakersfield High Speed Rail Early Operating Segment (EOS) of the California High-Speed Rail (CAHSR) Project to serve the Relocated Station. The HSR service along EOS is anticipated to be operated by the Authority. Phase 2 is proposed to include:

- Building out a new HSR station platform that would be approximately 1,000 feet in length;
- A new turnout track with a length of 14,600 feet would be built and tie-in to the CAHSR Project mainline.

A Final IS/MND Addendum for Phase 1 and Phase 2 of the Project has been completed to provide additional environmental clearance for updated project elements associated with both Phase 1

and Phase 2. The reason an addendum to the IS/MND was pursued for the Project is based on the recent modification to the estimated parking demand, which resulted from new ridership forecasts that were recently completed as part of a MEGA (the National Infrastructure Project Assistance program) grant application. The updated ridership forecast led to an increase in the estimated amount of parking needed for Phase 2. Given the increase in parking demand, the Authority determined that further environmental analysis was necessary to evaluate impacts from additional vehicle miles traveled (VMT) - due to more vehicles traveling to/from the parking lot. As no new or previously undisclosed impacts would occur for the Project due to the additional parking, an addendum to the Final IS/MND was determined to be sufficient for the purposes of environmental clearance under the California Environmental Quality Act (CEQA).

Several other updated project elements (i.e. changes to the site layout) – including the shift in the roadway and inclusion of roundabouts, reconfiguration/addition of retention ponds, separating bikeway out from a portion of the roadway, and the shifting of other station facilities locations – were made in early stages of the Phase 1 final design work prior to the determination of the need for additional parking. These other updated project elements necessitated the reconfiguration of the site layouts for both Phases 1 and 2 of the Project and were done to improve use of the footprint by generating a more efficient station site design and to accommodate comments from a landowner during the right-of-way procurement phase. Given these changes were limited to site configurations, it was determined that no additional environmental clearance was needed at that time. However, since the IS/MND Addendum became a necessity due to the need for additional parking, all other updated project elements for both Phase 1 and Phase 2 have been included in the IS/MND Addendum.

Updated Project Elements for Phase 1

Figure 1 shows the original site layout for Phase 1 of the Project. Figure 2 shows the reconfigured site layout for Phase 1 that includes the following updated project elements: shifted location/configuration of the parking lot; relocation/addition of storm drain retention ponds; shifted alignment of the access road; shifted location of bus facility and conversion to a temporary bus facility; and the shifted location of the pick-up/drop-off facility.

Figure 1. Phase 1 Original Site Layout

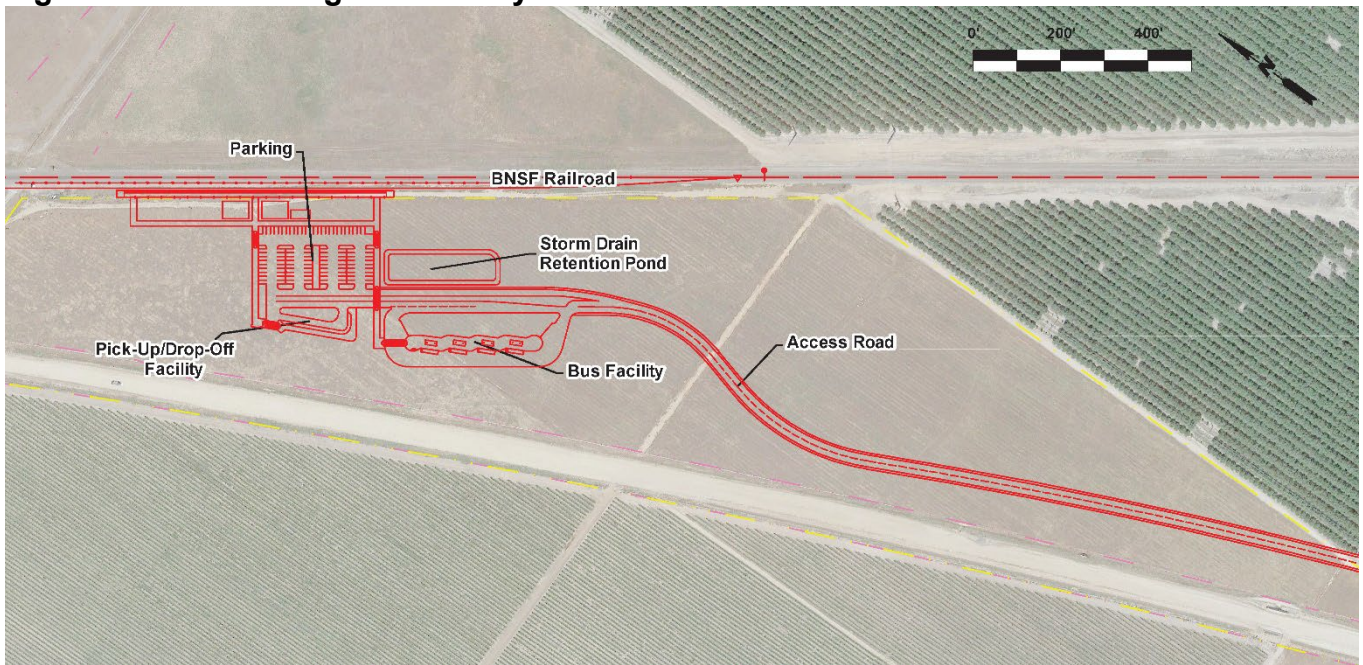
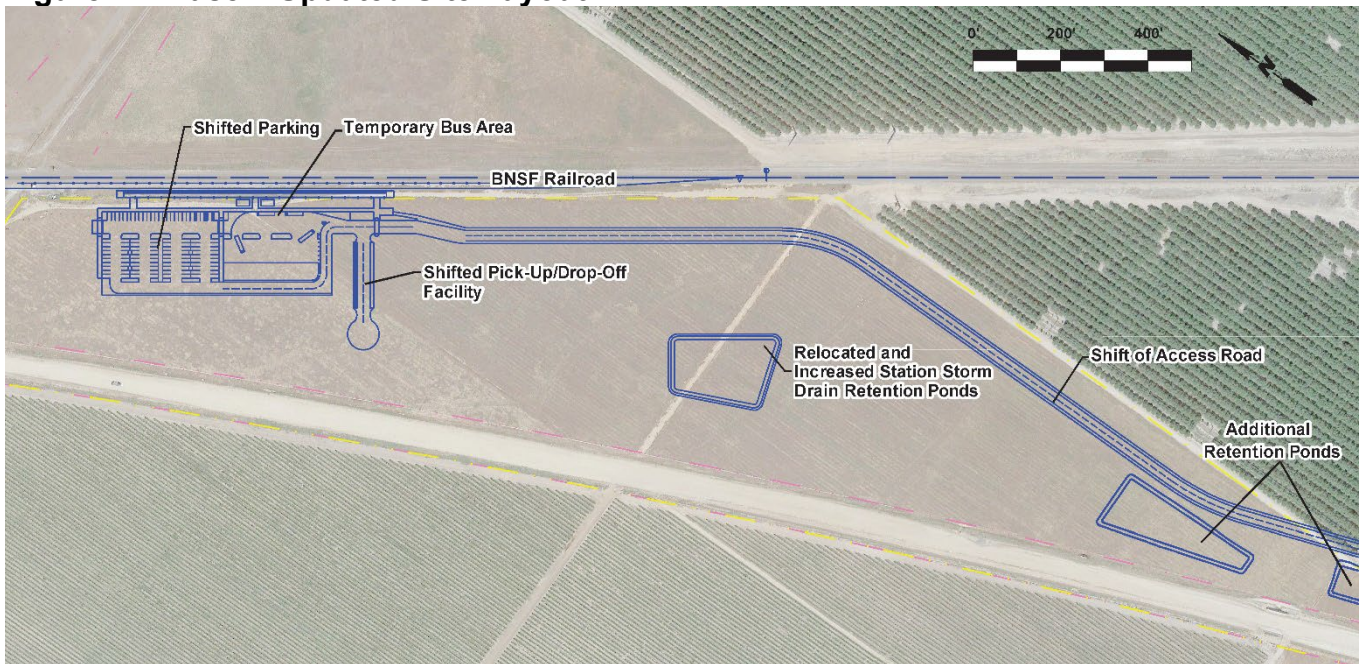


Figure 2. Phase 1 Updated Site Layout



Updated Project Elements for Phase 2

Figure 3 shows the original site layout for Phase 2 of the Project. Figure 4 shows the reconfigured site layout for Phase 2 that includes the following updated project elements: the expanded and reconfigures parking lot, a shift in the access roadway (mirroring the shift from Phase 1), the addition of two roundabouts, relocation/addition of a storm drain retention ponds; separation of the bike path out from a portion of the access road, and a reduction of the bus bays in the bus depot from eight (8) to six (6).

Figure 3. Phase 2 Original Site Layout

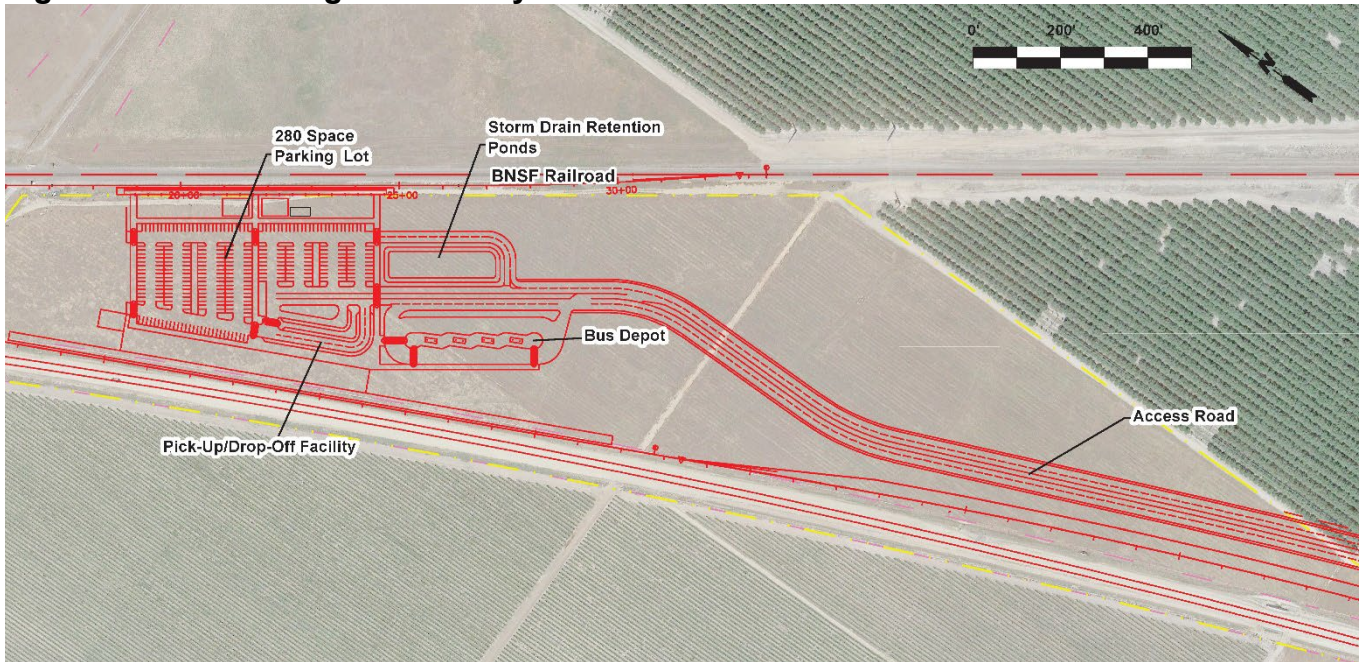
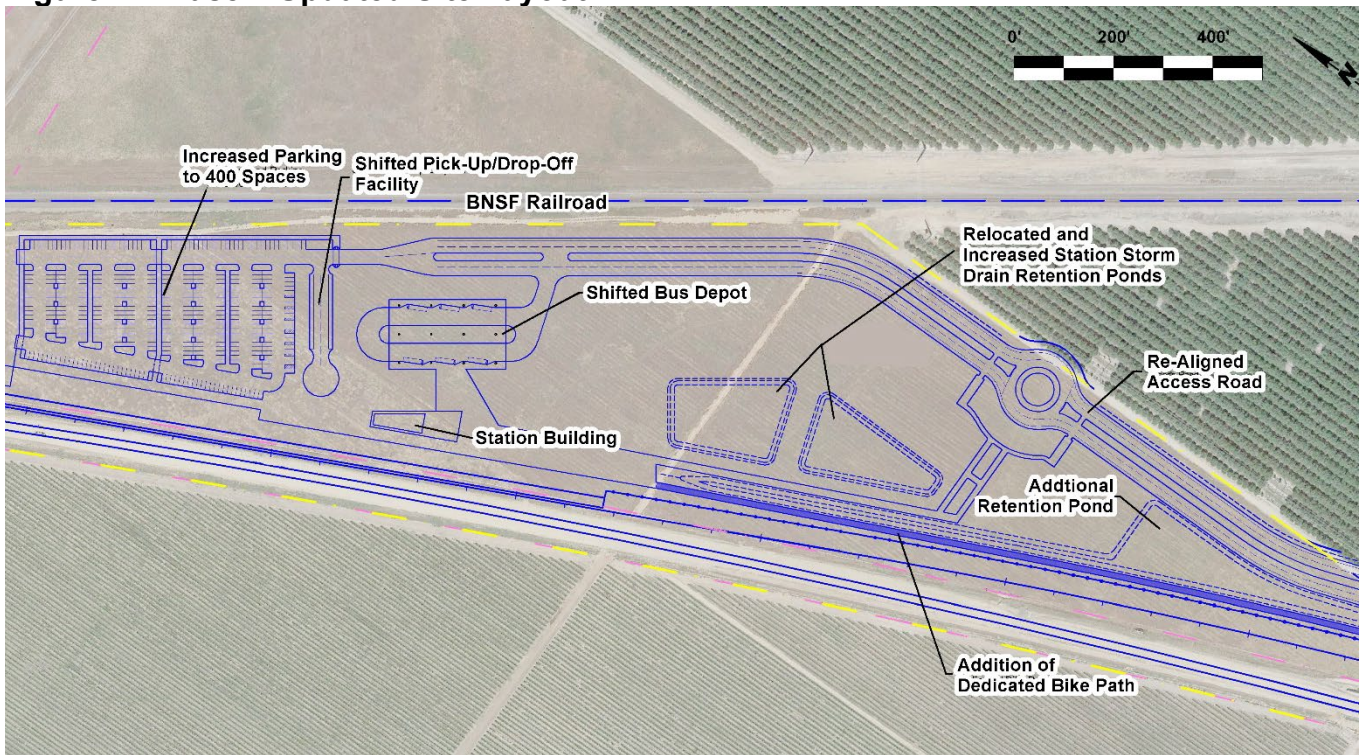


Figure 4. Phase 2 Updated Site Layout



The Final Initial Study/Mitigated Negative Declaration Addendum (IS/MND) for the Madera Station Relocation Project is included as an attachment to this staff report. The conclusion to the addendum is that the changes would neither result in any new significant environmental impacts nor substantially increase the severity of previously disclosed impacts. As such, the IS/MND continues to serve as the appropriate document addressing the environmental impacts from the Project under CEQA, and a subsequent MND is not required. There are no new significant

impacts or mitigation measures as a result of this updated analysis and an Addendum is the appropriate CEQA document. Per Section 15164, subdivision (C) of the CEQA Guidelines, “*An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*” Furthermore, the IS/MND Addendum does not require a separate Notice of Determination from the 2021 IS/MND.

The Authority is currently conducting CEQA clearance for a third phase of the Project “Phase 3” for the full build out of Madera HSR Station facilities and is in the process of preparing an Environmental Impact Report (EIR). To ensure the environmental clearance for Phase 3 is conducted properly, Phase 2 needs to be fully cleared prior to completing analysis for Phase 3 to ensure calculations are based on the correct baseline. The completion/approval of the IS/MND Addendum is needed prior to releasing the draft EIR for Phase 3 of the Project.

Fiscal Impact:

There is no fiscal impact of this Final IS/MND Addendum.

Recommendation:

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final Initial Study/Mitigated Negative Declaration Addendum for the Madera Station Relocation Project, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.



MADERA STATION RELOCATION PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

ADDENDUM

SAN JOAQUIN JOINT POWERS AUTHORITY

March 2025



San Joaquin
Joint Powers Authority

Initial Study/ Mitigated Negative Declaration Addendum

Madera Station Relocation Project

San Joaquin Joint Powers Authority

March 2025

Prepared for:
San Joaquin Joint Powers Authority
949 Channel Street
Stockton, CA 95202

Prepared by:
AECOM
300 Lakeside Dr
Oakland, CA 94612

Table of Contents

Acronyms and Abbreviations iv

1 INTRODUCTION.....1

 1.1 Addendum Requirements 1

 1.2 Purpose of this Addendum2

2 PROJECT DESCRIPTION3

 2.1 Phase 1 Updated Project Elements5

 Modify Parking Lot Layout5

 Relocation and Addition of Storm Drain Retention Ponds5

 Modification of Station Access Road5

 Modifications to the Bus Depot and Pick-Up and Drop Off Facility5

 2.2 Phase 2 Updated Project Elements10

 Modify Parking Lot Layout and Increase in the Number of Parking Spaces 10

 Dedicated Bike Path10

 Modification of Station Access Road10

 Modification of Drainage Features10

 Modifications to the Bus Depot and Pick-Up and Drop Off Facility 11

 Station Building11

 Increased Plaza Area11

3 EVALUATION OF ENVIRONMENTAL IMPACTS..... 16

 3.1 Aesthetics16

 3.2 Agricultural and Forestry Resources 18

 3.3 Air Quality18

 3.4 Biological Resources20

 3.5 Cultural Resources.....22

 3.6 Energy23

 3.7 Geology, Soils, and Paleontological Resources23

 3.8 Greenhouse Gas Emissions24

 3.9 Hazards and Hazardous Materials25

 3.10 Hydrology and Water Quality.....26

 3.11 Land Use and Planning27

 3.12 Mineral Resources27

3.13	Noise and Vibration	28
3.14	Population and Housing	28
3.15	Public Services	29
3.16	Recreation.....	29
3.17	Transportation	30
3.18	Tribal Cultural Resources	31
3.19	Utilities and Service Systems	31
3.20	Wildfire.....	32
3.21	Mandatory Finding of Significance	33
4	DETERMINATION	34
5	LIST OF PREPARERS	35
6	REFERENCES	36

Figures

Figure 2-1.	Proposed Project Environmental Footprint	4
Figure 2-2 .	Original Phase 1 Project Elements - Station Overview	6
Figure 2-3.	Updated Phase 1 Project Elements – Station Overview	7
Figure 2-4.	Original Phase 1 Project Elements – Access Road	8
Figure 2-3.	Updated Phase 1 Project Elements – Access Road	9
Figure 2-4.	Original Phase 2 Project Elements – Station Overview	12
Figure 2-7.	Updated Project Elements for Phase 2 – Station Overview	13
Figure 2-8.	Original Phase 2 Project Elements - Access Road.....	14
Figure 2-9.	Updated Project Elements for Phase 2 - Access Road	15

Tables

Table 3.3-1.	Unmitigated Construction Emissions (Phase 2)	19
Table 3.3-2.	Mitigated Construction Emissions (Phase 2).....	20

Appendices

Appendix A	Air Quality, Greenhouse Gases, and Energy Calculations
Appendix B-1	Updated Engineering Plans for Phase 1
Appendix B-2	Updated Engineering Plans for Phase 2

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Acronyms and Abbreviations

AQAP	Air quality attainment plans
BAT	Best Available Technology Economically Feasible
BCT	Best Conventional Pollutant Control Technology
BMP	Best management practices
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHSRA	California High-Speed Rail Authority
CO	Carbon monoxide
CPUC	California Public Utilities Commission
EIR	Environmental Impact Report
EOS	Early Operating Segment
FRA	Federal Railroad Administration
GHG	Greenhouse gas
HSR	High-speed rail
IS	Initial Study
lbs/day	Pounds per day.
MM	Mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MUTCD	Manual on Uniform Traffic Control Devices
NAHC	Native American Heritage Commission
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
Phase 1	San Joaquins Relocated Station
Phase 2	HSR Interim Operating Segment Station
PM ₁₀	Suspended particulate matter less than 10 micrometers in diameter
PM _{2.5}	Fine particulate matter less than 2.5 micrometers in diameter
Project Footprint	Project Environmental Footprint
ROG	Reactive organic gases
SJPA	San Joaquin Joint Powers Authority
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO _x	Sulfur oxides
SWPPP	Storm Water Pollution Prevention Plan
tpy	Tons per year
USFWS	United States Fish and Wildlife Service
VMT	Vehicle miles travelled

1 INTRODUCTION

This document is an Addendum to the Initial Study (IS)/Mitigated Negative Declaration (MND) for the Madera Station Relocation Project (Project) for San Joaquins Relocated Station (Phase 1) and HSR Interim Operating Segment Station (Phase 2) of the Project (State Clearing House Number 2020109008) adopted by the San Joaquin Joint Powers Authority (SJJPA) Board of Directors on January 22, 2021. Since adoption of the 2021 IS/MND, project design changes to the Phase 1 and Phase 2 of the previously approved Project have been proposed. SJJPA as lead agency under the California Environmental Quality Act (CEQA) has considered the proposed changes to the Project and concludes that the changes would neither result in any new significant environmental impacts nor substantially increase the severity of previously disclosed impacts. As such, the IS/MND continues to serve as the appropriate document addressing the environmental impacts from the Project under CEQA, and a subsequent MND need not to be prepared. There are no new significant impacts or mitigation measures as a result of this updated analysis and an Addendum is the appropriate CEQA document.

1.1 Addendum Requirements

The Addendum has been prepared in accordance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by SJJPA. CEQA Guidelines sections 15162 and 15164 provide that an addendum to an adopted MND may be prepared when the conditions for subsequent or supplemental review are not present.

Per CEQA Guidelines, Section 15162, subdivision [A][1] and subdivision [A][2], subsequent or supplemental review is only required when substantial changes to a project require major revisions of a previous environmental document due to new or increased substantial environmental impacts of the, or where new information of substantial importance has been uncovered that indicates the project would create new impacts or increase the severity of existing impacts.

In addition, accordance with Section 15162, subdivision (A)(3) of the CEQA Guidelines, the Project does not meet of the following criteria for the *“new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Negative Declaration:*

- a) *The project will have one or more significant effects not discussed in the previous Negative Declaration;*
- b) *Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration;*
- c) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- d) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration would substantially reduce one or more significant effects on the on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”*

Per Section 15164, subdivision (A)(B) of the CEQA Guidelines an Addendum to a Negative Declaration would be appropriate with the following:

- a) *The lead agency or responsible agency shall prepare an addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration have occurred.*

Per Section 15164, subdivision (C) of the CEQA Guidelines “An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.” Furthermore, the IS/MND Addendum does not require a separate Notice of Determination from the 2021 IS/MND.

1.2 Purpose of this Addendum

Since adoption of the 2021 IS/MND and the decision to proceed with the Project by the SJPA Board of Directors, revisions to the Phase 1 and Phase 2 project design have occurred. This Addendum, along with the 2021 IS/MND, and previous environmental studies/documents will be used by the SJPA to proceed with construction of the Project. The Project does not meet any of the conditions stated in CEQA Guidelines Section 15162; therefore, a subsequent MND is not required. This Addendum has been prepared to comply with CEQA Guidelines Section 15164 and Public Resources Code Sections 21083 and 21166. This Addendum evaluates each environmental topics identified in Appendix G of the CEQA Guidelines and incorporates the additional analysis for inclusion in the environmental record.

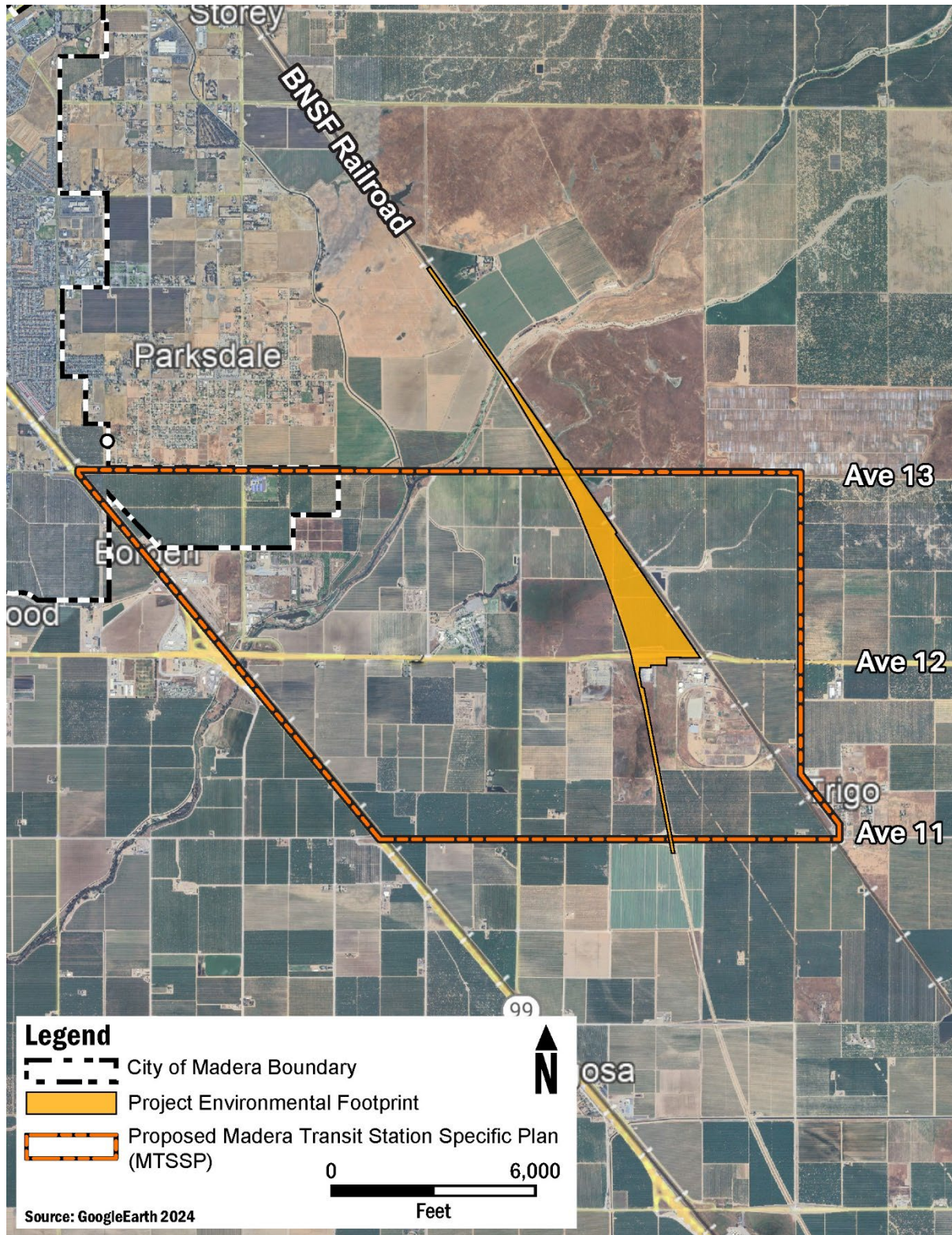
The approved mitigation measures provided in the adopted 2021 IS/MND Mitigation Monitoring and Reporting Program (MMRP) have been incorporated by reference. The mitigation measures do not change the original impact conclusions nor are they considerably different from that analyzed from the 2021 IS/MND.

2 PROJECT DESCRIPTION

This project description section describes updated project elements for both Phase 1 and Phase 2 of the Madera Station Relocation Project. As amended, the Project would be developed in the same location and within the Project Environmental Footprint (Project Footprint) for the original project as described in the 2021 IS/MND. The Project Footprint, as shown in **Figure 2-1** stretches approximately 3,600 feet north of Cottonwood Creek and approximately 150 feet south of Avenue 11 to accommodate trackwork associated with the Project.

The updated project elements as part of Phase 1 are discussed in Section 2.1 and the updated project elements for Phase 2 are discussed in Section 2.2.

Figure 2-1. Proposed Project Environmental Footprint



2.1 Phase 1 Updated Project Elements

The first phase of the Project (Phase 1) consisted of elements related to the Relocated Madera San Joaquins Station. The existing Madera San Joaquins Station would no longer be used for San Joaquins operations following commencement of San Joaquins service at the Relocated Station. **Figure 2-2** and **Figure 2-4** shows the previous project elements approved in the 2021 IS/MND for Phase 1.

For Phase 1, the design, construction, and operation of the Project's rail components would comply with applicable standards from the Federal Railroad Administration (FRA) and/or California Public Utilities Commission (CPUC). Similarly, design, construction, and operation of site access improvements, including new roadways or modifications to existing roadways, would adhere to applicable standards such as the California Manual on Uniform Traffic Control Devices (MUTCD) and local design guidelines and specifications. Design approval for specific project components would be sought from the appropriate agencies as part of detailed design and subsequent stages of the Project.

Details of the updated Project elements for Phase 1 are described in the following sections. In addition, **Figure 2-3** and **Figure 2-5** shows the updated Project elements for Phase 1.

Modify Parking Lot Layout

The parking lot for Phase 1 as part of the 2021 IS/MND, would be shifted slightly north away to align with the northern portion of the San Joaquins Platform. The modified layout would improve vehicle movement, make room for the bus facility, and provide the opportunity for parking expansion as part of Phase 2 to not impact operations of Phase 1.

Relocation and Addition of Storm Drain Retention Ponds

Based upon drainage requirements discovered during the final design for Phase 1, additional roadway drainage swales and basins would be provided along the Station Access Road as part of Phase 1. These additions would require relocation and increase the size of the stormwater retention ponds/basins from the previously cleared location. The 2021 IS/MND included one station storm drain retention pond located west of the parking lot. The updated Project element for Phase 1 relocated the station storm drain retention pond approximately 0.14 mile east and increased the size and capacity. In addition, three additional storm drain retention ponds have been added adjacent to the Station Access Road.

Modification of Station Access Road

To allow for improved automobile and bus circulation, the station access road would be re-aligned to travel along the eastern edge of the California High-Speed Rail Authority (CHSRA) property within the Madera high-speed rail (HSR) Station area.

Modifications to the Bus Depot and Pick-Up and Drop Off Facility

The Phase 1 project will implement a temporary Bus Facility adjacent to the southern portion of the San Joaquins Platform instead of building a portion of the permanent Bus Depot proposed in the 2021 IS/MND. This location will provide more direct access to the platform for transit passengers. The Pick-Up and Drop-Off Facility would be reconfigured and be shifted slightly east. The new configuration will provide a better access solution for both Phase 1 and Phase 2.

Figure 2-2. Original Phase 1 Project Elements - Station Overview

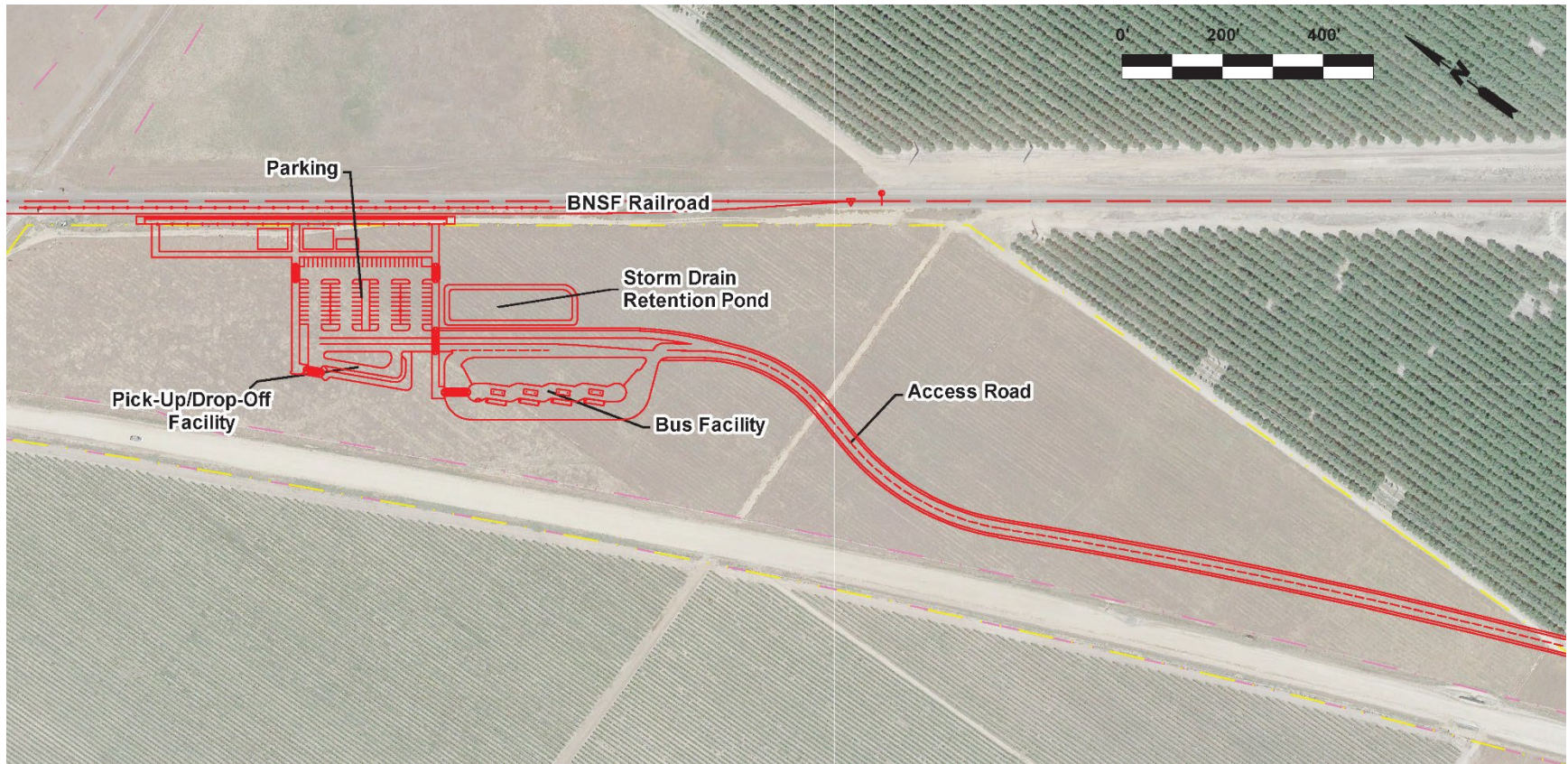


Figure 2-3. Updated Phase 1 Project Elements – Station Overview

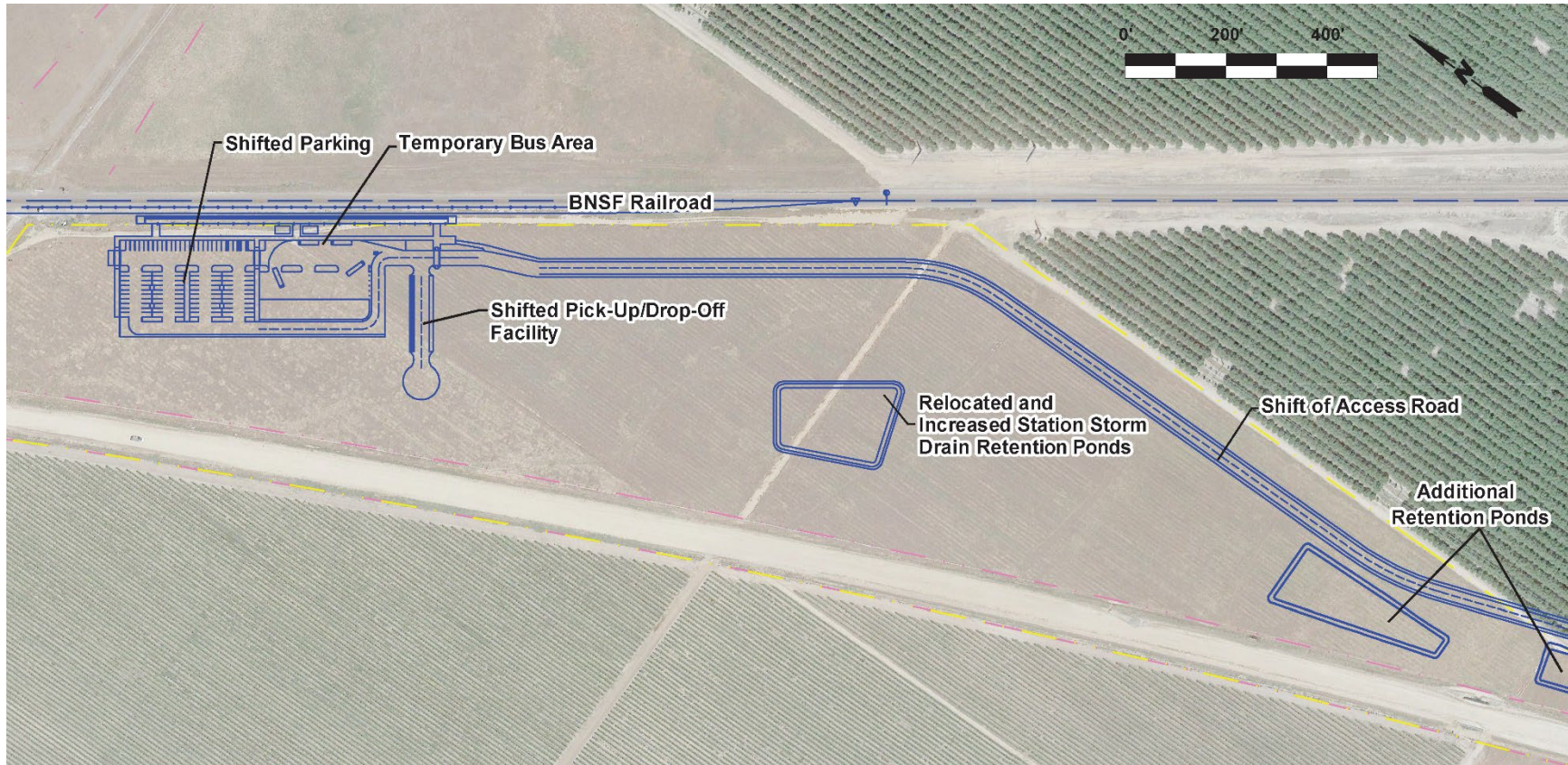


Figure 2-4. Original Phase 1 Project Elements – Access Road



Figure 2-5. Updated Phase 1 Project Elements – Access Road



2.2 Phase 2 Updated Project Elements

The second phase of the Project (Phase 2), which correlates to the CHSRA’s “Early Operating Segment” (EOS) (formerly referred to as the “HSR Interim Operating Segment”), consists of HSR improvements at Madera Station to allow for future HSR service as part of the EOS to serve the station. This HSR service is anticipated to be operated by the SJPA. **Figure 2-6** and **Figure 2-8** shows the previous project elements approved in the 2021 IS/MND for Phase 2.

Similarly, as discussed in Section 2.1, the design, construction, and operation of the Project’s rail components for Phase 2 would comply with applicable standards from the FRA and/or CPUC. Similarly, design, construction, and operation of site access improvements, including new roadways or modifications to existing roadways, would adhere to applicable standards such as the California MUTCD and local design guidelines and specifications. Design approval for specific project components would be sought from the appropriate agencies as part of detailed design and subsequent stages of the Project. Phase 2 has received funding for final design and construction with final design work anticipated to begin in 2025.

Details of the updated Project elements for Phase 2 are described in the following sections. In addition, **Figure 2-7** and **Figure 2-9** shows the updated project elements for Phase 2.

Modify Parking Lot Layout and Increase in the Number of Parking Spaces

The parking lot for Phase 2 as part of the 2021 IS/MND, proposed 280 parking spaces. As part of the design modifications, the parking layout would be modified to provide 401 parking spaces and expand the parking lot footprint slightly north away from the west HSR Platform. The modified layout would improve vehicle movement and provide the opportunity for parking expansion as part of Phase 3.

Dedicated Bike Path

As part of the design modifications, the previous cleared bike lanes as part of the Station Access Road would be converted to roadway shoulders. A new dedicated Bike Path would replace the non-dedicated, street-running bike lanes that were approved in Phase 2. The Bike Path would begin from Avenue 12 to the area adjacent to the southern end of the Madera HSR Station platform. The Bike Path would be located along the western side of the station access road and along the eastern edge of the HSR station track.

Modification of Station Access Road

To allow for improved automobile and bus circulation, the station access road would be re-aligned to travel along the eastern edge of the CHSRA property within the Madera HSR Station area. The T-Intersection of the station access road and Connector Road that was approved in Phase 2, would be converted to a roundabout. A second roundabout would be located approximately 0.20 miles west of Avenue 12 on the Station Access Road.

Modification of Drainage Features

Based upon drainage requirements discovered during the final design for Phase 1, additional roadway drainage swales and basins would be provided along the Station Access Road as part of Phase 2. These additions would require relocation and increase the size of the stormwater retention ponds/basins south of the previously cleared location.

Modifications to the Bus Depot and Pick-Up and Drop Off Facility

The Bus Depot location would be shifted slightly to the east and would be reduced from 8 bus bays to 6 bus bays. The Pick-Up and Drop-Off Facility would be shifted slightly east.

Station Building

As part of Phase 2, a Station Building would be constructed near the east of the Madera HSR platform to provide space for station staffing support facilities, restrooms, and cleaning supplies/equipment for station maintenance. Phase 2 would include a station building between 3,000 and 5,000 square feet. The station building has been relocated to be adjacent to the south end of the HSR platform, between the platform and the Bus Depot. The building would be one-story tall. In addition, lighting posts and signage would be installed.

Increased Plaza Area

The overall plaza area between the eastern platform and other station facilities would be increased in area compared to what was cleared previously for Phase 2. This plaza area would include both landscape and hardscape for pedestrian circulation and waiting areas. A dividing element to define plaza spaces from the western platform is identified in the updated site plan for Phase 2. The detailed design for the plaza area and dividing element will be determined during final design.

Figure 2-6. Original Phase 2 Project Elements – Station Overview

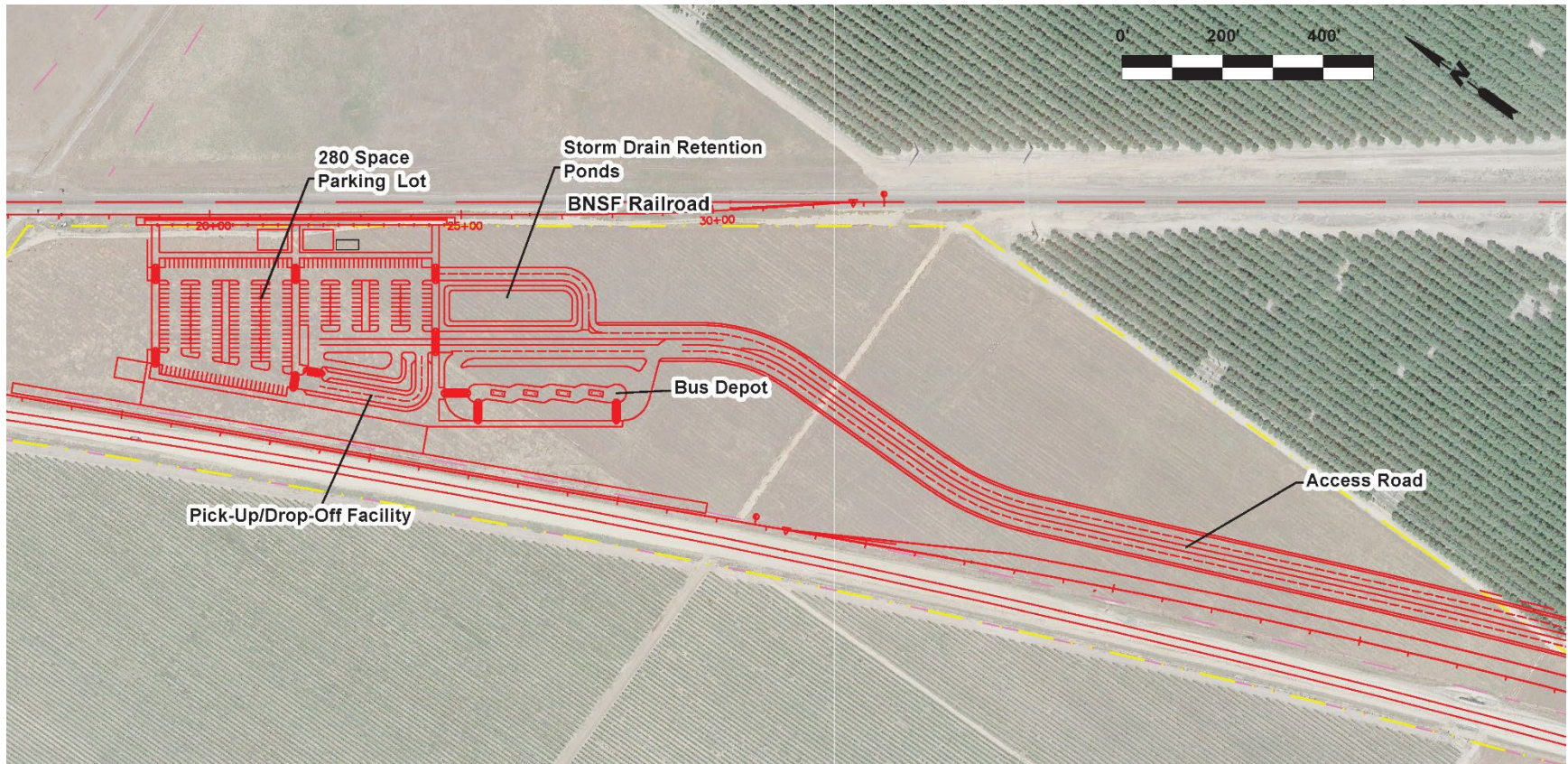


Figure 2-7. Updated Project Elements for Phase 2 – Station Overview

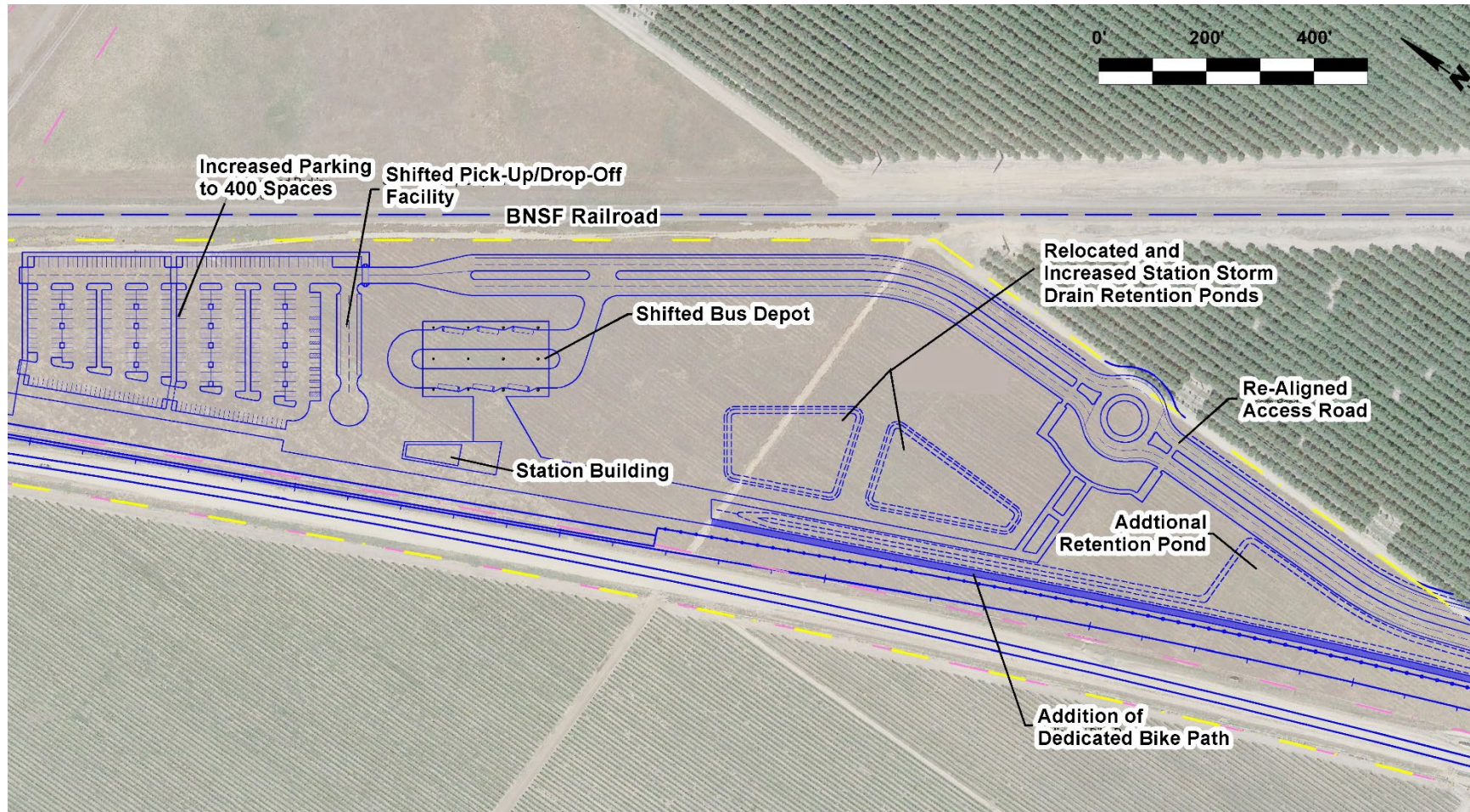


Figure 2-8. Original Phase 2 Project Elements - Access Road

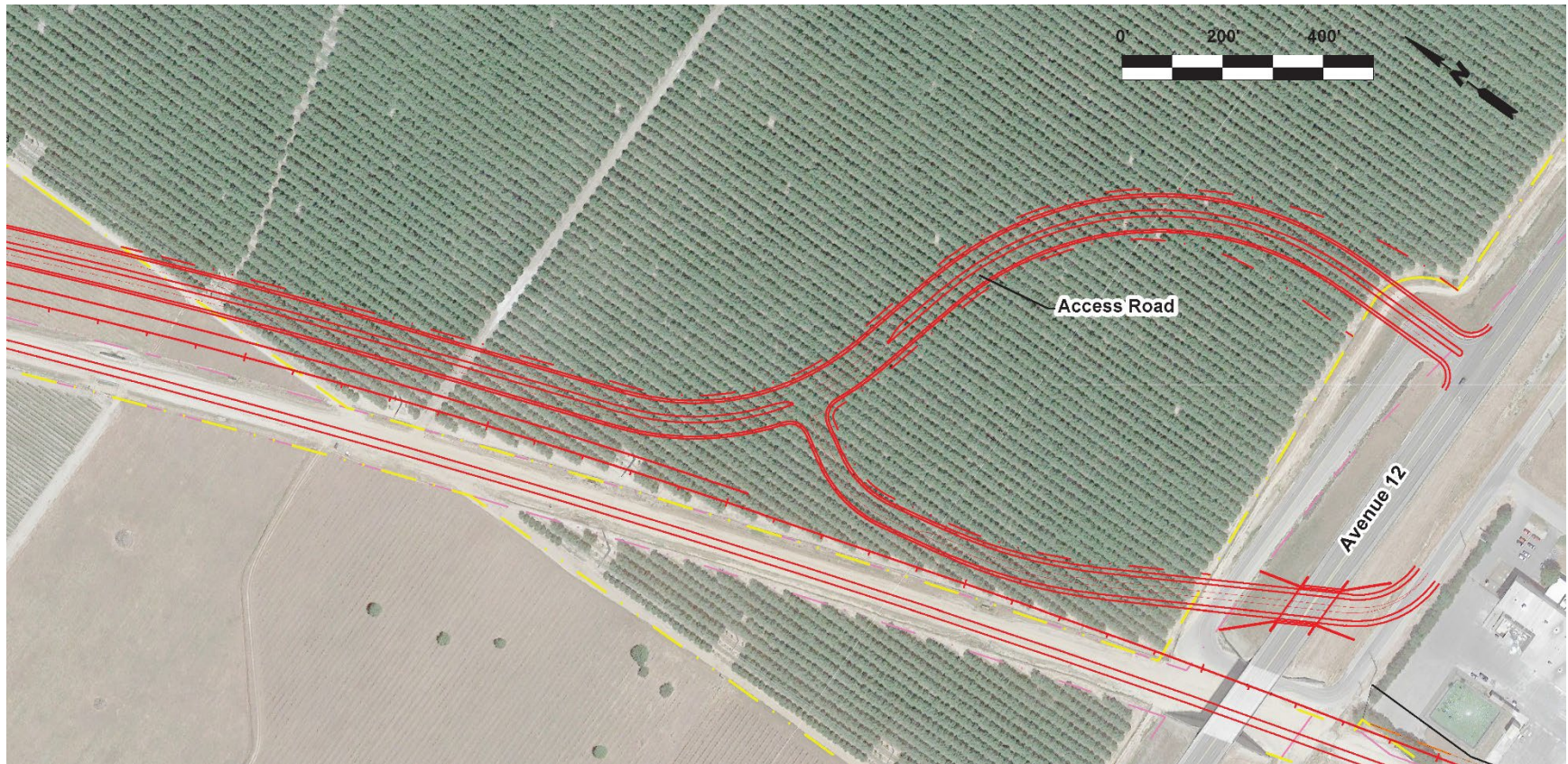
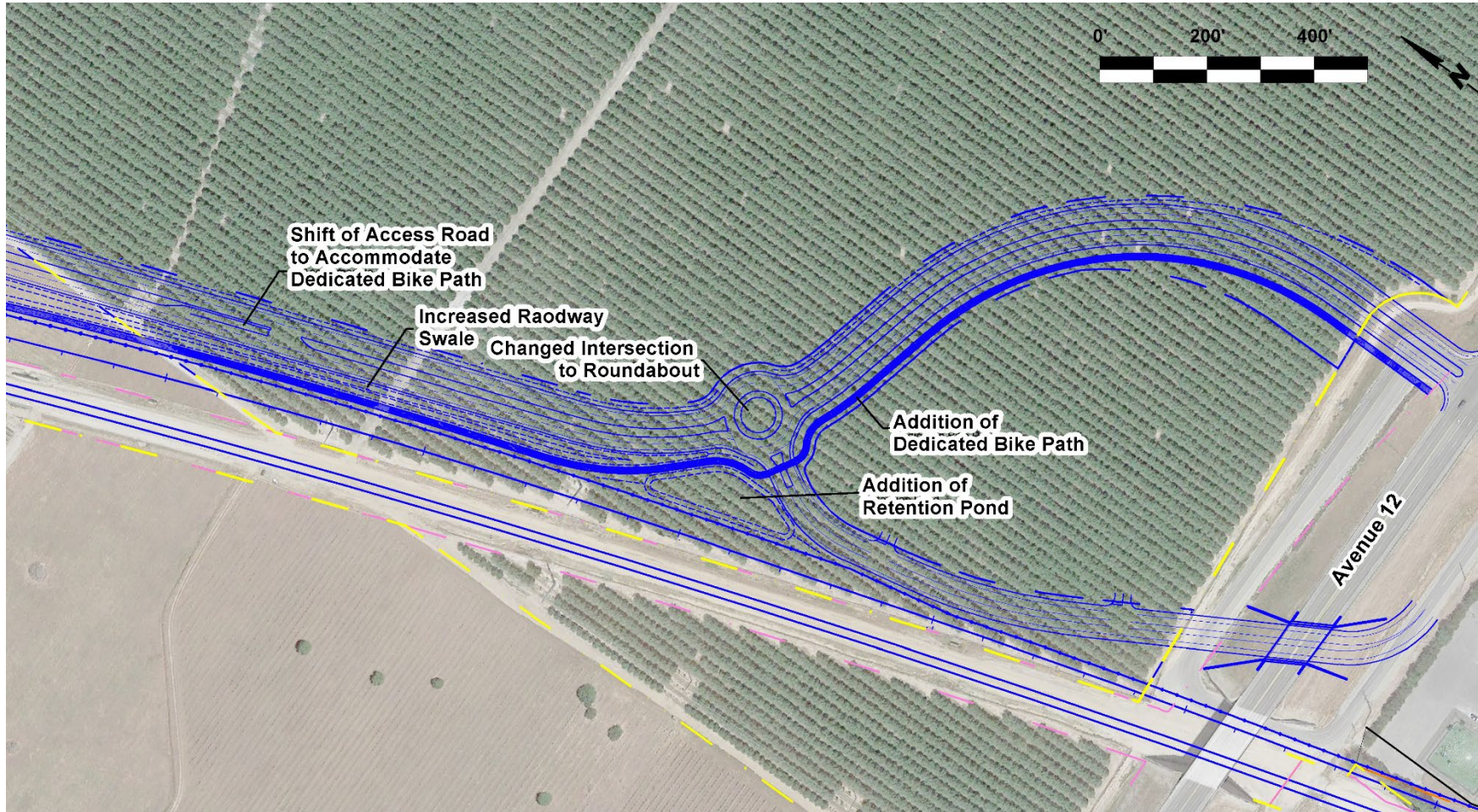


Figure 2-9. Updated Project Elements for Phase 2 - Access Road



3 EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 Aesthetics

The Project site sits on flat land within the San Joaquin Valley with views of the mountain range to east and the broad plains in between. The Project site is not located within a scenic vista, nor would development on the project site obstruct the view of any scenic vistas. This impact is considered less than significant for design changes to Phase 1 and Phase 2, similar to the previous 2021 IS/MND.

The Project site is not within, or visible from, a state scenic highway. Similar to the previous 2021 IS/MND, no impact would occur under the Phase 1 and Phase 2 design changes and no further analysis is required.

A substantial degradation of the existing visual character or quality of the site would occur if the revised project introduced a new visible element that would be inconsistent with the overall quality, scale, and character of the surrounding development or that approved previously. The analysis considers the degree to which the revised Project would contribute to or degrade the area's aesthetic value. The following discusses the Phase 1 and Phase 2 design changes and the impact to existing visual character or quality:

Phase 1 Design Changes:

- The Phase 1 design changes would shift the location and configuration of the parking lot and the pick-up and drop-off facility. Temporary bus facility would be implemented adjacent to the station platform instead of the permanent bus facility. There would be no change to the number of parking spaces. Modification of parking layout would not obstruct the visual quality and public views of the existing site and surrounding lands. The view of the parking lot would remain as a parking lot.
- Phase 1 would relocate and add additional storm drain retention ponds. Additional roadway drainage and swales and basin would be provided along the Station Access Road. The public views from nearby roadways and other public vantage points and that the design and intensity of the Project would not be a disharmonious or disruptive element of the neighborhood. These additions would not obstruct the visual quality and public views of the existing site and surrounding lands.
- The Station Access Road would be re-aligned to travel along the eastern edge of the CHSRA property to improved automobile and bus circulation. Modification of the access road would not obstruct the visual quality and public views of the existing site and surrounding lands.

Phase 2 Design Changes:

- The Phase 2 design changes would include the design modification of the parking layout to provide 401 parking spaces from 280 parking space and slightly expand the parking lot footprint. The Bus Depot and the Pick-Up and Drop-Off Facility location would slightly change and there

would be reduction from eight (8) bus bays to six (6) bus bays. More automobiles and less busses would be visible for parking lot at full capacity compared to the previous 2021 IS/MND. However, modification of vehicle capacity and parking layout/footprint would not significantly obstruct the visual quality and public views of the existing site and surrounding lands. The view of the parking lot would remain as a parking lot.

- The T-Intersection of the station access road and Connector Road that was approved in Phase 2, would be converted to a roundabout. A second roundabout would be located approximately 0.20 miles west of Avenue 12. Roundabouts include a central island which is a design tool to limit a driver's view of any traffic on the other side of the roundabout to encourage incoming drivers to focus on the traffic to their left for safety purposes. In addition, roundabouts include additional signage to guide drivers within a roundabout. The roundabout would provide a different view of the station access road than a T-intersection; however, would not significantly obstruct the visual quality and public views of the existing site and surrounding lands. Roundabouts are generally considered to be more aesthetically pleasing as the center island could include a decorative piece.
- As part of the design modifications, the bike lanes would be converted to include roadway shoulders. The dedicated Bike Path would be located along the western side of the Station Access Road and along the eastern edge of the HSR station track. When in use, bicyclist would be visible utilizing the bike path. The dedicated Bike Path would not significantly obstruct the visual quality and public views of the existing site and surrounding lands.
- As discussed in Section 2.2.6, the station building footprint would be between 3,000 to 5,000 square feet. The building height would remain as one-story tall, though could have a vaulted ceiling/roof. The Plaza area would be included including both landscape and hardscape for pedestrian circulation and waiting areas. The detailed design for the plaza area will be determined during final design. The view would remain similar to a station building and plaza area with landscaping. The public views from nearby roadways and other public vantage points and that the design and intensity of the Project would not be a disharmonious or disruptive element of the neighborhood. The Station Building and plaza area would not significantly obstruct the visual quality and public views of the existing site and surrounding lands.

As discussed above, similar to the 2021 IS/MND, the updated Project elements for Phase 1 and Phase 2 would not substantially degrade the existing visual character or quality of the site and its surroundings and the impact would be less than significant.

For Phase 1, new lighting for safety and security of the parking area and Station Access Road would introduce permanent sources of nighttime lighting to the Project. For Phase 2, the Station Building would include lighting posts and signage. New lighting for safety and security for the Station Access Road, Bike Path, and increased plaza area would introduce permanent sources of nighttime lighting to the Project. In addition, nighttime security lighting of the construction staging site would be required for both Phase 1 and Phase 2. The 2021 IS/MND concluded that impacts from light glare would be less than significant because best management practices (BMP) would be incorporated into the design of the Project that would include positioning of light direction and shielding, which would minimize lighting spillover.

Similarly, the Project would incorporate the same BMP for the updated project elements. Therefore, impacts related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area would be less than significant.

Impacts related to aesthetics that would occur due to the Project would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to aesthetics as it relates to the design changes to Phase 1 and Phase 2.

3.2 Agricultural and Forestry Resources

The 2021 IS/MND concluded that impacts to existing zoning of the Project site for an agricultural use and conversion of farmland to non-agricultural would have a less than significant impact. In addition, the 2021 IS/MND concluded that the mitigation measure (MM)-AG-1 would be implemented to reduce the impact of permanent conversion of Important Farmland and would be less than significant. The 2021 IS/MND concluded that there are no forestry resources that would be impacted; therefore, the Phase 1 and Phase 2 design changes would have no impacts related to forestry resources.

The updated Project elements for Phase 1 and Phase 2 does not involve any element that might result in a new significant or substantially more severe impacts to agriculture and forest resources because the updated Project elements would be located within land either owned by CHSRA or already purchased by SJJPA and would no longer be considered Prime or Unique Farmlands. With implementation of MM-AG-1 as included in the 2021 IS/MND, any impacts to agriculture that may occur as a result of the Project would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to agriculture and forest resources as it relates to the design changes to Phase 1 and Phase 2.

3.3 Air Quality

The 2021 IS/MND concluded that the emissions generated from the construction of Phase 1 and Phase 2 would exceed the San Joaquin Valley Air Pollution Control District (SJVAPCD) thresholds for nitrogen oxides (NO_x). Consequently, construction-related emissions related to both Phases 1 and 2 have the potential to conflict with the SJVAPCD's air quality attainment plans (AQAP) and result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment. However, with incorporation of MM-AQ-1 and MM-AQ-2, construction-related emissions of Phase 1 and Phase 2 would not exceed SJVAPCD's thresholds of significance. Therefore, the 2021 IS/MND concluded that construction impacts related to conflicting with the applicable air quality plan and construction impacts related to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard would be less than significant with mitigation incorporated. The 2021 IS/MND concluded that potential impacts related to exposing sensitive receptors to substantial pollutant concentrations; and construction impacts related to emissions (such as those leading to odors) adversely affecting a substantial number of people would be less than significant.

As analyzed and concluded in the 2021 IS/MND, Phase 1 and Phase 2 operational impacts would have a less than significant impact related to conflicting with applicable AQAPs; related to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard; exposing sensitive receptors to substantial pollutant concentrations; and impacts related to emissions (such as those leading to odors) adversely affecting a substantial number of people.

As detailed in Section 2, Project Description, as amended, the Project would be developed in the same location and within the Project Footprint as the original project as described in the 2021 IS/MND. However, due to the modifications, Phase 2 construction-related emissions associated with earthwork, paving, and architectural coating activities are anticipated to increase slightly from the construction emissions shown in the 2021 IS/MND. **Tables 3.3-1** and **3.3-2** below presents the unmitigated and mitigated construction-related emissions associated with the Project, as amended, respectively.

Table 3.3-1. Unmitigated Construction Emissions (Phase 2)

Description	CO	NO _x	ROG	SO _x	PM10	PM2.5
Annual Emissions (tpy)	5.90	13.24	1.29	0.02	2.82	1.24
SJVAPCD Threshold of Significance (tpy)	100	10	10	27	15	15
<i>Significant Impact?</i>	No	Yes	No	No	No	No
Maximum Daily Emissions (lbs/day)	47.09	110.73	11.38	0.14	45.21	21.31
SJVAPCD Threshold of Significance (lbs/day)	100	100	100	100	100	100
<i>Significant Impact?</i>	No	Yes	No	No	No	No
Notes: CO = carbon monoxide; NO _x = nitrogen oxides; ROG = reactive organic gases; SO _x = sulfur oxides; PM10 = suspended particulate matter less than 10 micrometers in diameter; PM2.5 = fine particulate matter less than 2.5 micrometers in diameter; tpy = tons per year; lbs/day = pounds per day.						

Table 3.3-2. Mitigated Construction Emissions (Phase 2)

Description	CO	NO _x	ROG	SO _x	PM10	PM2.5
Annual Emissions (tpy)	6.45	3.27	0.51	0.02	2.42	0.87
SJVAPCD Threshold of Significance (tpy)	100	10	10	27	15	15
<i>Significant Impact?</i>	No	No	No	No	No	No
Maximum Daily Emissions (lbs/day)	53.44	43.19	6.73	0.14	42.51	18.88
SJVAPCD Threshold of Significance (lbs/day)	100	100	100	100	100	100
<i>Significant Impact?</i>	No	No	No	No	No	No
Notes: CO = carbon monoxide; NO _x = nitrogen oxides; ROG = reactive organic gases; SO _x = sulfur oxides; PM10 = suspended particulate matter less than 10 micrometers in diameter; PM2.5 = fine particulate matter less than 2.5 micrometers in diameter; tpy = tons per year; lbs/day = pounds per day.						

As shown in **Table 3.3-2**, with incorporation of the MM-AQ-1 and MM-AQ-2 as included in the 2021 IS/MND, construction-related emissions of Phase 2 would not exceed SJVAPCD's thresholds of significance. Furthermore, because the Project Footprint is the same as analyzed in the 2021 IS/MND, construction-related impacts related to exposing sensitive receptors to substantial pollutant concentrations or other emissions, such as those leading to odors, would remain similar to those discussed in the 2021 IS/MND (i.e., less than significant). Similarly, since the Project Footprint remains the same, it can still be anticipated that the Project would result in a beneficial impact to air quality in the region by reducing vehicle miles traveled and the associated criteria air pollutants in the region. Therefore, the operational air quality impact that may occur as a result of the Project would be similar to discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to air quality as it relates to the design changes to Phase 1 and Phase 2.

3.4 Biological Resources

The 2021 IS/MND concluded that potential impact to special-status plant species would be reduced to a less than significant level with implementation of the mitigation measures for Phase 1 and Phase 2. MM-BIO-1 through MM-BIO-14 as included in the 2021 IS/MND, would avoid, protect, or compensate for Project impacts on special-status species and other biological resources. In addition, the following MMs as included in the 2021 IS/MND would be implemented to reduce the potential impact to a less than significant level for Phase 1 and Phase 2:

- MM-BIO-17 and MM-BIO-18 would be implemented for the California tiger salamanders;
- MM-BIO-19 and MM-BIO-20 would be implemented for the Western Spadefoot;

- MM-BIO-21 and MM-BIO-22 would be implemented for the Vernal Pool Fairy Shrimp and other vernal pool invertebrates;
- MM-BIO-23 would be implemented for the Swainson's Hawk;
- MM-BIO-24 would be implemented for the Burrowing Owl; and
- MM-BIO-25 would be implemented for the migratory birds.

With implementation of MM-BIO-1 through MM-BIO-14, and MM-BIO-17 through MM-BIO-25 as included in the 2021 IS/MND, impacts related to substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) would be less than significant with mitigation incorporated for Phase 1 and Phase 2.

For Phase 1, six small linear-to-oblong depressional seasonal wetland features occur in the Project Footprint parallel to the toe of the railroad embankment that may potentially support hairy Orcutt grass, San Joaquin Valley Orcutt grass, succulent owl's-clover, and spiny-sepaed button-celery. However, these seasonal wetlands do not provide the hydrological and soil characteristics needed to support these plant species. In addition, there is a remnant vernal pool in the northern portion of the proposed Project Footprint known to support hairy Orcutt grass, but the Phase 1 of the Project would not occur in this area. Any surrounding habitat outside of the Project Footprint that could potentially support special-status plant species would remain in its natural or current state and be unaffected and the impact would be less than significant for Phase 1. For Phase 2, implementation of MM-BIO-15 and MM-BIO-16 as included in the 2021 IS/MND, would reduce impacts on hairy Orcutt grass, San Joaquin Valley Orcutt grass, succulent owl's-clover, and spiny-sepaed button-celery to a less than significant level by protecting special-status plant occurrences in an environmentally restricted area that is closed off and marked as an environmentally sensitive areas during construction, or by implementing compensatory mitigation to offset impacts.

The 2021 IS/MND concluded that for Phase 1, there would be no impact to riparian habitat because no such habitat exists within the Project Footprint. For Phase 2, the 2021 IS/MND concluded that with implementation of MM-BIO-17, MM-BIO-19, MM-BIO-21, and MM-BIO-26 as included in the 2021 IS/MND, would reduce impacts on this vernal pool to a less than significant level by protecting the feature in an environmentally sensitive area and environmentally restricted area during construction, or by implementing compensatory mitigation to offset impacts on the sensitive natural community. Impacts related to a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS would be less than significant with mitigation incorporated for Phase 2.

The 2021 IS/MND concluded that Phase 1 would not extend far enough north to affect either the vernal pool or Cottonwood Creek and no impact would occur related to a substantial adverse effect on federal

or state protected wetlands through direct removal, filling, hydrological interruption, or other means. For Phase 2, the 2021 IS/MND determined that implementation of the MM-BIO-17, MM-BIO-19 and MM-BIO-21 as included in the 2021 IS/MND, would protect the vernal pool wetland in an environmentally restricted area during construction, or by implementing compensatory mitigation to offset impacts. Potential impacts related to a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS are considered less than significant with mitigation measures incorporated for Phase 2.

The 2021 IS/MND concluded that potential impacts that would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites would be less than significant for Phase 1 and Phase 2. Implementation of Mitigation Measures MM-BIO-1 through MM-BIO-14, as included in the 2021 IS/MND, would ensure that wildlife would still be able to utilize the channel as a viable movement corridor. Therefore, impacts that would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites would be less than significant.

The 2021 IS/MND concluded that Phase 1 and Phase 2 would be consistent with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and the impact would be less than significant. Lastly, the Project would have not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan and would have no impact.

The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe impacts to biological resources because the updated Project elements for Phase 1 and Phase 2 would be located within land that has already been purchased by SJJPA and would not result in impacts to biological resources located outside the Project Footprint. With implementation of MM-BIO-1 through MM-BIO-26 as included in the 2021 IS/MND, any impacts to biological resources that would occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to biological resources for design changes to Phase 1 and Phase 2.

3.5 Cultural Resources

The 2021 IS/MND concluded that potential impacts to identified archaeological and cultural resources from future development can be avoided through implementation of MM-CUL-1 through MM-CUL-4. The 2021 IS/MND determined that potential impacts that would cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 would be less than significant with mitigation incorporated. The 2021 IS/MND concluded that although there is no indication that human remains are present, there is always a possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains and mitigation measure would reduce the

impact to a less than significant level. The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe impacts to cultural resources because the updated Project elements for Phase 1 and Phase 2 would be located within land that has already been purchased by SJJPA and would not result in impacts to cultural resources located outside the Project Footprint. With implementation of MM-CUL-1 through MM-CUL-4 as included in the 2021 IS/MND, any impacts to cultural resources that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to cultural resources in relation to the design changes to Phase 1 and Phase 2.

3.6 Energy

The 2021 IS/MND concluded that potential impacts to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant. In addition, the 2021 IS/MND determined that no potential impacts would occur to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As described previously, the modifications to Phase 1 and Phase 2 would result in a slight increase in energy consumption during construction. However, energy consumption during construction activities would be temporary and as discussed in the 2021 IS/MND, construction-related energy consumption would not be wasteful, inefficient, or unnecessary due to the future energy savings as a result of the net reduction in fossil fuel-based transportation fuel associated with the reduction in automobile vehicle miles traveled. The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe energy impacts. Any energy impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to energy in relation to the design changes to Phase 1 and Phase 2.

3.7 Geology, Soils, and Paleontological Resources

The 2021 IS/MND concluded that impacts to geological and soils impacts would be less than significant. There are no Alquist-Priolo Earthquake Fault Zones within Madera County and no impacts would occur. Although the potential for seismic ground shaking to occur at the Project footprint is unavoidable, the risk of excessive permanent damage is minor because facilities would comply with building standards for seismic safety as required by the California Building Code and the County of Madera Department of Public Works. Therefore, potential impacts related to exposing people or structures to strong seismic ground shaking would be less than significant. The Project would have a less than significant impact to the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Most areas in western Madera County are at low to moderate risk for landslides and no potentials impacts would occur related to landslides.

The 2021 IS/MND concluded that by implementing standard construction practices and BMP the Project would have limited impacts from erosion and potential impacts related to substantial soil erosion or the

loss of topsoil would result in less than significant. As analyzed in the 2021 IS/MND, compliance with building regulations and site-specific recommendations to address the on-site soil conditions would reduce the severity of construction and operation impacts. Therefore, construction and operational impacts related to geologic units or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant. In addition, with the implementation of BMP, as well as compliance with building regulations and site-specific recommendations to address on-site soil conditions, the severity of construction and operational impacts on soils incapable of supporting the use of septic tanks would reduce significantly. Therefore, construction and operational impacts on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would be less than significant.

Impacts to paleontological resources analyzed in the 2021 IS/MND concludes that with MM-GEO-1 through MM-GEO-3 would reduce the potential impacts to paleontological resources if they were encountered during excavation activities associated with the Project. With implementation of mitigation measures, potential impacts related to paleontological resources would be reduce to a less than significant level.

The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe geological, soils, or paleontological resources impacts, because the updated Project elements for Phase 1 and Phase 2 would be located within land that has was already evaluated in the 2021 IS/MND and would not result in impacts located outside the Project Footprint. With implementation of MM-GEO-1 through MM-GEO-3 as included in the 2021 IS/MND, any geological, soils or paleontological resources impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to geological, soils and paleontological resources in relation to the design changes to Phase 1 and Phase 2.

3.8 Greenhouse Gas Emissions

As analyzed in the 2021 IS/MND, potential impacts related to generating greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment would be less than significant. The 2021 IS/MND also concluded that potential impacts related to conflicting with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions would be less than significant. As described above, due to modifications, construction-related emissions associated with Phase 2 would increase slightly. The amortized GHG emissions resulting from construction of Phase 2 of the Project, as amended, would be approximately 65 MT CO₂e which would remain below the 1,100 MT CO₂e threshold utilized in the 2021 IS/MND. In addition, operation of the Project, as amended, would continue to result in a net reduction in GHG emissions due to the net reduction in regional and intercity vehicle miles traveled. Therefore, any GHG impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore,

there are no new circumstances or new information that might result in new significant or substantially more severe impacts to GHG in relation to the Project.

3.9 Hazards and Hazardous Materials

The 2021 IS/MND concluded that potential impacts that would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant. The updated Project elements for Phase 1 and Phase 2 would involve the temporary transport, use, and disposal of potentially hazardous materials during construction activities and during operation transport, use, or disposal of hazardous materials, if any, would be minimal. All potentially hazardous materials associated with the Project would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with hazards and hazardous materials.

The updated Project Element for Phase 1 includes additional storm drain retention ponds that would require additional ground disturbance and excavation of soil compared to the previous approved 2021 IS/MND. During the construction, the updated Project elements for Phase 1 may generate additional excavation activities of unknown contaminated soil associated with prior agricultural uses at the Project site. However, federal, state, and local regulations govern the disposal of construction wastes that could be produced in the course of construction activities. Hazardous materials including soil with possible contamination from previous agricultural uses that may be encountered during construction activities would be disposed of in compliance with all applicable regulations for the handling of such waste. Adherence and compliance with applicable regulations would reduce impacts due to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste to a less than significant level.

Implementation of MM-HAZ-1 through MM-HAZ-3 as included in the 2021 IS/MND, and adherence to existing applicable federal, state, and local regulations would reduce impacts related to the release of hazardous materials. The 2021 IS/MND concluded that the potential impacts that would create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

The 2021 IS/MND concluded that there are no schools located within a quarter mile of a school and there are no public or public use airports within two miles of the Project. In addition, the Project site is not identified as a hazardous site per Government Code section 65962.5. Therefore, the 2021 IS/MND determined that no impacts would occur that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or create a safety hazard or excessive noise for people residing or working in the Project area as a result of being located within an airport land use plan or within two miles of a public or public use airport and there would be no impacts to create a significant hazard to the public or environment as a

result of being on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The 2021 IS/MND concluded that potential impacts that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan there would be less than significant impacts. Lastly, the Project would not occur within high or very high wildland fire risk areas and no construction impacts would occur that would expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe hazards and hazardous materials impacts. The additional excavation and removal of soil during construction of Phase 1 for the additional storm drain retention ponds would be in compliance with existing and applicable federal, state, and local regulations govern the disposal of construction waste and would be similar to the impacts discussed in the 2021 IS/MND. The updated Project elements for Phase 1 and Phase 2 would involve the temporary transport, use, and disposal of potentially hazardous materials during construction activities and during operation transport, use, or disposal of hazardous materials that would be similar to those discussed in the 2021 IS/MND. With implementation of MM-HAZ-1 through MM-HAZ-3 and adherence to existing applicable federal, state and local regulations as included in the 2021 IS/MND, any hazards and hazardous materials impact that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to hazards and hazardous materials in relation to the design changes to Phase 1 and Phase 2.

3.10 Hydrology and Water Quality

The 2021 IS/MND concluded that with the implementation of MM-HYD-1 impacts related to a violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality would be less than significant. The 2021 IS/MND determined that Potential impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin would be less than significant.

The 2021 IS/MND concluded that the Project would be regulated through the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit through the Regional State Water Quality Board. Storm Water Pollution Prevention Plan (SWPPP) and BMP would be utilized to prevent the impediment or redirection of flood flows and potential impacts that would impede or redirect flood flows would be less than significant. In addition, the NPDES General Construction Permit would require implementation of BMP including the management of soil stockpiles and potential impacts related to the risk of release of pollutants due to inundation would be less than significant. The 2021 IS/MND concluded that the potential impacts that would conflict with or obstruct implementation of a

water quality control plan or sustainable groundwater management plan would be less than significant for the Project.

The updated Project elements for Phase 1 and Phase 2 would increase roadway drainage swales and basins along the west side of the Station Access Road. The updated Project elements for Phase 2 may increase the impervious surfaces in the Project site. However, the extent of these new impervious surfaces would be small in relationship to the pervious surface surrounding the site and would not result in a new significant or substantially more severe hydrology and water quality impacts. Furthermore, the updated Project elements for Phase 1 and Phase 2 would be regulated through the requirements of the NPDES, General Construction Permit, and BMP for minimizing impacts related to impediment or redirection of flood flows, management of soil stockpiles, and potential impacts related to the risk of release of pollutants due to inundation including the additional storm drain retention ponds for Phase 1. Any hydrology and water quality impacts that may occur as a result of the updated project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to hydrology and water quality in relation to the design changes to Phase 1 and Phase 2.

3.11 Land Use and Planning

The 2021 IS/MND concluded that the Project would not divide an established community and that the Project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The updated project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe land use and planning impacts. Any land use and planning impacts that may occur as a result of the updated project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND because the updated project elements for Phase 1 and Phase 2 would be located within land that has already been purchased by SJPA and would not result in impacts to land uses located outside the Project Footprint. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to land use and planning in relation to the design changes for Phase 1 and Phase 2.

3.12 Mineral Resources

The Project is not on or in the vicinity of valuable regional or state mineral resources. Therefore, the 2021 IS/MND concluded that no impacts would occur related loss of availability of a known mineral resource that would be of value to the region and the residents of the state. In addition, no impacts would occur related to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The updated project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe mineral resources impacts. Any mineral resource impacts that may occur as a result of the updated project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND because the updated project elements for Phase 1 and Phase 2 would be located within land that has already been

purchased by SJPA and would not result in impacts to mineral resources located outside the Project Footprint. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to mineral resources in relation to the design changes to Phase 1 and Phase 2.

3.13 Noise and Vibration

The 2021 IS/MND determined that construction noise at the nearest residence to the Project Footprint would result in a noise level that would be below both the existing noise level in the vicinity of the Project Footprint and the Madera County's thresholds. In addition, local noise ordinances generally exempt construction noise. Existing noise-sensitive use would be approximately one-mile from the Project site. The 2021 IS/MND determined that no operation noise impacts would occur. The 2021 IS/MND concluded that the Project impacts related to the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Footprint in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be less than significant.

In terms of vibration annoyance effects at vibration-sensitive uses, no vibration-sensitive uses are known or expected to be within 65 feet of the Project tracks. The closest vibration-sensitive uses (residential uses) to Project Footprint are approximately one mile away. The resulting construction and operation vibration level to the sensitive receptors would be below the vibration significance criterion. The 2021 IS/MND concluded that the Project impacts related to the generation of excessive vibration annoyance would be less than significant.

The 2021 IS/MND determined that the closest airport is more than seven miles from the Project Footprint and no impacts would occur related to a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the vicinity of the Project to excessive noise levels.

The updated project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe noise impacts because impacts resulting from construction or operational noise would be minimal as what was cleared for the Project, and no sensitive noise receptors are known or expected to be located within 65 feet of the Project Footprint. Any noise impacts that may occur as a result of the updated project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to noise in relation to the design changes to Phase 1 and Phase 2.

3.14 Population and Housing

The 2021 IS/MND concluded that impacts related to inducing substantial unplanned population growth directly or indirectly would be less than significant. The Project would be located on vacant, disturbed, and agricultural land where no housing exists. The 2021 IS/MND concluded that no impacts would occur

related to displacing substantial numbers of housing or people necessitating the construction of replacement housing elsewhere. The updated project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe population and housing impacts, due to the proximity to urban centers, such as the cities of Madera and Fresno, and would be expected to draw from the existing local workforce. Therefore, it is not anticipated that construction of the Project would cause substantial population growth or a substantial increase in housing demand in the region. While construction of the updated project elements for Phase 1 and Phase 2 could potentially make surrounding land more attractive to development, the updated project elements for Phase 1 and Phase 2 alone would not induce unplanned population growth. Additionally, the updated project elements for Phase 1 and Phase 2 would be located within land that has already been purchased by SJJPA and would not displace housing or people. Any population and housing impacts that may occur as a result of the updated project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to population and housing in relation to the design changes to Phase 1 and Phase 2.

3.15 Public Services

The 2021 IS/MND concluded that no substantial increase in demand for fire or police services would result and no new facilities would be required, and the impacts would be less than significant to fire and police services. The Project would not result in new land uses or cause the redistribution of planned land uses that could induce unplanned population growth and there would be no impact to school, parks, and for other public service facilities. The updated project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe public services impacts. Any public services impacts that may occur as a result of the updated Project elements the updated project elements for Phase 1 and Phase 2 fire service needs induced would be small enough to be covered by the existing police and sheriff resources. Additionally, the updated project elements for Phase 1 and Phase 2 would not include unplanned population growth that would require the provision of new facilities as a result of an increase in demand for school services. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to public services in relation to the design changes to Phase 1 and Phase 2.

3.16 Recreation

The 2021 IS/MND concluded that the Project does not include any residential or commercial development that could result in an increased use of existing parks or recreational facilities and no impact would occur for recreation. The Project would not increase use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The updated project elements for Phase 1 and Phase 2 does not involve any element that might result in a new significant or substantially more severe recreation impacts. Any recreation impacts that may occur as a result of the updated project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND because the updated project elements for Phase 1 and Phase 2 would be located within land that has already been purchased by SJJPA

and would not result in impacts to recreational resources located outside the Project Footprint. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to recreation in relation to the design changes to Phase 1 and Phase 2.

3.17 Transportation

The 2021 IS/MND concluded that the impacts related to conflict with a program, plan, ordinance the regulatory setting would be less than significant with MM-TRA-1 and MM-TRA-2 incorporated. Implementation of MM-TRA-1 would require development of a transportation management plan to minimize impacts to transit, roadway, bicycle, and pedestrian facilities, and MM-TRA-2 shall contain and minimize disruption to freight services during Project construction, which would reduce the potential impacts to less than significant. The 2021 IS/MND concluded that construction and operational impacts related to conflicts or inconsistencies with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

The design, construction, and operation of the Project's rail components would comply with applicable standards from the CHSRA, FRA, and/or CPUC, including provisions for emergency access. Similarly, design, construction, and operation of site access improvements, including new roadways or modifications to existing roadways, would adhere to applicable standards such as the California Manual on Uniform Traffic Control Devices and local design guidelines and specifications. Design approval for specific Project components would be sought from the appropriate agencies as part of detailed design and subsequent stages of the Project. Given these considerations, the 2021 IS/MND concluded that construction and operational impacts related to hazards from geometric design features or incompatible uses and impacts related to emergency access would be less than significant.

The updated project elements for Phase 1 and Phase 2 would modify, resize, and relocate the layout of the project elements and features. For example, Phase 1 would include additional storm drain retention ponds and Phase 2 would include a station building between 3,000 to 5,000 square feet. These modifications could increase construction haul trips and increase the vehicle miles travelled (VMT) compared to the 2021 IS/MND during construction activities. Similar to the 2021 IS/MND, construction of the proposed Project would result in temporary traffic increases in and around the proposed Project area as workers drive to the work area, materials are transported to staging and work areas, and haul trucks remove materials from the work area. These temporary increases would be periodic throughout the work week, with no effects on days when work is not conducted. Increased delays at nearby intersections may be experienced by drivers during peak hours.

The updated Project elements Phase 1 would shift the location of the pick-up and drop-off areas and temporary busy facility, modify, and shift the location of the parking lot, shift the alignment of the access road. The updated Project elements Phase 2 would realign the access road to provide more efficient automobile and bus circulation and modify the layout of the surface parking lot. The pick-up and drop-off areas and bus depot would be shifted slightly to the east for Phase 2. The parking lot will accommodate 6 bus bays from 8 bus bays and would provide 401 parking spaces instead of the previous 280 parking spaces.

The increase of available parking space and improved mobility of the parking lot would encourage the transit users to the Project site to induce mode shift. The Project is a transportation project (and, specifically, a transit project), and would reduce VMT by inducing a mode shift from personal (household) automobiles to public transit, including for long-distance commute and intercity trips. The new platform as part of Phase 2 would bring intercity HSR service directly to Madera County, generating further increases in passenger rail ridership.

There would be some increase in localized VMT due to vehicle activity to and from the Project including some new VMT associated with induced demand captured by the Project. However, these effects would be far outweighed by the reduction in regional and intercity VMT due to mode shifts from automobiles to passenger rail. Given these considerations, construction and operational impacts related to conflicts or inconsistencies with CEQA Guidelines section 15064.3, subdivision (b) for the updated Project elements would be less than significant.

With implementation of MM-TRA-1 and MM-TRA-2 as included in the 2021 IS/MND, any transportation impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to transportation in relation to the design changes to Phase 1 and Phase 2.

3.18 Tribal Cultural Resources

Outreach with the Native American Heritage Commission (NAHC)-listed Native American tribes has resulted in no resources identified as tribal cultural resources as described under AB 52. The 2021 IS/MND concluded that because no resources meet the criteria for a tribal cultural resource under Public Resources Code Section 21074, there would be no impact to tribal cultural resources. The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe tribal cultural resources impacts. Any tribal cultural resources impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND because the updated Project elements for Phase 1 and Phase 2 would be located within land either owned by CHSRA or purchased by SJJPA and would not result in impacts to tribal cultural resources located outside the Project Footprint. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to tribal cultural resources in relation to the design changes to Phase 1 and Phase 2.

3.19 Utilities and Service Systems

The 2021 IS/MND concluded that by implementing standard construction practices such as Best Available Technology Economically Feasible (BAT), Best Conventional Pollutant Control Technology (BCT), and BMP would help reduce potential impacts related to storm water drainage systems. Therefore, construction or operational impacts related to new storm water drainage systems would result in less than significant impacts.

The 2021 IS/MND determined that existing land uses within the Project Footprint do not have existing infrastructure in place to support these electrical needs. However, the Project would tie into existing electrical facilities located outside the Project Footprint. As such, construction and operational impacts related to the expansion of electrical power would be minimal and result in less than significant impacts.

The 2021 IS/MND concluded that the construction of natural gas facilities are not required as part of this Project. Therefore, no construction or operational impacts would occur related to the expansion of natural gas facilities. In addition, the Project would require the construction of telecommunication facilities such as wireless security cameras and information panels at stations. However, construction or operational impacts related to the expansion of telecommunication facilities would be minimal and result in less than significant impacts.

The 2021 IS/MND determined that the Projected demands for water supply for the construction and operations of the Project would be minimal compared to the allocated water used for agricultural and low-residential uses for the Project area and impacts related to sufficient water supplies available to serve the Project and future developments would be less than significant.

The 2021 IS/MND concluded that the Project would not exceed the capacity of the wastewater service provider and impacts would be a less than significant.

The 2021 IS/MND concluded that there the Project would not have impacts that would exceed State or local standards, including excess capacity of local infrastructure that would impair the attainment of solid waste reduction goals and there would be no impact to compliance with federal, state, and local statutes and regulations related to solid waste.

The updated Project elements for Phase 1 and Phase 2 would relocate and add additional roadway drainage swales and basins. In addition, Phase 1 would relocation and include additional storm drain retention ponds. However, the updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe hydrology and water quality impacts because the stormwater retention ponds/basins would be designed to accommodate additional stormwater anticipated from the modifications of the access road drainage swales and basins. Any hydrology and water quality impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to hydrology and water quality in relation to the design changes to Phase 1 and Phase 2.

3.20 Wildfire

The Project Footprint is in an agricultural area of Madera County that is not adjacent to wildlands, and as such, would not be subject to wildland fire risks. The 2021 IS/MND concluded that the Project would have not substantially impair an adopted emergency response plan or emergency evacuation plan or expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The 2021 IS/MND determined that the Project does not require the installation or maintenance of

associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment and the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe wildfire impact. Any wildfire impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND because the updated Project elements for Phase 1 and Phase 2 would be located within land that has already been purchased by SJJPA, and landscapes within the Project Footprint is located in a relatively flat area and is not exposed to exacerbated wildfire risk. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts to wildfire in relation to the design changes to Phase 1 and Phase 2.

3.21 Mandatory Finding of Significance

The existing setting and analysis would not change with the design change for Phase 1 and Phase 2 for the Project. The updated Project elements for Phase 1 and Phase 2 do not involve any element that might result in a new significant or substantially more severe impacts. The 2021 IS/MND environmental conclusions and mitigation measures for Mandatory Findings of Significance remain valid for the Project. Any impacts that may occur as a result of the updated Project elements for Phase 1 and Phase 2 would be similar to those discussed in the 2021 IS/MND. Furthermore, there are no new circumstances or new information that might result in new significant or substantially more severe impacts in relation to the design changes to Phase 1 and Phase 2.

4 DETERMINATION

The updated Project elements for Phase 1 and Phase 2 that comprise the Project in this IS/MND Addendum would not have more severe impacts than those determined in the 2021 IS/MND. There would be no new significant impacts or mitigation measure(s) due to the updated Project elements for Phase 1 and Phase 2. The 2021 IS/MND environmental conclusions and mitigation measures for the Project would remain valid for the design changes to Phase 1 and Phase 2.

5 LIST OF PREPARERS

SAN JOAQUIN JOINT POWERS AUTHORITY (Lead Agency)

Name	Title	Role
Dan Leavitt	Manager of Regional Initiatives	Project Manager

AECOM (Environmental Consultant)

Name	Title	Role
Daniel Krause	Senior Transportation Planning Manager	Project Manager
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Jennifer J. Lee	Senior Transportation Planner	Environmental Task Lead
Paola Pena	Air Quality Scientist	Environmental Task Lead
Christian Llamas	Graphic Designer	Graphics

6 REFERENCES

San Joaquin Joint Powers Authority. Madera Station Relocation Project Final Initial Study/Mitigated Negative Declaration. 2021. Available at: https://cdn.sjjpa.com/wp-content/uploads/MaderaStationRelocationProject_FinalISMND_Volume1_Jan2021.pdf. Accessed February 25, 2025.



MADERA STATION RELOCATION PROJECT

APPENDIX A
AIR QUALITY, GREENHOUSE GASES,
AND ENERGY CALCULATIONS

SAN JOAQUIN JOINT POWERS AUTHORITY

March 2025

PROJECT-RELATED AIR QUALITY CALCULATIONS

The following tables present the emissions summaries for the air quality calculations for Phase 2 of the Project.

Construction-Related Unmitigated Maximum Daily Emissions Summary						
Project Component/Source	Phase 2					
	ROG	CO	NOx	SOx	PM ₁₀	PM _{2.5}
	lbs/day					
Off-Road Construction Equipment	8.35	42.25	107.21	0.11	3.60	3.31
On-Road Construction Equipment (Onsite)	0.05	0.26	0.60	0.00	7.95	0.78
On-Road Construction Equipment (Offsite)	0.18	4.59	2.91	0.02	3.31	0.90
Fugitive Dust	-	-	-	-	30.35	16.31
Architectural Coatings	2.55	-	-	-	-	-
Paving Off-Gassing	0.25	-	-	-	-	-
Maximum Daily Emissions (lbs/day)	11.38	47.09	110.73	0.14	45.21	21.31
SJVAPCD Daily Thresholds	100	100	100	100	100	100
Exceeds Thresholds?	No	No	Yes	No	No	No

Notes

Construction-Related Mitigated Maximum Daily Emissions Summary						
Project Component/Source	Phase 2					
	ROG	CO	NOx	SOx	PM ₁₀	PM _{2.5}
	lbs/day					
Off-Road Construction Equipment	3.70	48.60	39.67	0.11	0.90	0.89
On-Road Construction Equipment (Onsite)	0.05	0.26	0.60	0.00	7.95	0.78
On-Road Construction Equipment (Offsite)	0.18	4.59	2.91	0.02	3.31	0.90
Fugitive Dust	-	-	-	-	30.35	16.31
Architectural Coatings	2.55	-	-	-	-	-
Paving Off-Gassing	0.25	-	-	-	-	-
Maximum Daily Emissions (lbs/day)	6.73	53.44	43.19	0.14	42.51	18.88
SJVAPCD Daily Thresholds	100	100	100	100	100	100
Exceeds Thresholds?	No	No	No	No	No	No

Notes

Construction-Related Unmitigated Annual Emissions Summary						
Project Component/Source	Phase 2					
	ROG	CO	NOx	SOx	PM ₁₀	PM _{2.5}
	tons					
Off-Road Construction Equipment	1.09	5.40	12.82	0.01	0.47	0.44
On-Road Construction Equipment (Onsite)	0.01	0.03	0.07	0.00	0.83	0.08
On-Road Construction Equipment (Offsite)	0.02	0.48	0.35	0.00	0.38	0.10
Fugitive Dust	-	-	-	-	1.15	0.62
Architectural Coatings	0.16	-	-	-	-	-
Paving Off-Gassing	0.02	-	-	-	-	-
Annual Emissions (tons)	1.29	5.90	13.24	0.02	2.82	1.24
SJVAPCD Annual Thresholds	10	100	10	27	15	15
Exceeds Thresholds?	No	No	Yes	No	No	No

Construction-Related Mitigated Annual Emissions Summary						
Project Component/Source	Phase 2					
	ROG	CO	NOx	SOx	PM ₁₀	PM _{2.5}
	tons					
Off-Road Construction Equipment	0.31	5.95	2.84	0.01	0.07	0.07
On-Road Construction Equipment (Onsite)	0.01	0.03	0.07	0.00	0.83	0.08
On-Road Construction Equipment (Offsite)	0.02	0.48	0.35	0.00	0.38	0.10
Fugitive Dust	-	-	-	-	1.15	0.62
Architectural Coatings	0.16	-	-	-	-	-
Paving Off-Gassing	0.02	-	-	-	-	-
Annual Emissions (tons)	0.51	6.45	3.27	0.02	2.42	0.87
SJVAPCD Annual Thresholds	10	100	10	27	15	15
Exceeds Thresholds?	No	No	No	No	No	No

PROJECT-RELATED GREENHOUSE GAS CALCULATIONS

The following tables summarize the greenhouse gas emissions calculations for Phase 2 of the Project.

Construction-Related GHG Emissions Summary	
Phase 2	
Project Component/Source	CO ₂ e metric tons/year
Off-Road Construction Equipment	1588.64
On-Road Construction Equipment (Onsite)	30.60
On-Road Construction Equipment (Offsite)	326.63
Fugitive Dust	-
Architectural Coatings	-
Paving Off-Gassing	-
Total GHG Emissions (MT CO ₂ e)	1945.87
Amortized GHG Emissions	64.86
Annual Threshold ¹	1,100
Exceeds Thresholds?	No

1. SMAQMD annual threshold for the construction phase of projects used to evaluate construction-related emissions in order to put the project-generated GHG emissions in the appropriate statewide context.

PROJECT-RELATED ENERGY CONSUMPTION CALCULATIONS

The following tables summarize the energy requirements and consumption for Phase 2 of the Project.

Summary of Proposed Project Energy Requirements

Phase	Energy Requirement	Unit	Annual Energy Consumption (MMBtu)
Phase 2 - Construction			
Diesel	5,993	Gallons/yr	828
Gasoline	447	Gallons/yr	56
		<i>Subtotal</i>	<i>883</i>
Phase 2 - Operations			
Electrical	94,776	KWh/yr	323
		<i>Subtotal</i>	<i>323</i>
Phase 2 Total			1207

Notes:

Totals do not add due to rounding.

Source: Modeled by AECOM in 2025

Conversion Factors		
Category	Amount	Units
kWh per Btu	3,412	Btu/kWh
Diesel (heat content) ¹	5.8	MMBtu/barrel
Motor Gasoline ²	5.25	MMBtu/barrel
Natural Gas ³	0.1	MMBtu/therm
Propane ⁴	0.0913	MMBtu/gallon
Kerosene ⁵	0.135	MMBtu/gallon
Wood ⁶	20	MMBtu/cord
Gallons per Barrel	42	gallons/barrel

Sources:	
1	https://www.theclimateregistry.org/wp-content/uploads/2018/06/The-Climate-Registry-2018-Default-Emission-Factor-Document.pdf
2	https://www.theclimateregistry.org/wp-content/uploads/2018/06/The-Climate-Registry-2018-Default-Emission-Factor-Document.pdf
3	https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
4	https://www.eia.gov/environment/emissions/co2_vol_mass.php
5	https://www.eia.gov/environment/emissions/co2_vol_mass.php
6	https://www.eia.gov/energyexplained/index.cfm?page=about_btu

PROJECT-RELATED EMISSION AND ENERGY BACK-UP CALCULATIONS

The remaining tables and pages detail the methodology and provide the back-up calculations for the air quality, greenhouse gas, and energy summaries presented above.

Phase 2 - Off-road Equipment Exhaust (Unmitigated)

Equipment Type/Phase	CatEEMod Equivalent	Construction Timing	Hours Per Day	Quantity	Load Factor	Horsepower ¹	Unmitigated Emission Factors (g/bhp-hr) ²											Daily Emissions (lb/day)											Daily Emissions			
							ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO _{2e}	MT CO _{2e}						
SITE WORK																																
GRADER	Graders	Initial Work	7	2	0.6	187	0.31	1.27	3.89	0.00	0.12	0.11	474.24	0.15	0.07	1.06	4.41	13.46	0.02	0.43	0.39	1642.30	0.53	0.24	1726.82	0.78						
D6 DOZER	Rubber Tired Dozers	Initial Work	7	4	0.7	247	0.48	2.06	5.05	0.00	0.24	0.22	474.62	0.15	0.07	5.13	21.94	53.86	0.05	2.56	2.35	5065.60	1.64	0.74	5326.25	2.42						
D8 DOZER	Rubber Tired Dozers	Initial Work	6	1	0.6	354	0.47	3.89	4.81	0.00	0.22	0.20	479.31	0.16	0.07	1.33	10.94	13.51	0.01	0.62	0.57	1346.66	0.44	0.20	1415.94	0.64						
<i>Phase Total</i>																						7.52	37.29	80.83	0.08	3.60	3.31	8054.56	2.61	1.17	8469.01	3.84
COMPACTOR	Plate Compactors	Latter Work	6	4	0.6	8	0.66	3.47	4.14	0.01	0.16	0.16	568.30	0.06	0.03	0.17	0.88	1.05	0.00	0.04	0.04	144.33	0.01	0.01	146.72	0.07						
<i>Phase Total</i>																						0.17	0.88	1.05	0.00	0.04	0.04	144.33	0.01	0.01	146.72	0.07
RAIL WORK																																
D6 DOZER	Rubber Tired Dozers	Initial Work	6	1	0.5	247	0.48	2.06	5.05	0.00	0.24	0.22	474.62	0.15	0.07	0.78	3.36	8.24	0.01	0.39	0.36	775.35	0.25	0.11	815.24	0.37						
GRADER	Graders	Initial Work	6	1	0.5	187	0.31	1.27	3.89	0.00	0.12	0.11	474.24	0.15	0.07	0.38	1.57	4.81	0.01	0.15	0.14	385.54	0.19	0.09	616.72	0.28						
WHEEL LOADER	Rubber Tired Loaders	Initial Work	5	1	0.45	203	0.23	1.19	2.35	0.00	0.08	0.07	469.90	0.15	0.07	0.23	1.20	2.36	0.00	0.08	0.07	473.18	0.15	0.07	497.53	0.23						
<i>Phase Total</i>																						1.39	6.13	15.42	0.02	0.62	0.57	1835.06	0.59	0.27	1929.49	0.88
LOCOMOTIVE (switch, 1200-1500 HP)	N/A	Latter Work	5	1	0.4	1500	0.60	1.83	10.60	0.01	0.23	0.22	671.45	0.05	0.02	3.97	12.10	70.11	0.04	1.52	1.48	4448.89	0.35	0.11	4483.30	0.23						
TAMPER (max 100 HP)	Other Construction Equipment	Latter Work	4	1	0.4	100	0.44	3.67	4.10	0.00	0.29	0.27	472.32	0.15	0.07	0.16	1.29	1.45	0.00	0.10	0.09	166.61	0.05	0.02	175.18	0.88						
ALIGNER (max 100 HP)	Other Construction Equipment	Latter Work	4	1	0.4	100	0.44	3.67	4.10	0.00	0.29	0.27	472.32	0.15	0.07	0.16	1.29	1.45	0.00	0.10	0.09	166.61	0.05	0.02	175.18	2.03						
SWINGER (max 30 HP)	Other Construction Equipment	Latter Work	5	1	0.3	50	0.92	5.17	4.74	0.01	0.35	0.32	529.18	0.17	0.08	0.15	0.85	0.78	0.00	0.06	0.05	87.50	0.03	0.01	92.00	0.08						
WELDERS	Welders	Latter Work	5	3	0.6	46	0.76	4.65	4.01	0.01	0.18	0.18	568.30	0.07	0.03	0.69	4.24	3.66	0.01	0.16	0.16	518.69	0.06	0.03	528.51	0.24						
35 TON RT CRANE	Cranes	Latter Work	5	1	0.6	231	0.32	1.60	3.54	0.00	0.15	0.14	472.98	0.15	0.07	0.48	2.45	5.41	0.01	0.22	0.21	722.63	0.23	0.11	759.82	0.34						
<i>Phase Total</i>																						5.61	22.23	82.85	0.06	2.17	2.08	6102.92	0.78	0.31	6214.05	3.80
FLAT BED TRACTOR (75% onsite/25% offsite)	Off-Highway Trucks	Entire Phase	4	1	0.25	402	0.20	1.25	1.49	0.00	0.05	0.05	474.71	0.15	0.07	0.17	1.10	1.32	0.00	0.05	0.04	420.72	0.14	0.06	442.36	0.20						
<i>Phase Total</i>																						0.17	1.10	1.32	0.00	0.05	0.04	420.72	0.14	0.06	442.36	0.20
STRUCTURES																																
GENERATOR	Generator Sets	Entire Phase	9	2	0.8	84	0.30	3.35	2.67	0.01	0.13	0.13	568.30	0.03	0.01	0.80	8.94	7.12	0.02	0.36	0.36	1515.49	0.07	0.03	1526.95	0.69						
75 T MOBILE CRANE	Cranes	Entire Phase	5	1	0.6	231	0.32	1.60	3.54	0.00	0.15	0.14	472.98	0.15	0.07	0.48	2.45	5.41	0.01	0.22	0.21	722.63	0.23	0.11	759.82	0.34						
CONCRETE PUMP	Pumps	Entire Phase	7	1	0.2	84	0.32	3.40	2.71	0.01	0.14	0.14	568.30	0.03	0.01	0.08	0.88	0.70	0.00	0.04	0.04	147.34	0.01	0.00	148.54	0.07						
WHEEL LOADER	Rubber Tired Loaders	Entire Phase	4	4	0.4	203	0.23	1.19	2.35	0.00	0.08	0.07	469.90	0.15	0.07	0.65	3.40	6.72	0.01	0.23	0.21	1345.92	0.44	0.20	1415.19	0.64						
WELDERS	Welders	Entire Phase	5	2	0.5	46	0.76	4.65	4.01	0.01	0.18	0.18	568.30	0.07	0.03	0.38	2.36	2.03	0.00	0.09	0.09	288.16	0.03	0.02	293.65	0.13						
<i>Phase Total</i>																						2.40	18.03	21.99	0.04	0.93	0.90	4019.54	0.78	0.35	4144.14	1.88

Phase 2	Maximum Unmitigated Daily Emissions (lbs/day)						MT/day
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO _{2e}
Phase 2	8.35	42.25	107.21	0.11	3.60	3.31	5.95

Phase 2 Max Annual Scenario	Maximum Unmitigated Annual Emissions (tons/year)						MT
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO _{2e}
Phase 2 Max Annual Scenario	1.09	5.40	12.82	0.01	0.47	0.44	1343.41
Phase 2 Remaining Construction	0.16	1.19	1.45	0.00	0.06	0.06	245.23

Phase 2	Max Annual Scenario (months)	Rest of Construction Duration (months)
Site Work	6	6
Rail Work	6	0
Structures	6	6
Total		
Site Work Duration (Prior to Rail/Structures Work)	6	0

- Notes/Sources
- Equipment list is based on project-specific list of anticipated equipment requirements provided by project engineers. Equipment type, number of each equipment, operational hours per day, and load factor are all project-specific.
 - CatEEMod equipment default horsepower unless indicated otherwise by horsepower in equipment type description.
 - Emission factors based on CatEEMod for year 2022 (earliest year of construction) for equipment equivalent and specific horsepower noted.
 - Locomotive emission factors based upon the following for switch:
 - > PM10, HC, NO_x, CO: Table 2 of EPA 2009 Emission Factors for Locomotives Technical Highlights
 - > PM2.5 assumed to be 97% of PM10.
 - > VOC (presented as ROG) = 1.053 * HC emissions
 - > SO2 Emission Factor (g/gal) = (fuel density) * (S content of fuel); Sulfur Content of Fuel (ppm) (per CARB regulations in CA) = 15
 - SO2 EF = 0.096 g/gal * conversion factor of 1/15.2 = 0.0063 g/hp-hr
 - > CO2 is defined by U.S. EPA as 10,206 g CO2/gal fuel * conversion factor of 1/15.2 = 671.45 g/hp-hr
 - CH4 and N2O Emission Factors per EPA: Table 5 in https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf
 - *CH4 EF = 0.8 g/gal * 1/15.2 conversion factor = 0.05263158 g/bhp-hr
 - *N2O EF = 0.26 g/gal * 1/15.2 conversion factor = 0.01710526 g/bhp-hr

Phase 2 - Off-road Equipment Exhaust (Mitigated)

Equipment Type/Phase ¹	CalEEMod Equivalent	Construction Timing	Hours Per Day	Quantity	Load Factor	Horsepower ²	Mitigated Emission Factors (g/bhp-hr)												Daily Emissions (lb/day)								Daily Emissions	
							ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e	MT CO ₂ e		
SITE WORK																												
GRADER	Graders	Initial Work	7	2	0.6	187	0.06	2.20	0.26	0.00	0.01	0.01	474.24	0.15	0.07	0.21	7.62	0.90	0.02	0.03	0.03	1642.30	0.53	0.24	1726.82	0.76		
D6 DOZER	Rubber Tired Dozers	Initial Work	7	4	0.7	247	0.06	2.20	0.26	0.00	0.01	0.01	474.62	0.15	0.07	0.64	23.48	2.77	0.05	0.09	0.09	5065.60	1.64	0.74	5326.25	2.42		
D8 DOZER	Rubber Tired Dozers	Initial Work	6	1	0.6	354	0.06	2.20	0.26	0.00	0.01	0.01	479.31	0.16	0.07	0.17	6.18	0.73	0.01	0.02	0.02	1346.66	0.44	0.20	1415.94	0.64		
Phase Total																												
COMPACTOR	Plate Compactors	Latter Work	6	4	0.6	8	0.66	3.47	4.14	0.01	0.16	0.16	568.30	0.06	0.03	0.17	0.88	1.05	0.00	0.04	0.04	144.33	0.01	0.01	146.72	0.07		
RAIL WORK																												
D6 DOZER	Rubber Tired Dozers	Initial Work	6	1	0.5	247	0.06	2.20	0.26	0.00	0.01	0.01	474.62	0.15	0.07	0.10	3.59	0.42	0.01	0.01	0.01	775.35	0.25	0.11	815.24	0.37		
GRADER	Graders	Initial Work	6	1	0.5	187	0.06	2.20	0.26	0.00	0.01	0.01	474.24	0.15	0.07	0.07	2.72	0.32	0.01	0.01	0.01	585.54	0.19	0.08	616.72	0.28		
WHEEL LOADER	Rubber Tired Loaders	Initial Work	5	1	0.45	203	0.06	2.20	0.26	0.00	0.01	0.01	469.90	0.15	0.07	0.06	2.22	0.26	0.00	0.01	0.01	473.18	0.15	0.07	497.53	0.23		
Phase Total																												
LOCOMOTIVE (switch; 1200-1500 HP)	N/A	Latter Work	5	1	0.4	1500	0.27	1.83	4.50	0.01	0.08	0.08	671.45	0.05	0.02	1.81	12.10	29.76	0.04	0.53	0.51	4440.89	0.35	0.11	4483.30	0.23		
PAMPER (max 100 HP)	Other Construction Equipment	Latter Work	4	1	0.4	100	0.06	3.70	0.26	0.00	0.01	0.01	472.32	0.15	0.07	0.02	1.31	0.09	0.00	0.00	0.00	166.61	0.05	0.02	175.18	0.88		
ALLIGER (max 100 HP)	Other Construction Equipment	Latter Work	4	1	0.4	100	0.06	3.70	0.26	0.00	0.01	0.01	472.32	0.15	0.07	0.02	1.31	0.09	0.00	0.00	0.00	166.61	0.05	0.02	175.18	2.03		
SWINGER (max 50 HP)	Other Construction Equipment	Latter Work	5	1	0.3	50	0.12	3.70	2.74	0.01	0.01	0.01	529.18	0.17	0.08	0.02	0.61	0.45	0.00	0.00	0.00	87.50	0.03	0.01	92.00	0.08		
WELDERS	Welders	Latter Work	5	3	0.6	46	0.76	4.65	4.01	0.01	0.18	0.18	568.30	0.07	0.03	0.69	4.24	3.66	0.01	0.16	0.16	518.69	0.06	0.03	528.51	0.24		
ESTON RT CRANE	Cranes	Latter Work	5	1	0.6	231	0.06	2.20	0.26	0.00	0.01	0.01	472.98	0.15	0.07	0.09	3.36	0.40	0.01	0.01	0.01	722.63	0.23	0.11	759.82	0.34		
Phase Total																												
FLAT BED TRACTOR (75% on-site/25% off-site)	Off Highway Trucks	Entire Phase	4	1	0.25	402	0.06	2.20	0.26	0.00	0.01	0.01	474.71	0.15	0.07	0.05	1.95	0.23	0.00	0.01	0.01	420.72	0.14	0.06	442.36	0.20		
Phase Total																												
STRUCTURES																												
GENERATOR	Generator Sets	Entire Phase	9	2	0.8	84	0.06	3.70	0.26	0.01	0.01	0.01	568.30	0.03	0.01	0.16	9.87	0.69	0.02	0.02	0.02	1515.49	0.07	0.03	1526.95	0.69		
P5 1 MOBILE CRANE	Cranes	Entire Phase	5	1	0.6	231	0.06	2.20	0.26	0.00	0.01	0.01	472.98	0.15	0.07	0.09	3.36	0.40	0.01	0.01	0.01	722.63	0.23	0.11	759.82	0.34		
CONCRETE PUMP	Pumps	Entire Phase	7	1	0.2	84	0.06	3.70	0.26	0.01	0.01	0.01	568.30	0.03	0.01	0.02	0.96	0.07	0.00	0.00	0.00	147.34	0.01	0.00	148.54	0.07		
WHEEL LOADER	Rubber Tired Loaders	Entire Phase	4	4	0.4	203	0.06	2.20	0.26	0.00	0.01	0.01	469.90	0.15	0.07	0.17	6.30	0.74	0.01	0.02	0.02	1345.92	0.44	0.20	1415.19	0.64		
WELDERS	Welders	Entire Phase	5	2	0.5	46	0.76	4.65	4.01	0.01	0.18	0.18	568.30	0.07	0.03	0.38	2.36	2.03	0.00	0.09	0.09	288.16	0.03	0.02	293.65	0.13		
Phase Total																												

Phase 2	Maximum Mitigated Daily Emissions (lbs/day)							MT/day CO ₂ e
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e	
	3.70	48.80	39.67	0.11	0.90	0.89	5.95	

Phase 2 Max Annual Scenario	Maximum Mitigated Annual Emissions (tons/year)							MT CO ₂ e
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e	
	0.31	5.95	2.84	0.01	0.07	0.07	1343.41	
Phase 2 Remaining Construction	0.06	1.49	0.31	0.00	0.01	0.01	245.23	

Phase 2	Max Annual Scenario (months)	Best of Construction Duration (months)
Site Work	6	6
Rail Work	6	0
Structures	6	6
Total	6	6
Site Work Duration (Prior to Rail/Structures Work)	6	0

- Notes/Sources
- Equipment list is based on project-specific list of anticipated equipment requirements provided by project engineers. Equipment type, number of each equipment, operational hours per day, and load factor are all project-specific.
 - CalEEMod equipment default horsepower unless indicated otherwise by horsepower in equipment type description.
 - Tier 4 Final Mitigated emission factors for equipment <50 hp, based on Carl Meyer for ROG, CO, NO_x, PM₁₀ and PM_{2.5}. Other EFs based on CalEEMod for year 2022.
 - Tier 3 Locomotive emission factors based upon the following for switch:
 - > PM₁₀, HC, NO_x, CO: Table 2 of EPA 2009 Emission Factors for Locomotives Technical Highlights
 - > PM_{2.5} assumed to be 97% of PM₁₀.
 - > VOC (presented as ROG) = 1.053 * HC emissions
 - > SO₂ Emission Factor (g/gal) = (fuel density) * (64 g SO₂ / 32 g S) * (S content of fuel)
 - Sulfur Content of Fuel (ppm) (per CARB regulations in CA) = 15
 - SO₂ EF = 0.096 g/gal * conversion factor of 1/15.2 = 0.0063 g/bhp-hr
 - > CO₂ is defined by U.S. EPA as 10.206 g CO₂/gal fuel * conversion factor of 1/15.2 = 671.45 g/bhp-hr
 - > CH₄ and N₂O Emission Factors per EPA: Table 5 in https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_01.pdf
 - *CH₄ EF = 0.8 g/gal * 1/15.2 conversion factor = 0.05263158 g/bhp-hr
 - *N₂O EF = 0.26 g/gal * 1/15.2 conversion factor = 0.01710526 g/bhp-hr

Phase 2 - On-road Vehicle Equipment Onsite Emissions

Vehicle Type	Quantity ¹	Onsite Mi/Day ²	Emission Factors (g/mile) ³									Daily Emissions (lb/day)									Daily Emissions	
			ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e	MT CO ₂ e
SITE WORK																						
Water Truck (100% on-site)	1	3	0.5852951	1.4800106	7.9651372	0.0228806	57.256365	5.666856	2421.8693	0.0271854	0.3806841	0.0038711	0.0097886	0.0526804	0.0001513	0.3786863	0.0374799	16.017937	0.0001798	0.0025178	16.772735	0.007607994
RENTAL DUMP TRUCKS (50% onsite/50% offsite)	7	2	0.5852951	1.4800106	7.9651372	0.0228806	57.256365	5.666856	2421.8693	0.0271854	0.3806841	0.018065	0.0456801	0.2458419	0.0007062	1.7672029	0.174906	74.750371	0.0008391	0.0117497	78.272763	0.03550397
<i>Phase Total</i>																						
RAIL WORK																						
Water Truck (100% on-site)	1	3	0.5852951	1.4800106	7.9651372	0.0228806	57.256365	5.666856	2421.8693	0.0271854	0.3806841	0.0038711	0.0097886	0.0526804	0.0001513	0.3786863	0.0374799	16.017937	0.0001798	0.0025178	16.772735	0.007607994
FLAT BED TRUCK (75% onsite/25% offsite)	1	2	0.1567006	2.3262563	0.221947	0.0101333	57.169567	5.5834449	1024.913	0.0363976	0.0199293	0.0006909	0.010257	0.0009786	4.468E-05	0.2520748	0.0246188	4.5190966	0.0001605	8.787E-05	4.549295	0.002063528
PICKUPS (50% onsite/50% offsite)	3	3	0.1905899	2.2270731	0.3963288	0.0093604	57.176142	5.5897522	950.55391	0.0325805	0.030717	0.0037816	0.0441887	0.0078638	0.0001857	1.1344673	0.1109097	18.860529	0.0006465	0.0006095	19.058314	0.008644716
SUV (100% onsite)	2	3	0.1905899	2.2270731	0.3963288	0.0093604	57.176142	5.5897522	950.55391	0.0325805	0.030717	0.0025211	0.0294592	0.0052425	0.0001238	0.7563115	0.0739398	12.573486	0.000431	0.0004063	12.705543	0.005763144
FLAT BED TRUCK (75% onsite/25% offsite)	1	2	0.1567006	2.3262563	0.221947	0.0101333	57.169567	5.5834449	1024.913	0.0363976	0.0199293	0.0006909	0.010257	0.0009786	4.468E-05	0.2520748	0.0246188	4.5190966	0.0001605	8.787E-05	4.549295	0.002063528
<i>Phase Total</i>																						
STRUCTURES																						
Water Truck (100% on-site)	1	3	0.5852951	1.4800106	7.9651372	0.0228806	57.256365	5.666856	2421.8693	0.0271854	0.3806841	0.0038711	0.0097886	0.0526804	0.0001513	0.3786863	0.0374799	16.017937	0.0001798	0.0025178	16.772735	0.007607994
FLAT BED TRUCK (75% onsite/25% offsite)	1	2	0.1567006	2.3262563	0.221947	0.0101333	57.169567	5.5834449	1024.913	0.0363976	0.0199293	0.0006909	0.010257	0.0009786	4.468E-05	0.2520748	0.0246188	4.5190966	0.0001605	8.787E-05	4.549295	0.002063528
PICKUPS (50% onsite/50% offsite)	3	3	0.1905899	2.2270731	0.3963288	0.0093604	57.176142	5.5897522	950.55391	0.0325805	0.030717	0.0037816	0.0441887	0.0078638	0.0001857	1.1344673	0.1109097	18.860529	0.0006465	0.0006095	19.058314	0.008644716
Concrete Mixer Delivery (100% onsite)	5	2	0.5852951	1.4800106	7.9651372	0.0228806	57.256365	5.666856	2421.8693	0.0271854	0.3806841	0.0129036	0.0326287	0.1756014	0.0005044	1.2622878	0.1249329	53.393122	0.0005993	0.0083927	55.909117	0.025359979
<i>Phase Total</i>																						

Maximum Daily Emissions (lbs/day)							MT/day
ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e	
Phase 2	0.05	0.26	0.60	0.00	7.95	0.78	0.11

Maximum Annual Emissions (tons/year)							MT
ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e	
Phase 2 Max Annual Scenario ⁴	0.006	0.026	0.072	0.000	0.827	0.081	25.16
Phase 2 Remaining Construction	0.001	0.003	0.019	0.000	0.135	0.013	5.43

Phase 2	Max Annual Scenario (months)	Rest of Construction Duration (months)
Site Work	12	6
Rail Work	6	0
Structures	12	0
Total		

- Notes
- Project specific truck trips.
 - Miles per day for on-road construction equipment is based on on-road off-site activity estimate in Data Tab.
 - Emission factors based on EMFAC2017 aggregate fleet for year 2022 (earliest year of construction) and includes SAFE adjustment factors for gasoline powered LDA, LDT1, LDT2, and MD per 2019 CARB (https://ww3.arb.ca.gov/msef/emfac_off_model_adjustment_factors_final_draft.pdf). Assumes all onsite travel occurs on unpaved roads. PM EFs include fugitive re-entrained road dust emissions for unpaved roads (AP-42, Section 13.2.1)
 - Buildout phase for maximum annual scenario conservatively assumes all onsite work occurs in one year for maximum annual emissions.

Phase 2 - On-road Vehicle Equipment Offsite Emissions

Vehicle Type	Trips/Day ¹	OffSite Mi/Day ²	Emission Factors (g/mile) ³									Daily Emissions (lb/day)									Daily Emissions	
			ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e	MT CO ₂ e
SITE WORK																						
RENTAL DUMP TRUCKS (50% onsite/50% offsite)	14	441	0.0839542	0.2805985	2.3889834	0.009802	1.6696372	0.4572778	1037.5263	0.0038995	0.1630847	0.0816236	0.2728089	2.3226637	0.0095299	1.623287	0.4445835	1008.724	0.0037912	0.1585574	1013.2023	0.459581394
Workers	24	403.2	0.0157356	0.8773879	0.0639451	0.0029296	0.3358848	0.0903987	296.12129	0.003822	0.0061476	0.0139875	0.7799141	0.0026041	0.2985696	0.0803558	263.22357	0.0033974	0.0054647	263.36188	0.119459082	
Phase Total												0.0956111	1.052723	2.3795048	0.012134	1.9218566	0.5249393	1271.9475	0.0071886	0.164022	1276.5642	0.579040475
RAIL WORK																						
FLAT BED TRUCK (75% onsite/25% offsite)	2	22	0.0295971	1.2920152	0.1335667	0.0043998	1.5408091	0.3862187	445.04522	0.0067856	0.0113396	0.0014274	0.0623089	0.0064414	0.0002122	0.0743073	0.0186258	21.462822	0.0003272	0.0005496	21.464161	0.009735991
PICKUPS (50% onsite/50% offsite)	6	105	0.0497758	1.199634	0.4676486	0.0042857	0.3485915	0.0978797	436.28591	0.0070399	0.0196919	0.0115224	0.277698	0.1082539	0.0009921	0.0806939	0.0226577	100.99389	0.0016296	0.0045584	101.04923	0.045835215
FLAT BED TRACTOR (75% onsite/25% offsite)	2	9	0.0295971	1.2920152	0.1335667	0.0043998	1.5408091	0.3862187	445.04522	0.0067856	0.0113396	0.0005709	0.0249236	0.0025766	8.487E-05	0.0297229	0.0074503	8.5851286	0.0001309	0.0002198	8.585343	0.003894251
Workers	38	638	0.0157356	0.8773879	0.0639451	0.0029296	0.3358848	0.0903987	296.12129	0.003822	0.0061476	0.0221468	1.2348641	0.0899984	0.0041231	0.4727352	0.12723	416.77064	0.0053793	0.0086524	417.11739	0.189201492
Phase Total												0.0356675	1.5997945	0.2072703	0.0054123	0.6574593	0.175964	547.81248	0.007467	0.0139802	548.21613	0.248666949
STRUCTURES																						
FLAT BED TRUCK (75% onsite/25% offsite)	2	18	0.0295971	1.2920152	0.1335667	0.0043998	1.5408091	0.3862187	445.04522	0.0067856	0.0113396	0.0011419	0.0498471	0.0051531	0.0001697	0.0594458	0.0149007	17.170257	0.0002618	0.0004397	17.171115	0.007788696
PICKUPS (50% onsite/50% offsite)	6	221	0.0497758	1.199634	0.4676486	0.0042857	0.3485915	0.0978797	436.28591	0.0070399	0.0196919	0.024197	0.5831657	0.2273332	0.0020834	0.1694572	0.0475813	212.08717	0.0034222	0.0095726	212.33123	0.096311939
Workers	40	672	0.0157356	0.8773879	0.0639451	0.0029296	0.3358848	0.0903987	296.12129	0.003822	0.0061476	0.0231124	1.2998569	0.0947352	0.0043402	0.497616	0.1339263	438.70594	0.0056624	0.0091078	439.09015	0.199168179
Phase Total												0.0486513	1.9328698	0.3272215	0.0065933	0.726519	0.1964083	667.96337	0.0093464	0.0191201	668.59249	0.303268814

Phase 2	Maximum Daily Emissions (lb/day)							MT/day
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e	
Phase 2	0.18	4.59	2.91	0.02	3.31	0.90	1.13	

Phase 2 Max Annual Scenario ⁴	Maximum Annual Emissions (tons/year)							MT
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e	
Phase 2 Max Annual Scenario ⁴	0.020	0.477	0.354	0.003	0.375	0.102	253.67	104.13
Phase 2 Remaining Construction	0.006	0.066	0.150	0.001	0.121	0.033	72.96	15.05

Phase 2	Max Annual Scenario	Rest of Construction Duration (months)
Site Work	12	6
Rail Work	6	0
Structures	12	0
Total		

- Notes
- Project specific truck trips. Number of worker trips is based upon the number of workers listed in the Data Tab for each phase subtract the workers accounted for in driving the other on-road equipment to/from the site.
 - Miles per day for on-road construction equipment is based on on-road off-site activity estimate in Data Tab. Default worker trip length (based on CalEEMod default Madera County H-W trip length in rural area)
 - Emission factors based on EMFAC2017 aggregate fleet for year 2022 (earliest year of construction) and includes SAFE adjustment factors for gasoline powered LDA, LDT1, LDT2, and MD per 2019 CARB (https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf). Assumes all offsite travel occurs on paved roads. PM EFs include fugitive re-entrained road dust emissions for paved roads (AP-42 Section 13.2.1)
 - Phase 2 for maximum annual scenario conservatively assumes all onsite work occurs in one year for maximum annual emissions.

Madera Station Relocation Project: Construction Fuel Consumption, Total and Amortized over 30 Years

Phase	Source	MT CO ₂ e/yr ^a	Fuel Type	Factor (MT CO ₂ /gallon) ^b	Gallons/year
Phase 2	Offroad Equip	1,589	Diesel	0.01016	156,362
	Hauling	238	Diesel	0.01016	23,430
	Vendor	0	Diesel	0.01016	-
	Worker	119	Gas	0.008887	13,411
Total Gallons				Diesel	179,792
				Gasoline	13,411
Amortized Demands (over 30 years)				Diesel	5,993
				Gasoline	447

Notes:

Assumed amortization period is 30 years.

Sources:

^a Modeled by AECOM in 2025;

^b U.S. Energy Information Administration 2016 (https://www.eia.gov/environment/emissions/co2_vol_mass.php)

Phase 2 - Earth Moving Emissions

Phase	Maximum Phase Duration (Months)	% Time for Earthwork	Earthwork Days of Activity	# of Bulldozers	Use per Day (hrs)	Graded Area (acres)	Cut/Fill (cy)	Emission (total tons)								Emission (lbs/day)							
								Earth Moving		Grading		Cut & Fill		Total		Earth Moving		Grading		Cut & Fill		Total	
								PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Phase 2	24	15%	76	6	6.5	35.3	352,500	1.1097	0.6115	0.0093	0.0009	0.0284	0.0043	1.1474	0.6167	29.36	16.18	0.25	0.02	0.75	0.11	30.35	16.31

Emission Factors					
Earth Moving		Grading		Cut & Fill	
PM10 (lb/hr)	PM2.5 (lb/hr)	PM10 (lb/acre)	PM2.5 (lb/acre)	PM10 (lb/cy)	PM2.5 (lb/cy)
0.75276	0.41482	0.52594	0.04766	0.00016	0.00002

Days of work per week: 5
Average Workdays per Month: 21

Conversion Factors	
ton	lbs
1	2000

Architectural Coatings	VOC Emissions	
	Daily (lbs)	Total (tons)
Phase 2	2.55	0.16

	Total Sq. Ft.	Source/Note
Buildings and Structures - Phase 2	5,000	1

	sq. ft.	Architectural Coatings		
		VOC Emissions (lbs)	Daily VOC Emissions (lbs/day)	Total VOC Emissions (tons)
Phase 2 Interior Surface Area (A)	7,500	86.93	0.69	0.04
Phase 2 Exterior Surface Area (A)	2,500	17.39	0.14	0.01

Assumptions: Total surface for painting is 2 times the nonresidential square footage
 Default values based on SCAQMD methods used in coating rules are 75% for interior surface area and 25% for exterior shell

CalEEMod Default Assumptions	Unit	Sources/Notes:
NonResidential Interior	250 g/L	CalEEMod Appendix D
NonResidential Exterior	150 g/L	CalEEMod Appendix D

Interior EF_{AC} (lb/sq.ft) 0.011590844
 Exterior EF_{AC} (lb/sq.ft) 0.006954506

Painting of Stripes, Handicap Symbols, Directional Arrows, etc.

		Sources/Notes
Phase 2	519,760 square feet	2

	square feet	Daily VOC Emissions (lbs/day)		
		Daily VOC Emissions (lbs)	Daily VOC Emissions (lbs/day)	Total VOC Emissions (tons)
A _{Paint} Phase 2	31,186	216.88	1.72	0.11

CalEEMod Default Assumptions
 Parking Lot Paint 150 g/L
 Parking EF_{AC} (lb/sq.ft) 0.006954506

Conversion Factors	
tons	pounds
1	2000
sq. ft.	acre
43560	1
grams	lb
453.592	1
L	gal
3.78541	1

Sources/Notes
 1. Buildings and square footage
 2. Construction Input Data

Structures Phase Durations	months	total days	% time for paving/painting	Arch Coatings Days of Activity
Phase 2	12	252	50%	126

Asphalt Paving Off-Gassing Emissions

	VOC Emissions		
	lbs VOC	Daily (lbs/day)	tons VOC
Phase 2	31.2619651	0.248110834	0.015630983

Project Information

Phase	Paving Area	Units	Acres	Source/Notes
Phase 2	519760	sq. ft.	11.932	1

CalEEMod Assumption (lb VOC/acre) 2.62
 Source: CalEEMod User's Guide Appendix A

Conversion Factors	
tons	pounds
1	2000
sq. ft.	acre
43560	1

Structures Phase Durations	months	total days	% time for paving/painting	Paving Days of Activity
Phase 2	12	252	50%	126

$$E_{AP} = EF_{AP} \times A_{Parking}$$

Where:

E = emissions (lb)

EF = emission factor (lb/acre). The SMAQMD default emission factor is 2.62 lb/acre¹⁶.

A = area of the parking lot (acre)

The size (acre) of the parking lot is calculated by multiplying the paved area associated with each parking stall with the capacity of the parking lot, or the number of parking stalls.

$$A_{Parking_lot} = A_{Parking_Stall} \times Capacity$$

Fugitive Dust Emission Factors

Truck Loading Fugitive Dust Emission Factors
 $EF_D = k \times (0.0032) \times ((U/5)^{-3}) / (M/2)^{-4}$

Variable	Amount	Units
EF (PM ₁₀)	0.0001	lb/ton
EF (PM _{2.5})	0.00002	lb/ton
k (PM ₁₀)	0.35	factor
k (PM _{2.5})	0.053	factor
U (mean wind speed)	6.49	miles/hr
M (moisture content)	12	percent
Soil density	1.26	tons/cy
Rip rap density	0.05	tons/sf

CalEEMod default value for Madera County (2.9 m/s)
 USEPA, AP-42, July 1998, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations
 CalEEMod default

Cut/Fill Truck Loading Emissions:

0.000161133 EF (PM10) as lb/cy
2.44001E-05 EF (PM2.5) as lb/cy

Bulldozing, Scraping

PM10 Emission Factor [lb/hr] = 0.75 x (silt content [%])^{1.3} / (moisture)^{1.4}
 PM2.5 Emission Factor [lb/hr] = 0.60 x (silt content [%])^{1.2} / (moisture)^{1.3}
 Reference: AP-42, Table 11.9-1, July 1998

Parameter	Value	Basis
Silt Content	6.9	USEPA, AP-42, July 1998, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations
Moisture	7.9	USEPA, AP-42, July 1998, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations

PM10 Emission Factor 0.75276 lb/hr
 PM2.5 Emission Factor 0.41 lb/hr

Emissions [pounds per day] = Controlled emission factor [pounds per hour] x Bulldozing, scraping or grading time [hours/day]

Grading

AP-42, Section 11.9
 $EF_{PM10} = 0.051 \times (S)^2$
 $EF_{TSP} = 0.04 \times (S)^2.5$
 $EF_{PM10} = EF_{PM10} \times F_{PM10}$
 $EF_{PM2.5} = EF_{TSP} \times F_{PM2.5}$

5 S: mean vehicle speed (mph) Per Data Sheet

1.275 EF_{PM10}
 2.236067977 EF_{TSP}
 0.6 F_{PM10} default AP-42 value
 0.031 $F_{PM2.5}$ default AP-42 value

0.765 EF_{PM10} (lb/VMT)
 0.069318107 $EF_{PM2.5}$ (lb/VMT)

0.0833 VMT Calculation Factor (site acres / 12 ft)
 43560 sq. ft. per acre
 5280 ft. per mile

0.5259375 EF_{PM10} (lb/acre) calculated
 0.047656199 $EF_{PM2.5}$ (lb/acre) calculated

Paved Road Dust
 $EF_{DUST} = [(k(sL)^{0.5}) \times (W)^{0.5}] \times (1 - P/4N)$
 Source: AP-42 Section 13.2.1 (Paved Roads) - <http://www.epa.gov/ttnchie1/ap42/ch13/final/c13s0201.pdf>

Variable	Value	Description
k (PM10)	0.0022	particle size multiplier for particle size range and units of interest (lb/VMT)
k (PM2.5)	0.00054	particle size multiplier for particle size range and units of interest (lb/VMT)
sL	0.1	road surface silt loading (g/m ²)
W	2.4	average weight (tons) of vehicles (2.4 tons)
W	12	haul truck tons
P	51	number of "wet" days with at least 0.254 mm (0.1 inches) of precipitation during the averaging period
N	365	number of days in averaging period

CalEEMod data for Madera County

Variable	Value	Description
Pickup and Worker		
EF (PM10)	0.000637964	lb/VMT
EF (PM2.5)	0.000156591	lb/VMT
Haul Truck		
EF (PM10)	0.003294168	lb/VMT
EF (PM2.5)	0.000808568	lb/VMT

Unpaved Road Dust

Equation: $EF_{unpaved} = (k \times (s/12)^{1.2} \times (S/50)^{0.5}) / (M/5)^{0.5} \times C$
 Ref: AP-42, Section 13.2.2, "Unpaved Roads," November 2006

Constants:	Value	Description
k _{PM10}	1.8	(Particle size multiplier for PM10)
k _{PM2.5}	0.18	(Particle size multiplier for PM2.5)
s	3.9	Unpaved surface material silt content (%)
S	5	mean vehicle speed
a =	1	for PM10 and PM2.5
c =	0.2	for PM10 and PM2.5
d =	0.5	for PM10 and PM2.5
C	0.00047	for PM10
C	0.00036	for PM2.5
M	12	Moisture Content

Source: spreadsheet link at 4th bullet: <https://www3.epa.gov/ttnchie1/ap42/ch13/related/c13s02-2.html>; used by EPA for National Emissions Inventory.

Variable	Value	Description
EF (PM10)	0.126014699	lb/VMT
EF (PM2.5)	0.01228847	lb/VMT

* Uncontrolled emissions [lb/day] = Emission factor [lb/mi] x Number x Daily miles traveled [mi/vehicle-day]

* Control efficiency from watering unpaved road twice a day (55%) and limiting maximum speed to 15 mph (57%), from Table XI-A, Mitigation Measure Examples.

Fugitive Dust from Construction & Demolition, http://www.aqmd.gov/ceqa/handbook/mitigation/fugitiveMM_fugitive.html

* Controlled emissions [lb/day] = Uncontrolled emissions [lb/day] x (1 - Control efficiency [%])

CalEEMod
Equipment HP and Load Factors

OFFROAD Equipment Type	Horsepower	Load Factor
Aerial Lifts	63	0.31
Air Compressors	78	0.48
Bore/Drill Rigs	221	0.50
Cement and Mortar Mixers	9	0.56
Concrete/Industrial Saws	81	0.73
Cranes	231	0.29
Crawler Tractors	212	0.43
Crushing/Proc. Equipment	85	0.78
Dumpers/Tenders	16	0.38
Excavators	158	0.38
Forklifts	89	0.201
Generator Sets	84	0.74
Graders	187	0.41
Off-Highway Tractors	124	0.44
Off-Highway Trucks	402	0.38
Other Construction Equipment	171	0.42
Other General Industrial Equipment	88	0.34
Other Material Handling Equipment	168	0.40
Pavers	130	0.42
Paving Equipment	132	0.36
Plate Compactors	8	0.43
Pressure Washers	13	0.3
Pumps	84	0.74
Rollers	80	0.38
Rough Terrain Forklifts	100	0.40
Rubber Tired Dozers	247	0.4
Rubber Tired Loaders	203	0.36
Scrapers	367	0.48
Signal Boards	6	0.82
Skid Steer Loaders	65	0.37
Surfacing Equipment	263	0.30
Sweepers/Scrubbers	64	0.46
Tractors/Loaders/Backhoes	97	0.37
Trenchers	78	0.50
Welders	46	0.45

Table 3.5 OFFROAD Emission Factor Based on Engine Tier

Tier	Low HP	High HP	ROG, g/bhp-hr	CO, g/bhp-hr	NOx, g/bhp-hr	PM10, g/bhp-hr	PM2.5, g/bhp-hr
Tier 1	25	49	1.74	4.10	5.26	0.48	0.48
	50	74	1.19	6.90	6.54	0.55	0.55
	75	119	1.19	6.90	6.54	0.55	0.55
	120	174	0.82	6.90	6.54	0.27	0.27
	175	299	0.38	6.90	5.93	0.11	0.11
	300	599	0.38	6.90	5.93	0.11	0.11
	600	750	0.38	6.90	5.93	0.11	0.11
	751	2000	0.38	6.90	5.93	0.11	0.11
Tier 2	25	49	0.29	4.10	4.63	0.28	0.28
	50	74	0.23	3.70	4.75	0.19	0.19
	75	119	0.23	3.70	4.75	0.19	0.19
	120	174	0.19	3.70	4.17	0.13	0.13
	175	299	0.12	2.60	4.15	0.09	0.09
	300	599	0.12	2.60	3.79	0.09	0.09
	600	750	0.12	2.60	3.79	0.09	0.09
	751	2000	0.12	2.60	3.79	0.09	0.09
Tier 3	25	49	0.29	4.10	4.63	0.28	0.28
	50	74	0.12	3.70	2.74	0.19	0.19
	75	119	0.12	3.70	2.74	0.19	0.19
	120	174	0.12	3.70	2.32	0.11	0.11
	175	299	0.12	2.60	2.32	0.09	0.09
	300	599	0.12	2.60	2.32	0.09	0.09
	600	750	0.12	2.60	2.32	0.09	0.09
	751	2000	0.12	2.60	2.32	0.09	0.09
Tier 4 Interim	25	49	0.12	4.10	4.55	0.13	0.13
	50	74	0.12	3.70	2.74	0.11	0.11
	75	119	0.11	3.70	2.14	0.01	0.01
	120	174	0.06	3.70	2.15	0.01	0.01
	175	299	0.08	2.60	1.29	0.01	0.01
	300	599	0.08	2.60	1.29	0.01	0.01
	600	750	0.08	2.60	1.29	0.01	0.01
	751	2000	0.12	2.60	2.24	0.05	0.05
Tier 4 Final	25	49	0.12	4.10	2.75	0.01	0.01
	50	74	0.12	3.70	2.74	0.01	0.01
	75	119	0.06	3.70	0.26	0.01	0.01
	120	174	0.06	3.70	0.26	0.01	0.01
	175	299	0.06	2.20	0.26	0.01	0.01
	300	599	0.06	2.20	0.26	0.01	0.01
	600	750	0.06	2.20	0.26	0.01	0.01
	751	2000	0.06	2.60	2.24	0.02	0.02

Source:

ARB. 2011. The Carl Moyer Program Guidelines. Available at: http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmpgl_3_27_13.pdf

D-77

October 2017

EMFAC2017 (v1.0.2) Emission Rates

Region Type: County

Region: MADERA

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, trips/day for Trips, g/mile for RUnEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN. Note 'day' in the unit is operation day.

Region	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	%VMT	Trips	ROG_RUnEX	CO_RUnEX	NOx_RUnEX	SOx_RUnEX	PM10_Total	PM2.5_Total	CO2_RUnEX	CH4_RUnEX	N2O_RUnEX	PM2.5_RUN	PM2.5_PMT	PM2.5_PMB	PM10_RUnEX	PM10_PMT	PM10_PMB	
MADERA	LDA	Aggregated	Aggregated	GAS	69097.5847	2828000.948	68.85%	324274.616	0.011011003	0.72644607	0.041464857	0.002763976	0.046394923	0.019262456	279.3077035	0.002872713	0.004781575	0.0015125	0.002	0.01575	0.0016449	0.008	0.03675	
MADERA	LDA	Aggregated	Aggregated	DSL	664.633151	28108.03058	0.68%	3137.74772	0.019059632	0.296410215	0.082735662	0.001968898	0.02509304	0.020877715	208.2697715	0.000885283	0.032737108	0.007343	0.002	0.01575	0.0076751	0.008	0.03675	
MADERA	LDA	Aggregated	Aggregated	ELEC	1183.23849	50239.59591	1.22%	5903.5167	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675	
MADERA	LDT1	Aggregated	Aggregated	GAS	7758.46469	269527.1356	6.56%	34691.1366	0.035701938	1.5561988	0.131529142	0.003262695	0.047193728	0.019997007	329.704677	0.007944125	0.0094662194	0.002247	0.002	0.01575	0.0024437	0.008	0.03675	
MADERA	LDT1	Aggregated	Aggregated	DSL	10.0468523	208.0190725	0.01%	37.1721898	0.10896868	0.798570411	0.79827431	0.004219479	0.120301046	0.090032734	446.3358461	0.005061387	0.070157779	0.0722827	0.002	0.01575	0.07551	0.008	0.03675	
MADERA	LDT1	Aggregated	Aggregated	ELEC	34.9348098	1586.951735	0.04%	177.971106	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675	
MADERA	LDT2	Aggregated	Aggregated	GAS	25405.6331	918171.7433	22.35%	115860.581	0.025253528	1.220400416	0.116647695	0.003557497	0.046543795	0.019399365	359.495239	0.00588365	0.008652577	0.0016494	0.002	0.01575	0.0017938	0.008	0.03675	
MADERA	LDT2	Aggregated	Aggregated	DSL	127.948254	5556.612605	0.14%	622.119654	0.022991511	0.191808649	0.063149589	0.002662294	0.051573026	0.024277857	281.6170314	0.001067912	0.044266276	0.0065279	0.002	0.01575	0.006823	0.008	0.03675	
MADERA	LDT2	Aggregated	Aggregated	ELEC	181.106604	6164.190041	0.15%	915.456986	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0	0.002	0.01575	0	0.008	0.03675
	Emission Factor/Total				4107563.227				0.015735606	0.877387939	0.063945103	0.002929551	0.046509405	0.019370173	296.121288187	0.003822038	0.006147639							
MADERA	LDT2	Aggregated	Aggregated	GAS	25405.6331	918171.7433	79.54%	115860.581	0.025253528	1.220400416	0.116647695	0.003557497	0.046543795	0.019399365	359.495239	0.00588365	0.008652577	0.0016494	0.002	0.01575	0.0017938	0.008	0.03675	
MADERA	LDT2	Aggregated	Aggregated	DSL	127.948254	5556.612605	0.48%	622.119654	0.022991511	0.191808649	0.063149589	0.002662294	0.051573026	0.024277857	281.6170314	0.001067912	0.044266276	0.0065279	0.002	0.01575	0.006823	0.008	0.03675	
MADERA	LDT2	Aggregated	Aggregated	ELEC	181.106604	6164.190041	0.53%	915.456986	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0	0.002	0.01575	0	0.008	0.03675
MADERA	LHD1	Aggregated	Aggregated	GAS	2325.51377	76126.28108	6.59%	34646.6902	0.091099655	1.672665344	0.370483003	0.010119352	0.087199179	0.032726951	1022.58951	0.017902132	0.020809189	0.0025369	0.002	0.03276	0.0027592	0.008	0.07644	
MADERA	LHD1	Aggregated	Aggregated	DSL	3070.51737	102561.2318	8.88%	38623.2458	0.199931745	0.94446128	3.115542521	0.005430622	0.124145654	0.06992103	574.4504036	0.009286447	0.090295604	0.034161	0.003	0.03276	0.0037056	0.012	0.07644	
MADERA	LHD2	Aggregated	Aggregated	GAS	331.432145	11115.16588	0.96%	4937.84513	0.047988463	0.873576561	0.299685762	0.011573303	0.099379873	0.042242688	1169.515409	0.010467464	0.018380944	0.0020227	0.002	0.03822	0.0021998	0.008	0.08918	
MADERA	LHD2	Aggregated	Aggregated	DSL	998.905949	34626.3294	3.00%	12564.9802	0.178149956	0.844184904	2.347778848	0.006063552	0.132312132	0.071005354	641.4016262	0.008274725	0.100819404	0.0297853	0.003	0.03822	0.0311321	0.012	0.08918	
	Emission Factor/Total				1154321.554				0.049775761	1.199633992	0.467448637	0.004285724	0.059216086	0.026851201	436.285907104	0.007039857	0.0191961904							
MADERA	MDV	Aggregated	Aggregated	GAS	24463.8909	815823.9307	97%	109500.298	0.029987699	1.322141707	0.135542595	0.004436055	0.046479579	0.019340467	448.276012	0.006964858	0.01016021	0.0015905	0.002	0.01575	0.0017296	0.008	0.03675	
MADERA	MDV	Aggregated	Aggregated	DSL	520.87801	21051.17457	3%	2484.46909	0.019016414	0.32335348	0.077550213	0.003671212	0.051591487	0.02429552	388.340276	0.000883276	0.061041683	0.0065455	0.002	0.01575	0.0068415	0.008	0.03675	
MADERA	MDV	Aggregated	Aggregated	ELEC	91.8548741	3240.238298	0%	469.767157	0	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675
	Emission Factor/Total				840115.3436				0.029597127	1.292015225	0.133566678	0.004399780	0.046601000	0.019458494	445.045219002	0.006785006	0.011395985							
MADERA	T6 instate heavy	Aggregated	Aggregated	DSL	243.216785	27787.27028	2806.68797	0.083954229	0.280598489	2.388983427	0.009802034	0.175429132	0.090517688	1037.526348	0.003899456	0.163084693			0.0316577	0.003	0.05586	0.0330891	0.012	1.3034
MADERA	T7 Single	Aggregated	Aggregated	DSL	163.489974	10921.92938	1886.65164	0.096393498	0.404445795	3.121646187	0.014274808	0.130942869	0.067226511	1510.960753	0.004477228	0.237501989			0.0317665	0.009	0.02646	0.0332028	0.036	0.06174

Vehicle Category	Emission Factors (g/mile)									
	ROG	CO	NOx	SO2	PM10	PM2.5	CO2	CH4	N2O	
Worker Vehicles	0.015735606	0.877387939	0.063945103	0.002929551	0.046509405	0.019370173	296.121288187	0.003822038	0.006147639	
Pickup Truck/SUV ¹	0.049775761	1.199633992	0.467448637	0.004285724	0.059216086	0.026851201	436.285907104	0.007039857	0.019691904	
Flatbed Truck ²	0.029597127	1.292015225	0.133566678	0.004399780	0.046601000	0.019458494	445.045219002	0.006785006	0.011395985	
Dump Water Cement Truck	0.08395423	0.280598489	2.38898343	0.00980203	0.17542913	0.09051769	1037.526348	0.00389946	0.16308469	
Haul Truck	0.0963935	0.404445795	3.12164619	0.01427481	0.13094287	0.06722651	1510.960753	0.00447723	0.23750199	

EMFAC SAFE Adjustment Factors for Light Duty Vehicle Emissions in EMFAC2017				
Year	NOx Exhaust	PM Exhaust	CO Exhaust	TOG Exhaust
2024	1.0004	1.0018	1.0014	1.0003

Notes: To be applied to gas light duty vehicles (LDA, LDT1, LDT2, and MDV)

Source: CARB 2019

EMFAC2017 (v1.0.2) Emission Rates

Region Type: County

Region: MADERA for all except San Joaquin Valley Unified APCD for LDT2 and MDV

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW. Note 'day' in the unit is operation day.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	%VMT	ROG_RUNEX	CO_RUNEX	NOx_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2.5_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	
MADERA		LHD1	Aggregated		5 GAS	2160.407907		7%	0.280926947	3.251613715	0.510372858	0.019031397	0.009365606	0.008611329	1923.177141	0.056277084	0.029447671
MADERA		LHD1	Aggregated		5 DSL	1803.492157		6%	0.809401566	3.461391369	2.66440165	0.011935698	0.097295336	0.093086383	1262.556308	0.037595156	0.198456269
MADERA		LHD2	Aggregated		5 GAS	315.4402386		1%	0.160045133	1.438776802	0.442309739	0.021758349	0.007636261	0.00702126	2198.743474	0.035313402	0.027359394
MADERA		LHD2	Aggregated		5 DSL	608.8880994		2%	0.788520877	3.445782348	2.133570967	0.012534781	0.080383074	0.076905738	1325.927255	0.036625288	0.2084173
SAN JOAQUIN VALLEY UNIFIED APCD		LDT2	Aggregated		5 GAS	25503.44341		84%	0.124850116	2.033481207	0.185621324	0.008147064	0.010412958	0.009574525	823.2841433	0.030208694	0.014308283
SAN JOAQUIN VALLEY UNIFIED APCD		LDT2	Aggregated		5 DSL	150.9614945		0%	0.26322864	2.255921971	0.162117989	0.006454374	0.01994633	0.01908346	682.7426914	0.012226467	0.107317643
		Emission Factor/Total				30542.63331			0.190589889	2.227073143	0.396328819	0.009360352	0.016882480	0.015800555	950.553906658	0.032580538	0.030716988
SAN JOAQUIN VALLEY UNIFIED APCD		MDV	Aggregated		5 GAS	23493.935		98%	0.155617201	2.291739161	0.223477979	0.010173026	0.010139109	0.00932322	1028.01341	0.037030163	0.017106202
SAN JOAQUIN VALLEY UNIFIED APCD		MDV	Aggregated		5 DSL	550.9233758		2%	0.20290039	3.798228113	0.15665864	0.00843921	0.017499926	0.016742887	892.6983643	0.009424335	0.140319751
		Emission Factor/Total				24044.85838			0.156700568	2.326256311	0.221946994	0.010133300	0.010307762	0.009493221	1024.913029012	0.036397650	0.019929310
MADERA		T6 instate heavy	Aggregated		5 DSL	427.3718543			0.585295135	1.480010587	7.965137174	0.02288062	0.097105062	0.09290434	2421.869292	0.027185443	0.380684126
MADERA		T7 Single	Aggregated		5 DSL	147.3604371			0.697191864	2.53663092	11.39286409	0.033634849	0.086789758	0.083035272	3560.183535	0.032382756	0.559611273

Vehicle Category	Emission Factors (g/mile)								
	ROG	CO	NOx	SO2	PM10	PM2.5	CO2	CH4	N2O
Pickup Truck/SUV ¹	0.190589889	2.227073143	0.396328819	0.009360352	0.016882480	0.015800555	950.553906658	0.032580538	0.030716988
Flatbed Truck ²	0.156700568	2.326256311	0.221946994	0.010133300	0.010307762	0.009493221	1024.913029012	0.036397650	0.019929310
Dump, Water, Cement Truck	0.585295135	1.480010587	7.965137174	0.02288062	0.097105062	0.09290434	2421.869292	0.027185443	0.380684126
Haul Truck	0.697191864	2.53663092	11.39286409	0.033634849	0.086789758	0.083035272	3560.183535	0.032382756	0.559611273

Notes

1. Pickup Truck/SUV category conservatively includes LHD1 and LHD2 vehicle categories as no 5mph speed bin data available for LDT2 categories in Madera County.

2. Flatbed Truck assumed to be a MDV category

EMFAC SAFE Adjustment Factors for Light Duty Vehicle Emissions in EMFAC2017				
Year	NOx Exhaust	PM Exhaust	CO Exhaust	TOG Exhaust
2024	1.0004	1.0018	1.0014	1.0003

Notes: To be applied to gas light duty vehicles (LDA, LDT1, LDT2, and MDV)

Source: CARB 2019

EMFAC2017 (v1.0.2) Emission Rates

Region Type: County

Region: MADERA

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN. Note 'day' in the unit is operation day.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	%VMT	Trips	ROG_RUNEX	CO_RUNEX	NOx_RUNEX	SOx_RUNEX	PM10_Total	PM2.5_Total	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	PM2.5_RUN	PM2.5_PMT	PM2.5_PMB	PM10_RUNE	PM10_PMT	PM10_PMBW
MADERA	2025	LDA	Aggregated	Aggregated	GAS	75302.4117	3059817.255	69.13%	353784.418	0.00722369	0.605699454	0.029386495	0.002561372	0.046290124	0.019166081	258.8339898	0.002028194	0.003928073	0.0014161	0.002	0.01575	0.0015401	0.008	0.03675
MADERA	2025	LDA	Aggregated	Aggregated	DSL	799.508196	33472.0241	0.76%	3781.14245	0.015342679	0.293913041	0.046918178	0.001853456	0.049615789	0.02240529	196.0582809	0.000712638	0.030817631	0.00046553	0.002	0.01575	0.0048658	0.008	0.03675
MADERA	2025	LDA	Aggregated	Aggregated	ELEC	2651.7353	94390.49733	2.13%	10221.9072	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675
MADERA	2025	LDT1	Aggregated	Aggregated	GAS	8030.40368	282409.6225	6.38%	36210.4332	0.022325659	1.109182889	0.083002208	0.003025248	0.046774147	0.019611122	305.7099706	0.005121355	0.006858089	0.0018611	0.003	0.01575	0.0020241	0.008	0.03675
MADERA	2025	LDT1	Aggregated	Aggregated	DSL	7.93379918	158.7838705	0.00%	28.9123937	0.093684522	0.706400067	0.642629958	0.004170409	0.10687481	0.077187311	441.1452712	0.004351467	0.069341893	0.0594373	0.002	0.01575	0.0021248	0.008	0.03675
MADERA	2025	LDT1	Aggregated	Aggregated	ELEC	85.8983087	4158.407073	0.09%	433.517078	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675
MADERA	2025	LDT2	Aggregated	Aggregated	GAS	25888.8066	933019.0665	21.08%	118316.63	0.017359103	0.955154791	0.076777087	0.003223749	0.046411088	0.019277302	325.7690421	0.004194951	0.006368728	0.0015273	0.002	0.01575	0.0016611	0.008	0.03675
MADERA	2025	LDT2	Aggregated	Aggregated	DSL	166.197356	7017.634418	0.16%	805.901278	0.022900541	0.214521352	0.046696555	0.00248967	0.049799782	0.022581324	263.3569272	0.001063686	0.041396041	0.0048313	0.002	0.01575	0.0050498	0.008	0.03675
MADERA	2025	LDT2	Aggregated	Aggregated	ELEC	366.557552	11974.5619	0.27%	1835.9759	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675
Emission Factor/Total						4426417.853				0.010232577	0.693383851	0.042244678	0.002661222	0.046340933	0.019214551	269.009743233	0.002620223	0.004796466						

	Total VMT	% Fleet
Diesel	40648.4424	0.94%
Gas	4275245.94	99.06%
	4315894.39	

Vehicle Category	Emission Factors (g/mile)									
	ROG	CO	NOx	SO2	PM10	PM2.5	CO2	CH4	N2O	CO2e (g/m)
Passenger Vehicles (2025)	0.010232577	0.693383851	0.042244678	0.002661222	0.046340933	0.019214551	269.009743233	0.002620223	0.004796466	270.5045956

EMFAC SAFE Adjustment Factors for Light Duty Vehicle Emissions in EMFAC2017				
Year	NOx Exhaust	PM Exhaust	CO Exhaust	TOG Exhaust
2025	1.0018	1.0074	1.0065	1.0016

Notes: To be applied to gas light duty vehicles (LDA, LDT1, LDT2, and MDV)
Source: CARB 2019

Conversion Factors	
lbs	grams
1	453.592
GWP	CH4
1	25
GWP	N2O
1	298

EMFAC2017 (v1.0.2) Emission Rates

Region Type: County

Region: MADERA

Calendar Year: 2029

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, trips/day for Trips, g/mile for RUXEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN. Note 'day' in the unit is operation day.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	%VMT	Trips	ROG_RUNEX	CO_RUNEX	NOx_RUNEX	SOx_RUNEX	PM10_Total	PM2.5_Total	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	PM2.5_RUN	PM2.5_PMT	PM2.5_PMB	PM10_RUN	PM10_PMT	PM10_PMBW
MADERA	2029	LDA	Aggregated	Aggregated	GAS	83478.7098	3321644.398	69.05%	391427.947	0.004820034	0.531451587	0.00346967	0.002356823	0.046084471	0.01897699	238.1636972	0.001459903	0.003455847	0.001227	0.002	0.01575	0.0013345	0.008	0.03675
MADERA	2029	LDA	Aggregated	Aggregated	DSL	942.514573	38883.69978	0.81%	4474.93715	0.012307564	0.296687933	0.001734903	0.047332148	0.020220438	183.5177398	0.000571663	0.028846433	0.0024704	0.002	0.01575	0.0025821	0.008	0.03675	
MADERA	2029	LDA	Aggregated	Aggregated	ELEC	3418.4177	148652.0337	3.08%	16734.9405	0	0	0	0	0.04755013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675
MADERA	2029	LDT1	Aggregated	Aggregated	GAS	8535.29015	300613.4834	6.25%	38763.8658	0.012387629	0.779063011	0.004905355	0.002782424	0.046333757	0.019206199	281.1718667	0.003006647	0.004885811	0.0014562	0.002	0.01575	0.0015837	0.008	0.03675
MADERA	2029	LDT1	Aggregated	Aggregated	DSL	4.97423488	108.925323	0.00%	18.9006202	0.064231369	0.568639685	0.066868205	0.004021635	0.076928489	0.048536455	425.4079453	0.002983424	0.066868205	0.0307864	0.002	0.01575	0.0321785	0.008	0.03675
MADERA	2029	LDT1	Aggregated	Aggregated	ELEC	163.844103	7369.002604	0.15%	812.057461	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675
MADERA	2029	LDT2	Aggregated	Aggregated	GAS	27026.5152	965242.5966	20.07%	123723.704	0.011084943	0.7563027	0.00473235	0.002880089	0.046178844	0.019063762	291.0412794	0.002834092	0.004713496	0.0013138	0.002	0.01575	0.0014288	0.008	0.03675
MADERA	2029	LDT2	Aggregated	Aggregated	DSL	213.809741	8570.346674	0.18%	1025.04091	0.025035101	0.249893148	0.038793519	0.002333147	0.049464109	0.022260172	246.7999746	0.001162833	0.038793519	0.0045102	0.002	0.01575	0.0047141	0.008	0.03675
MADERA	2029	LDT2	Aggregated	Aggregated	ELEC	649.022374	19846.11895	0.41%	3197.0454	0	0	0	0	0.044750013	0.017750005	0	0	0	0	0.002	0.01575	0	0.008	0.03675
Emission Factor/Total							4610340.605			0.006472329	0.570280937	0.003955833	0.002397510	0.046087167	0.018980588	242.361622298	0.001771438	0.003941283						

	Total VMT	% Fleet
Diesel	47562.9718	1.03%
Gas	4587500.48	98.97%
	4635063.45	

Vehicle Category	Emission Factors (g/mile)								CO2e (g/mi)	
	ROG	CO	NOx	SO2	PM10	PM2.5	CH4	N2O		
Passenger Vehicles (2029)	0.006472329	0.570280937	0.003955833	0.002397510	0.046087167	0.018980588	242.361622298	0.001771438	0.003941283	243.5804107

EMFAC SAFE Adjustment Factors for Light Duty Vehicle Emissions in EMFAC2017			
Year	NOx Exhaust	PM Exhaust	CO Exhaust
2029	1.004	1.0129	1.0138
			1.0092

Notes: To be applied to gas light duty vehicles (LDA, LDT1, LDT2, and MDV)
Source: CARB 2019

Conversion Factors	
lbs	grams
1	453.592
GWP	CH4
1	25
GWP	N2O
1	298



MADERA STATION RELOCATION PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
ADDENDUM

APPENDIX B-1
UPDATED ENGINEERING PLANS FOR PHASE 1

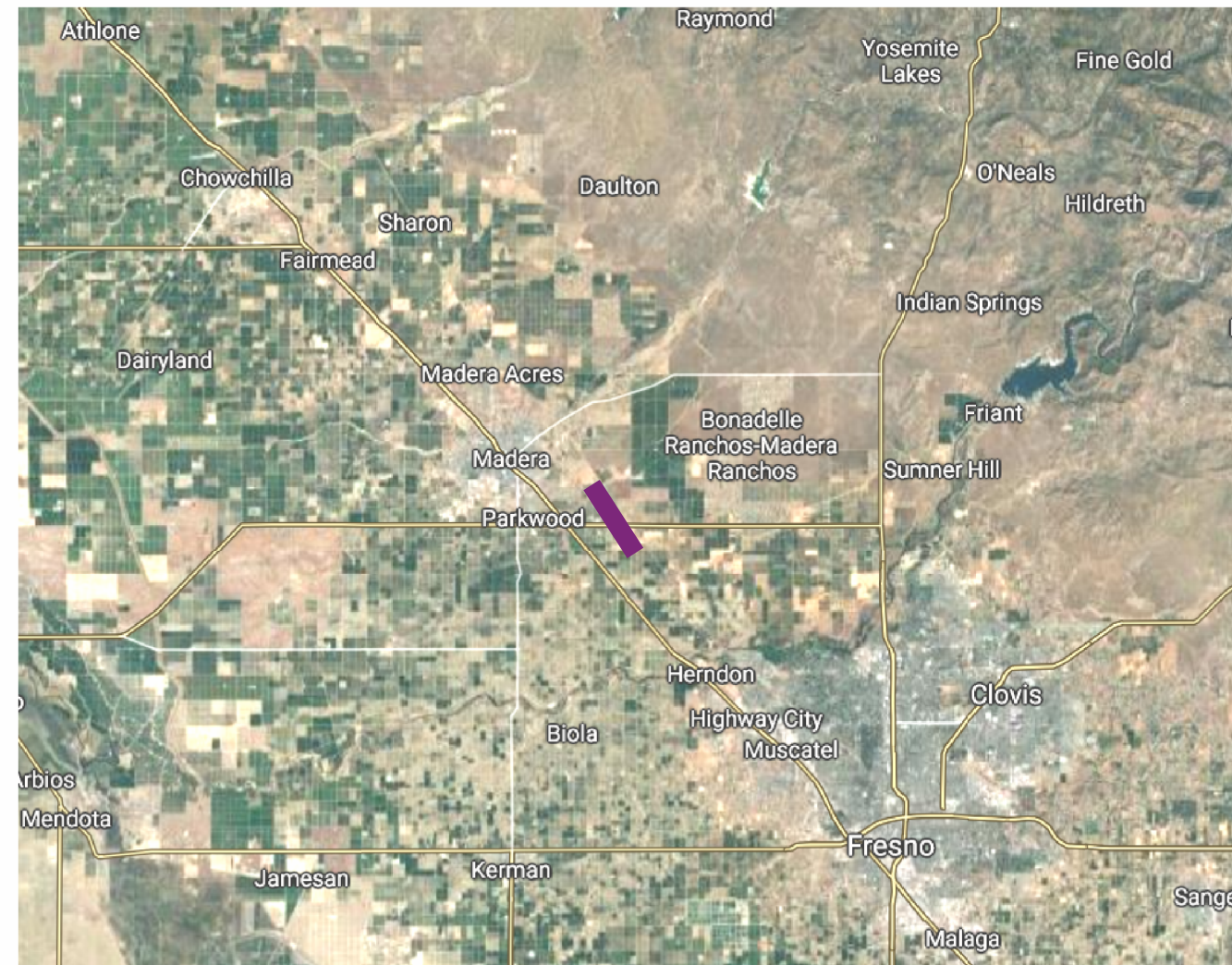
SAN JOAQUIN JOINT POWERS AUTHORITY

March 2025

SAN JOAQUIN REGIONAL RAIL COMMISSION

MADERA STATION RELOCATION PROJECT – PHASE 1

15% PRELIMINARY ENGINEERING ADDENDUM



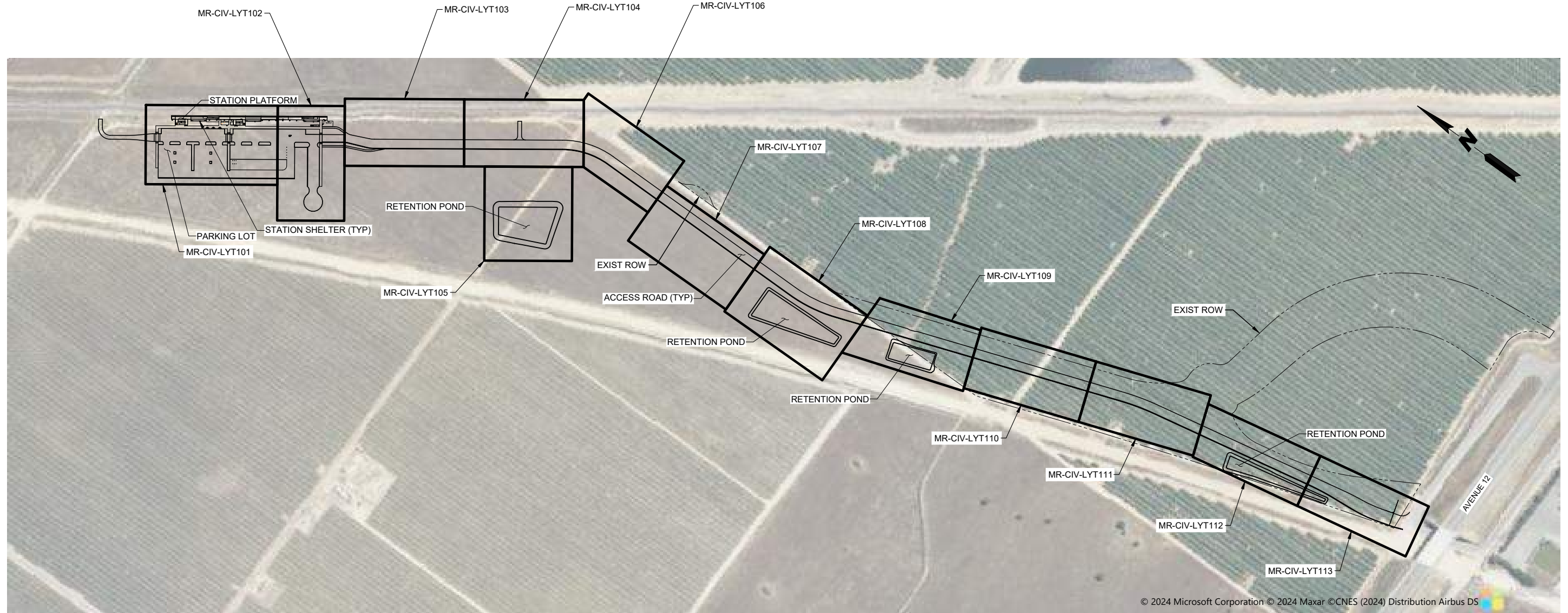
San Joaquin
Joint Powers Authority

SHEET NO.	DRAWING NO.	DRAWING TITLE LINE 3	DRAWING TITLE LINE 4	DRAWING TITLE LINE 5	DRAWING TITLE LINE 6
GENERAL SHEETS					
1				COVER SHEET	
2	GE-A0001			INDEX OF DRAWINGS	SHEET 1 OF 1
PHASE 1 - STATION & ACCESS ROAD					
3	CV-B0001-MA1	PHASE 1 CIVIL SITE PLAN	KEY MAP		
4	MR-CIV-LYT101	CIVIL - PHASE 1	PARKING LOT - BUS DROP-OFF AREA	SHEET 1 OF 13	
5	MR-CIV-LYT102	CIVIL - PHASE 1	PARKING LOT - KISS AND RIDE	SHEET 2 OF 13	
6	MR-CIV-LYT103	CIVIL - PHASE 1	ACCESS ROAD	SHEET 3 OF 13	
7	MR-CIV-LYT104	CIVIL - PHASE 1	ACCESS ROAD	SHEET 4 OF 13	
8	MR-CIV-LYT105	CIVIL - PHASE 1	RETENTION POND	SHEET 5 OF 13	
9	MR-CIV-LYT106	CIVIL - PHASE 1	ACCESS ROAD	SHEET 6 OF 13	
10	MR-CIV-LYT107	CIVIL - PHASE 1	ACCESS ROAD	SHEET 7 OF 13	
11	MR-CIV-LYT108	CIVIL - PHASE 1	ACCESS ROAD	SHEET 8 OF 13	
12	MR-CIV-LYT109	CIVIL - PHASE 1	ACCESS ROAD	SHEET 9 OF 13	
13	MR-CIV-LYT110	CIVIL - PHASE 1	ACCESS ROAD	SHEET 10 OF 13	
14	MR-CIV-LYT111	CIVIL - PHASE 1	ACCESS ROAD	SHEET 11 OF 13	
15	MR-CIV-LYT112	CIVIL - PHASE 1	ACCESS ROAD	SHEET 12 OF 13	
16	MR-CIV-LYT113	CIVIL - PHASE 1	ACCESS ROAD	SHEET 13 OF 13	
17	MR-CIV-TYP355	CIVIL - PHASE 1	TYPICAL SECTIONS	BUS LOOP	
18	MR-CIV-TYP356	CIVIL - PHASE 1	TYPICAL SECTIONS	BUS LOOP ADJACENT ROAD	
19	MR-CIV-TYP357	CIVIL - PHASE 1	TYPICAL SECTIONS	ACCESS ROAD	
20	MR-CIV-TYP358	CIVIL - PHASE 1	TYPICAL SECTIONS	ACCESS ROAD	
21	MR-CIV-TYP359	CIVIL - PHASE 1	TYPICAL SECTIONS	KISS AND RIDE	

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 Plot file Generated: 3/7/2025 12:02:07 PM By: jining huang

NOT FOR CONSTRUCTION

	DESIGNED BY D. HARTMAN DRAWN BY J. HUANG CHECKED BY A. SHIELDS IN CHARGE M. ALFONSO DATE 03-05-2025	TRANSPORTATION  AECOM AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600 www.aecom.com	 SAN JOAQUIN JOINT POWER AUTHORITY	SAN JOAQUIN JOINT POWER AUTHORITY MADERA STATION RELOCATION PROJECT INDEX OF DRAWINGS SHEET 1 OF 1	ENVIRONMENTAL ALTERNATIVE CODE DRAWING NO. GE-A0001 SCALE AS SHOWN SHEET NO. 2 OF 21
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KEY MAP

Filename: MR-CIV-PHASE1.dwg
 Plot Date: 3/4/2025 12:02 PM
 Save Date: 3/4/2025 12:00 PM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

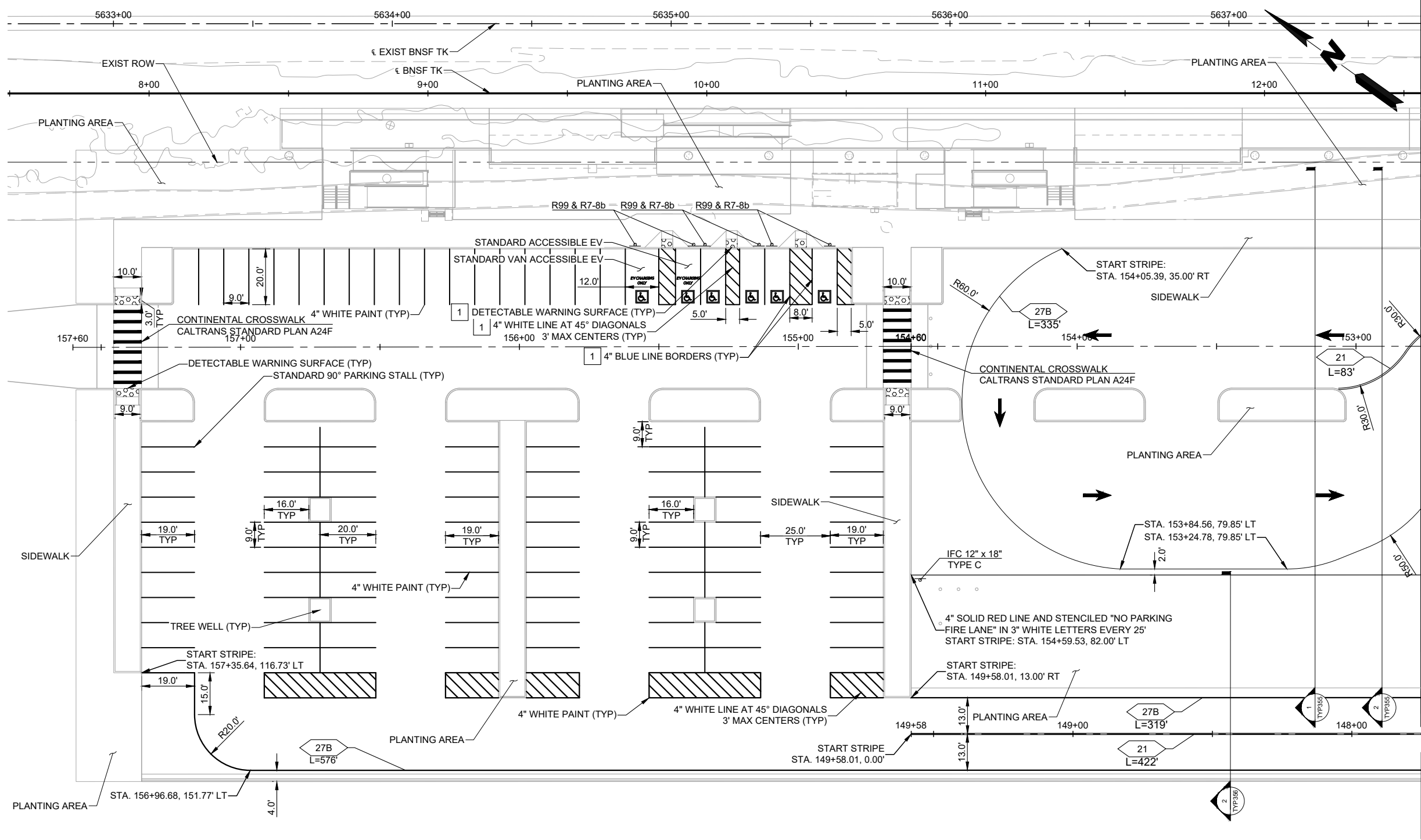
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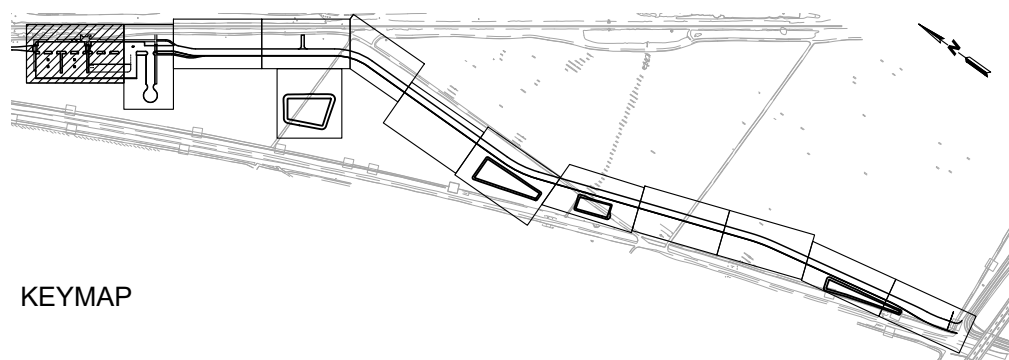
San Joaquin
 Joint Powers
 Authority

SAN JOAQUIN JOINT POWERS AUTHORITY
 VALLEY RAIL - MADERA STATION PROJECT
 PHASE 1 CIVIL SITE PLAN
 KEY MAP

CONTRACT NO.	
DRAWING NO.	MR-CIV-PHASE1
SCALE	AS SHOWN
SHEET NO.	3 OF 21



MATCHLINE MR-CIV-LYT102



PLAN VIEW

- LEGEND (FOR THIS SHEET ONLY):
- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
 - TYPE I PAVEMENT ARROW. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.
 - INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.

FULL SIZE MAP SCALE: 1" = 20'
 H: FEET 0 10 20 40

Filename: MR-CIV-LYT101.dwg
 Plot Date: 3/4/2025 12:02 PM
 Save Date: 3/4/2025 12:00 PM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

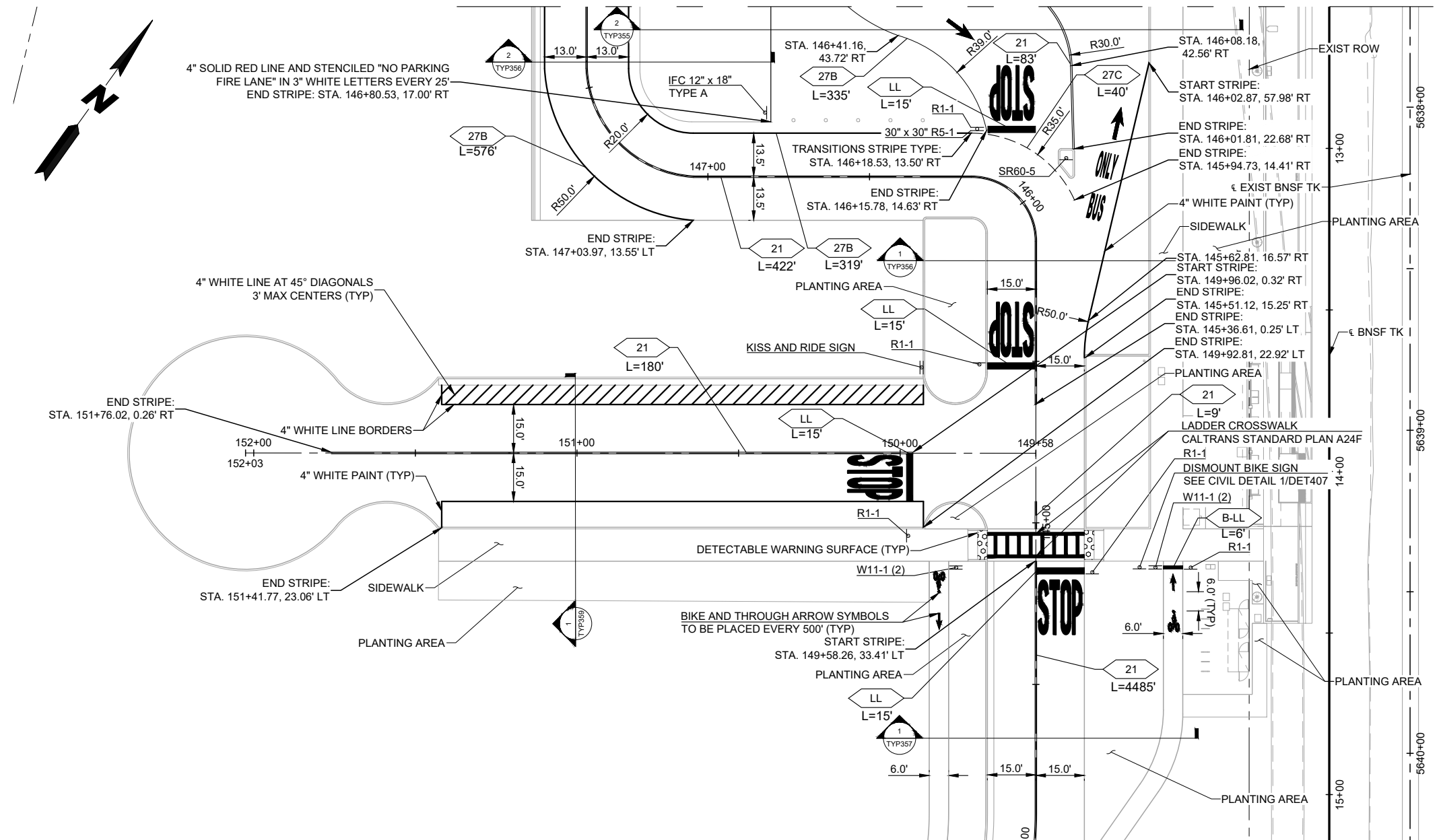
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SAN JOAQUIN JOINT POWERS AUTHORITY
 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 STATION AREA PLAN
 SHEET 1 OF 13

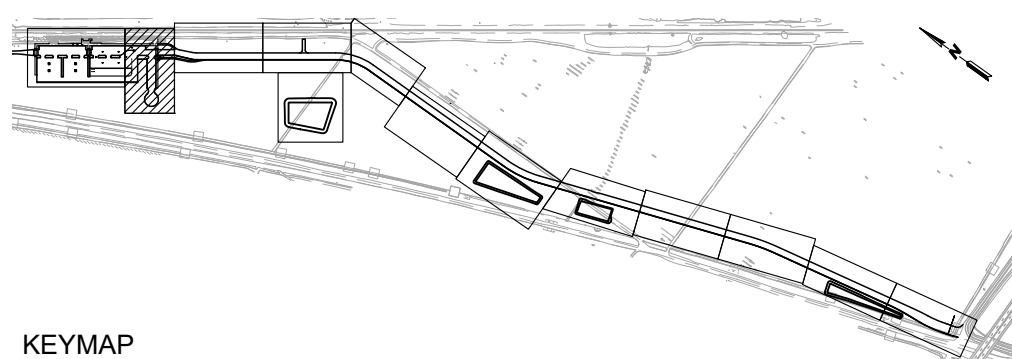
CONTRACT NO.
DRAWING NO. MR-CIV-LYT101
SCALE AS SHOWN
SHEET NO. 4 OF 21

MATCHLINE MR-CIV-LYT101



PLAN VIEW

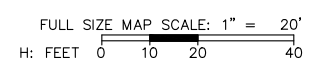
MATCHLINE MR-CIV-LYT103



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- 24" WIDE WHITE LIMIT LINE
- 12" WIDE WHITE LIMIT LINE
- TYPE I PAVEMENT ARROW. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.
- STOP PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24D FOR DETAIL.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.
- BUS ONLY PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24E FOR DETAIL.



Filename: MR-CIV-LYT102.dwg
 Plot Date: 3/4/2025 12:03 PM
 Save Date: 3/4/2025 11:32 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

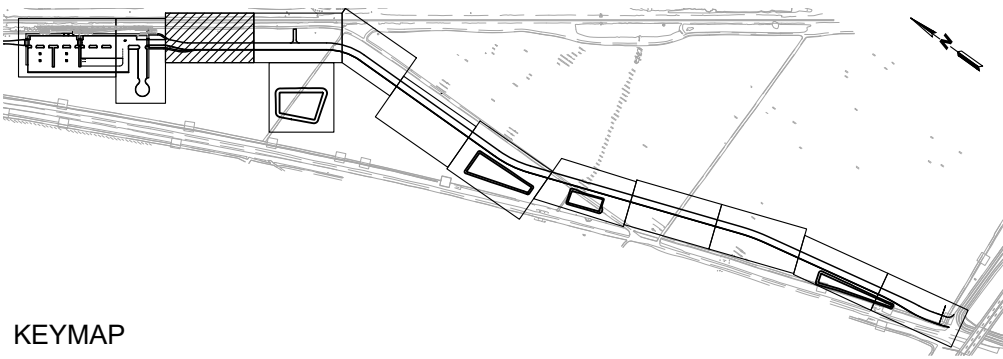
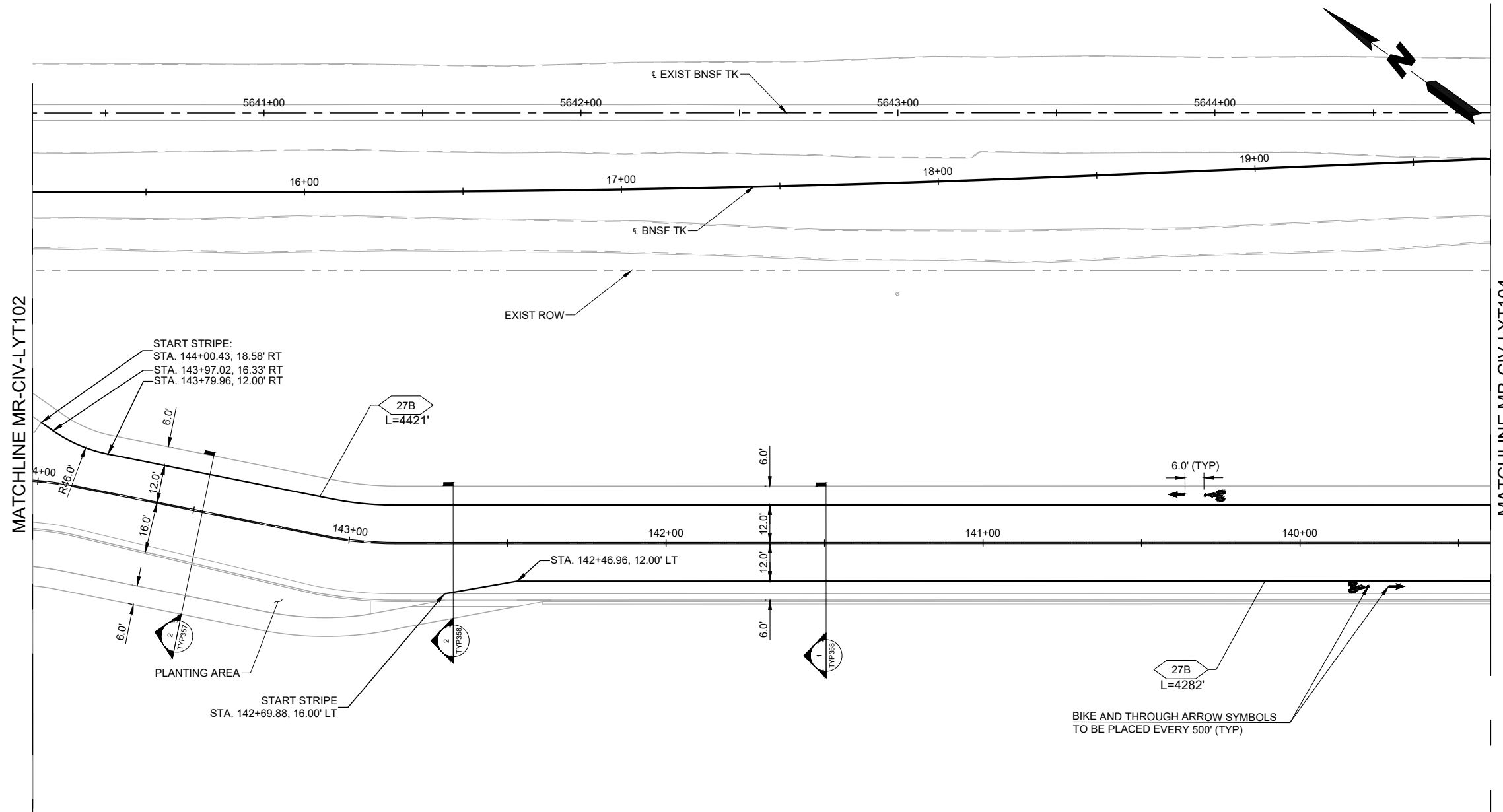
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 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 2 OF 13

CONTRACT NO.	
DRAWING NO.	MR-CIV-LYT102
SCALE	AS SHOWN
SHEET NO.	5 OF 21



LEGEND (FOR THIS SHEET ONLY):

- XX PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

FULL SIZE MAP SCALE: 1" = 20'
 H: FEET 0 10 20 40

Filename: MR-CIV-LYT103.dwg
 Plot Date: 3/4/2025 12:03 PM
 Save Date: 3/4/2025 11:31 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

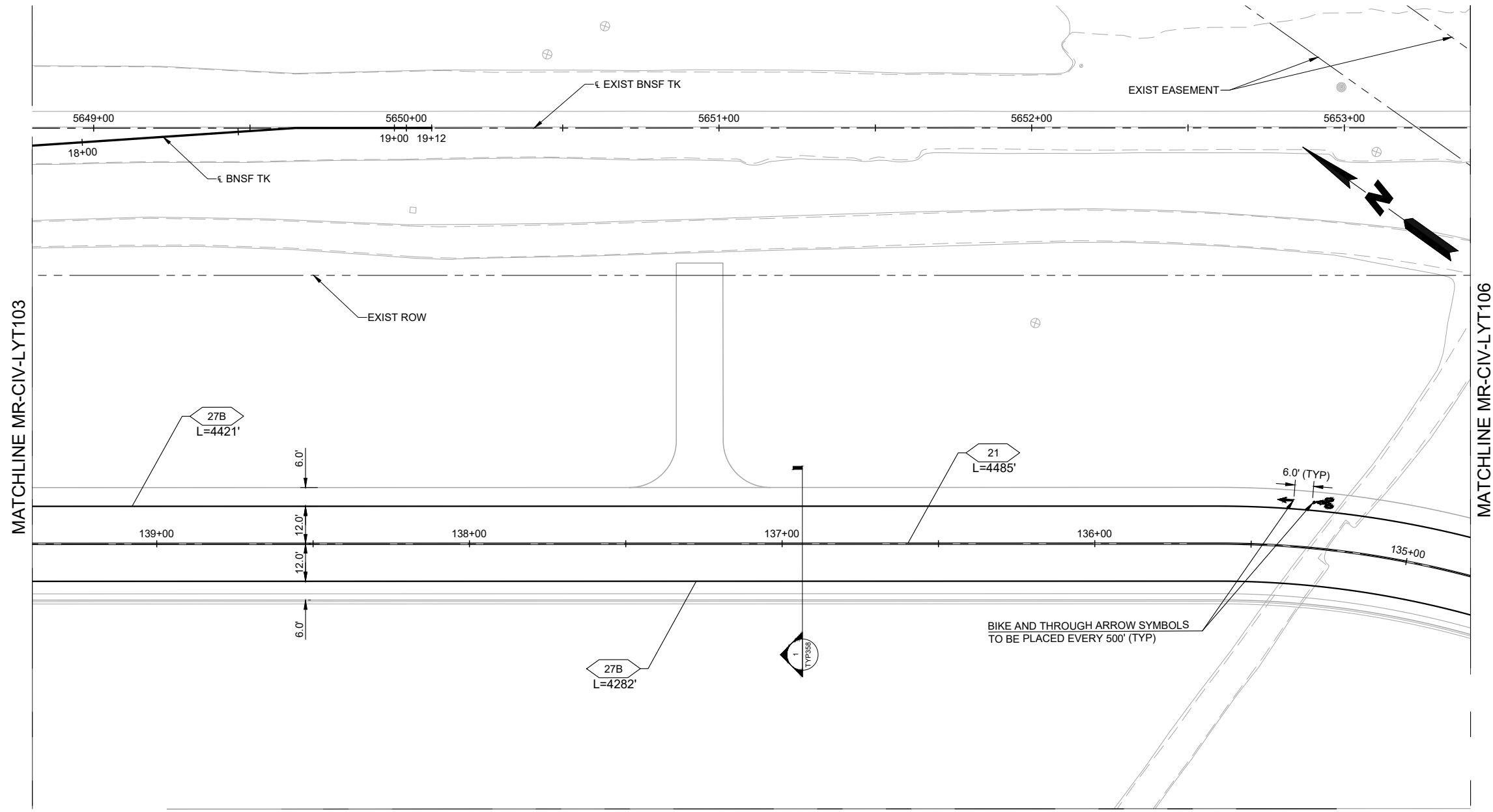
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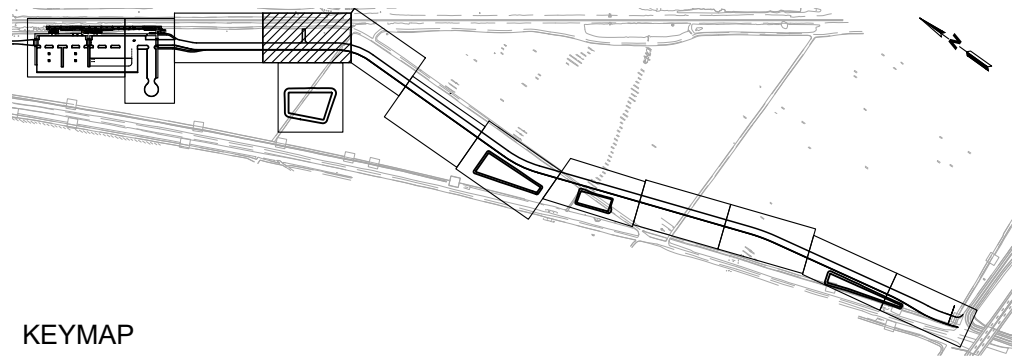
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 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 3 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT103
SCALE AS SHOWN
SHEET NO. 6 OF 21



PLAN VIEW MATCHLINE MR-CIV-LYT105



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

FULL SIZE MAP SCALE: 1" = 20'
H: FEET 0 10 20 40

Filename: MR-CIV-LYT104.dwg
 Plot Date: 3/4/2025 12:03 PM
 Save Date: 3/4/2025 11:33 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
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 DATE
03/05/2025

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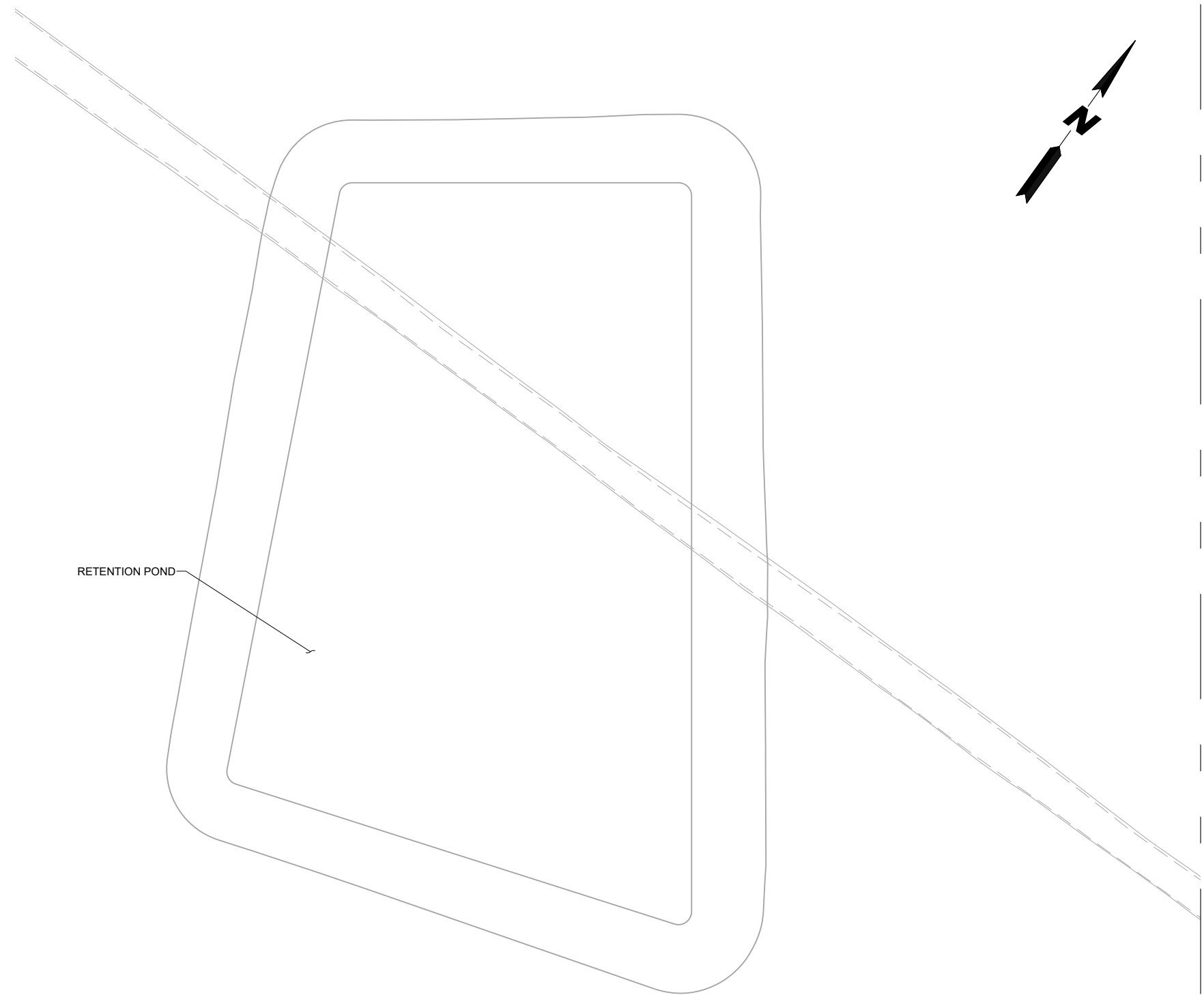
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 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 4 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT104
SCALE AS SHOWN
SHEET NO. 7 OF 21

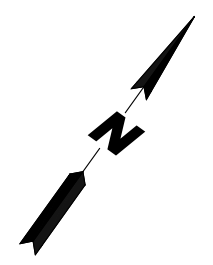
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By: Huang, Jiming
 BY: Jiming, Huang



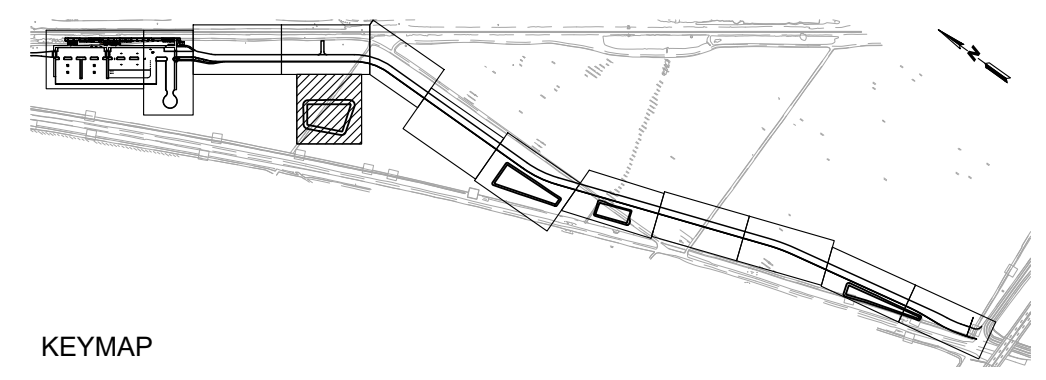
RETENTION POND

PLAN VIEW



MATCHLINE MR-CIV-LYT104

FULL SIZE MAP SCALE: 1" = 20'
 H: FEET 0 10 20 40



KEYMAP

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
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J. HUANG
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A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

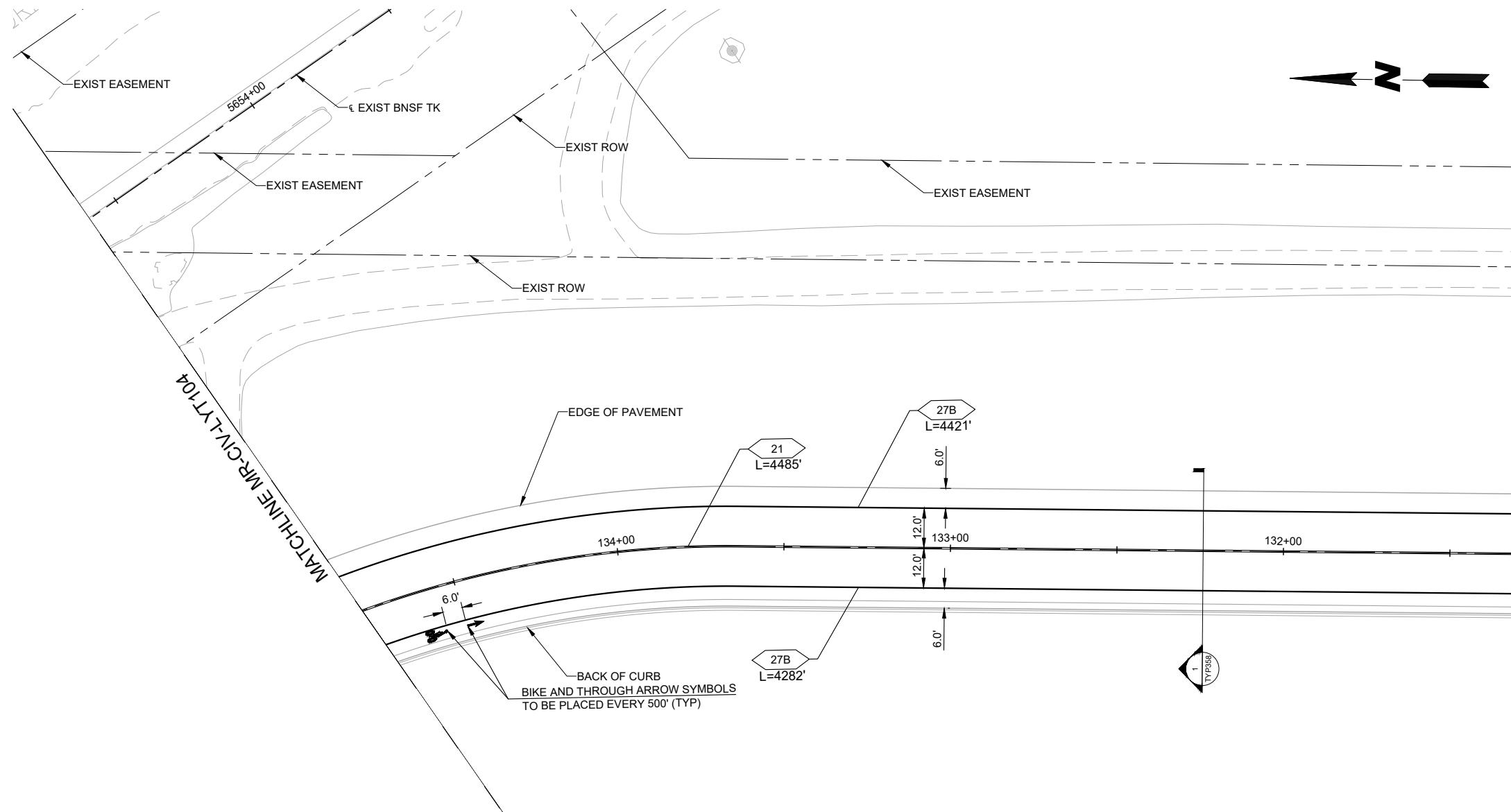
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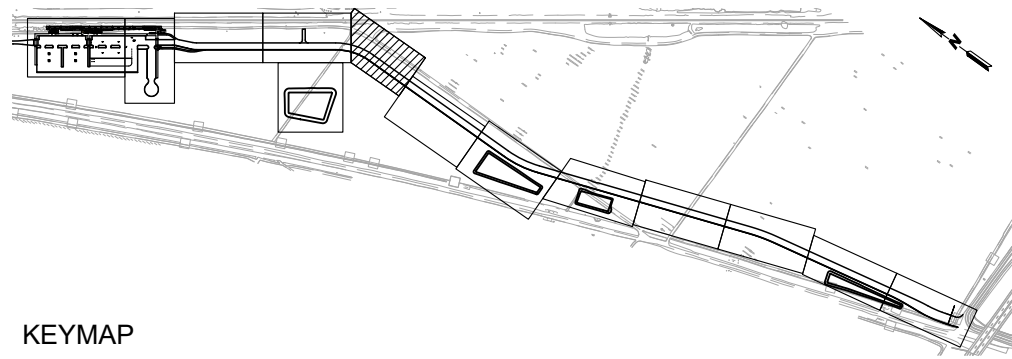
San Joaquin
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 Authority

SAN JOAQUIN JOINT POWERS AUTHORITY
 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 RETENTION POND
 SHEET 5 OF 13

CONTRACT NO.
 DRAWING NO.
MR-CIV-LYT105
 SCALE
AS SHOWN
 SHEET NO.
8 OF 21






PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

-  PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
-  BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
-  BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

FULL SIZE MAP SCALE: 1" = 20'
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Filename: MR-CIV-LYT106.dwg
 Plot Date: 3/4/2025 12:04 PM
 Save Date: 3/4/2025 11:44 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

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 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 6 OF 13

CONTRACT NO.	
DRAWING NO.	MR-CIV-LYT106
SCALE	AS SHOWN
SHEET NO.	9 OF 21

MATCHLINE MR-CIV-LYT106

MATCHLINE MR-CIV-LYT108

EDGE OF PAVEMENT

6.0' (TYP)

21
L=4485'

131+00

130+00

129+00

128+00

127+00

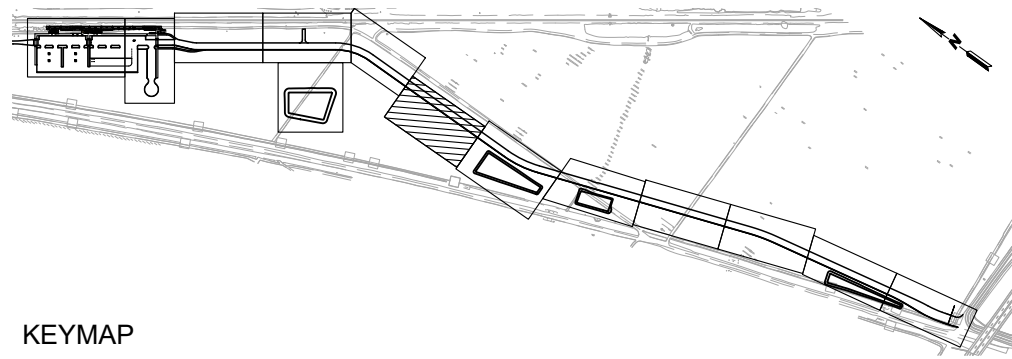
BACK OF CURB

BIKE AND THROUGH ARROW SYMBOLS
TO BE PLACED EVERY 500' (TYP)

27B
L=4282'

27B
L=4421'

PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

FULL SIZE MAP SCALE: 1" = 20'
H: FEET 0 10 20 40

Filename: MR-CIV-LYT107.dwg
 Plot Date: 3/4/2025 12:05 PM
 Save Date: 3/4/2025 11:46 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

TRANSPORTATION

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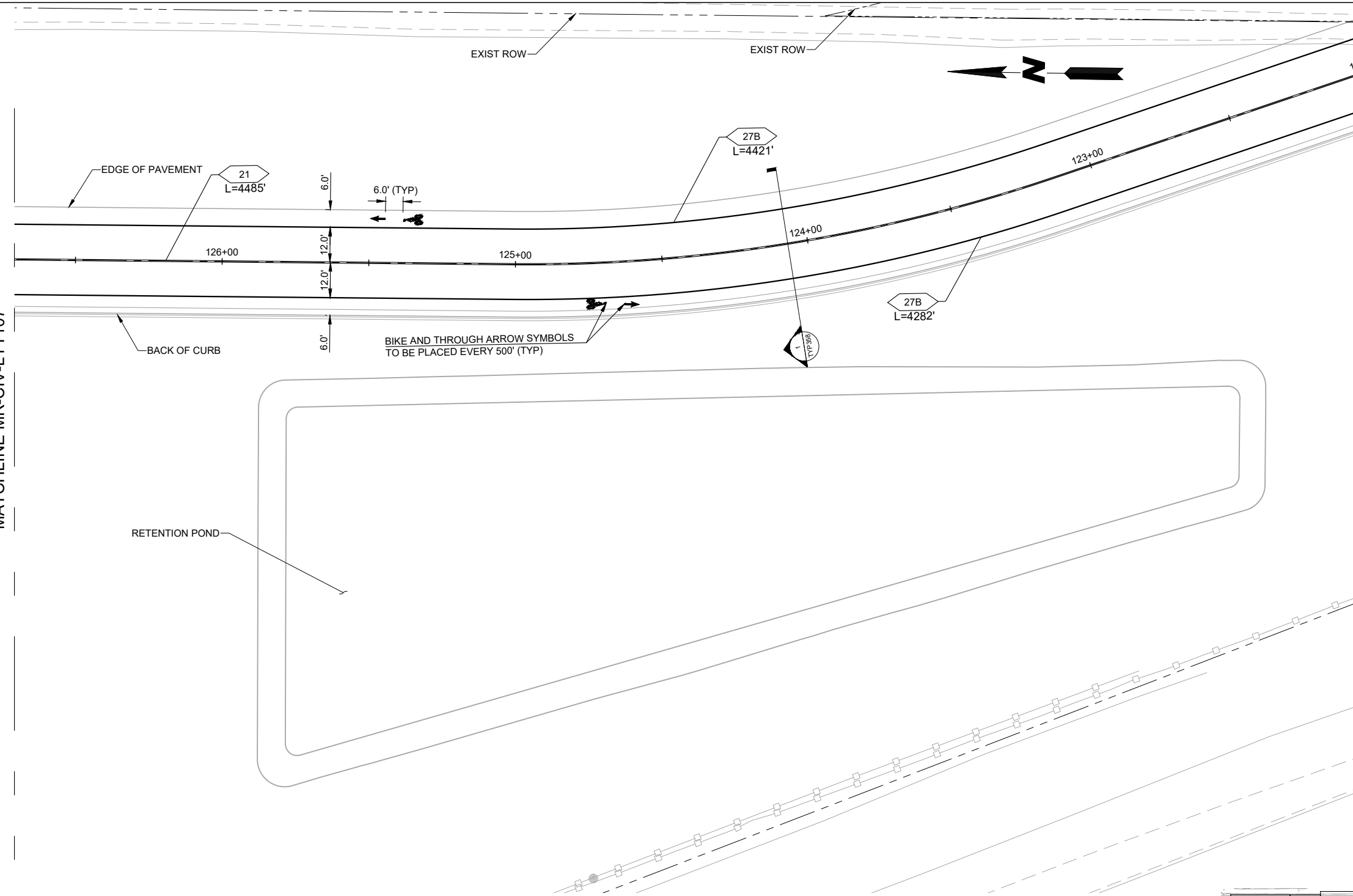
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SAN JOAQUIN JOINT POWERS AUTHORITY
 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 7 OF 13

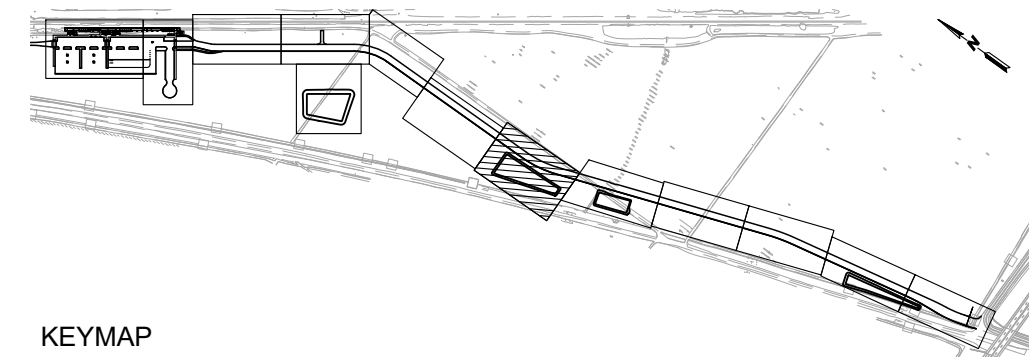
CONTRACT NO.
DRAWING NO. MR-CIV-LYT107
SCALE AS SHOWN
SHEET NO. 10 OF 21

MATCHLINE MR-CIV-LYT107

MATCHLINE MR-CIV-LYT109



PLAN VIEW



KEYMAP

FULL SIZE MAP SCALE: 1" = 20'
 H: FEET 0 10 20 40

LEGEND (FOR THIS SHEET ONLY):

- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

DESIGNED BY
D. HARTMAN

DRAWN BY
J. HUANG

CHECKED BY
A. SHIELDS

IN CHARGE
M. ALFONSO

DATE
03/05/2025

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CIVIL - PHASE 1

ACCESS ROAD

SHEET 8 OF 13

CONTRACT NO.

DRAWING NO.
MR-CIV-LYT108

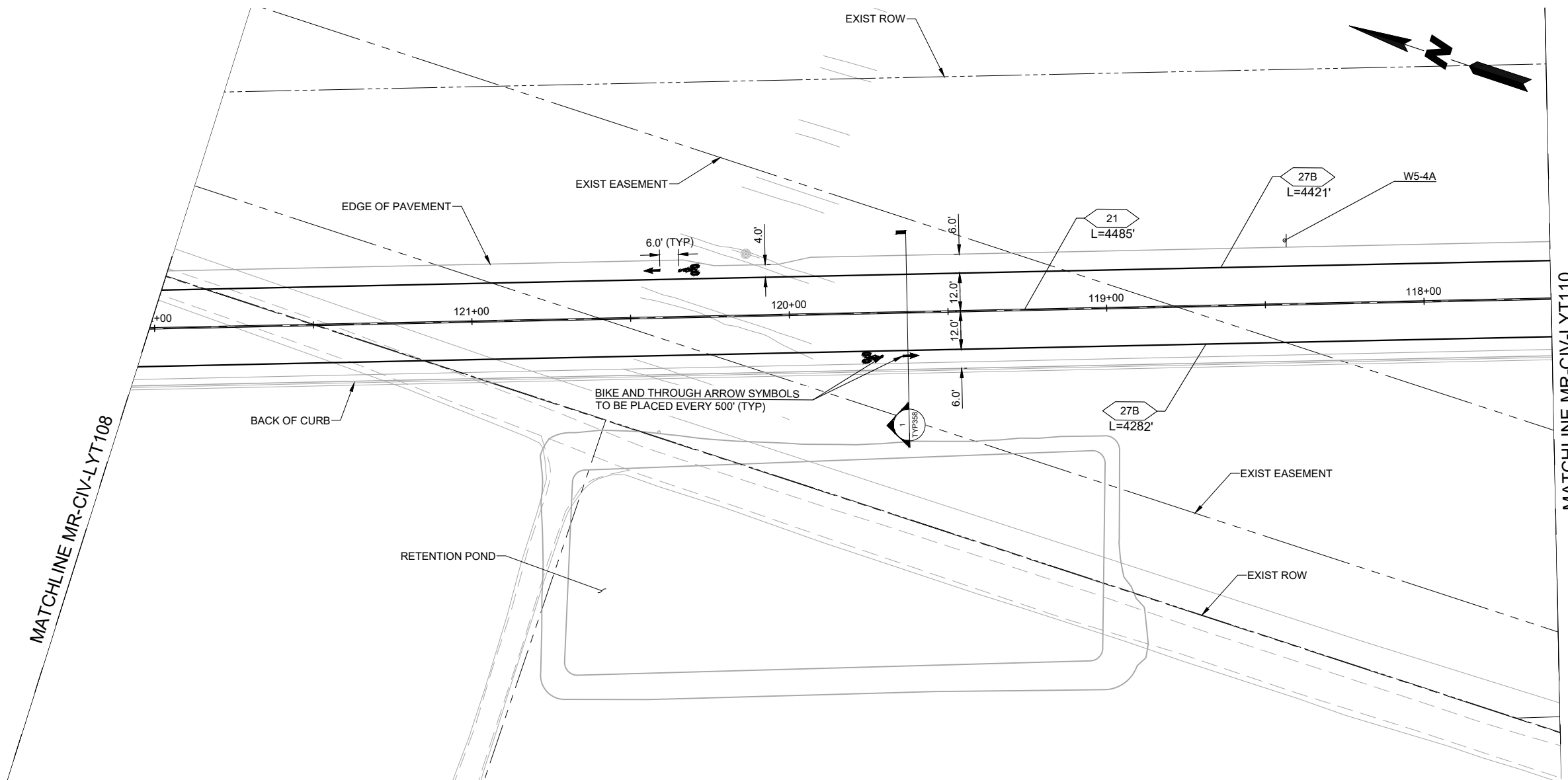
SCALE
AS SHOWN

SHEET NO.
11 OF 21

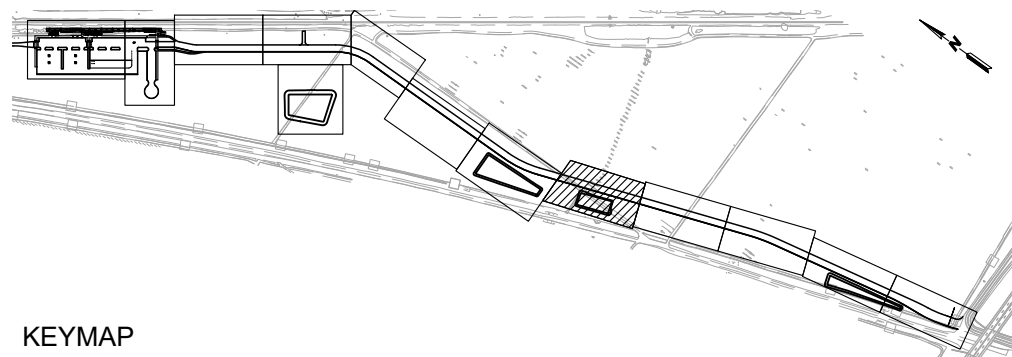
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By: Huang, Jiming
 BY: Jiming, Huang






PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

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 PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- 
 BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- 
 BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

FULL SIZE MAP SCALE: 1" = 20'
 H: FEET 0 10 20 40

Filename: MR-CIV-LYT109.dwg
 Plot Date: 3/4/2025 12:05 PM
 Save Date: 3/4/2025 11:52 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

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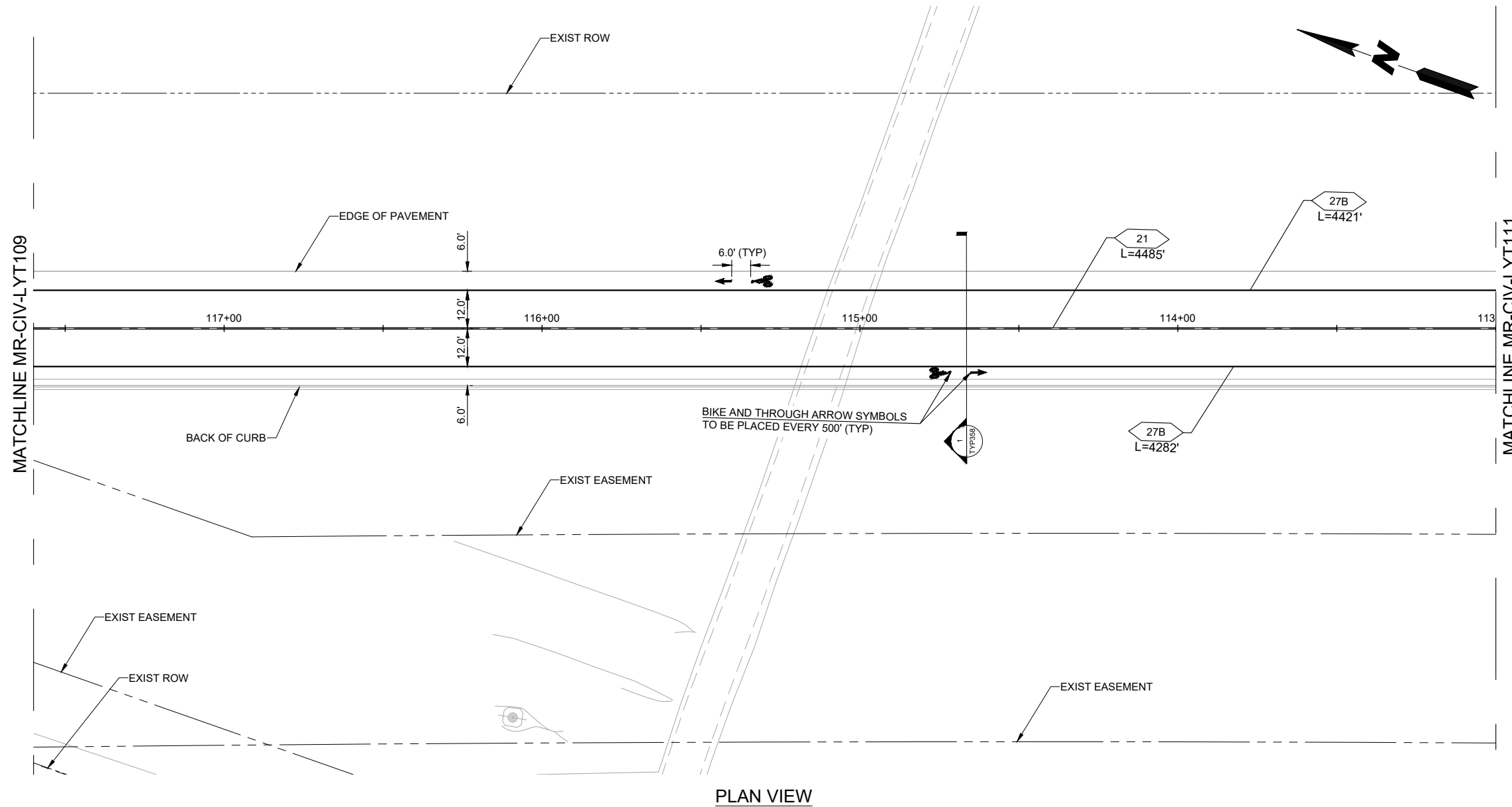


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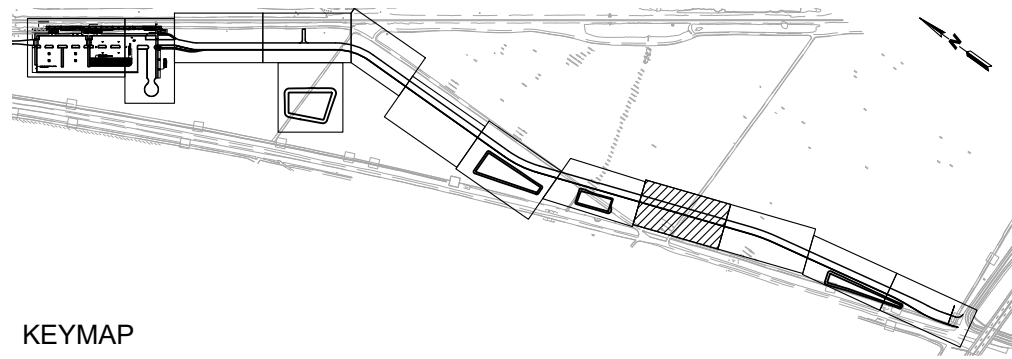
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VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 9 OF 13

CONTRACT NO.
 DRAWING NO.
MR-CIV-LYT109
 SCALE
AS SHOWN
 SHEET NO.
12 OF 21



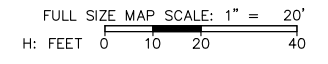
PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.



Filename: MR-CIV-LYT110.dwg
 Plot Date: 3/4/2025 12:06 PM
 Save Date: 3/4/2025 11:53 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

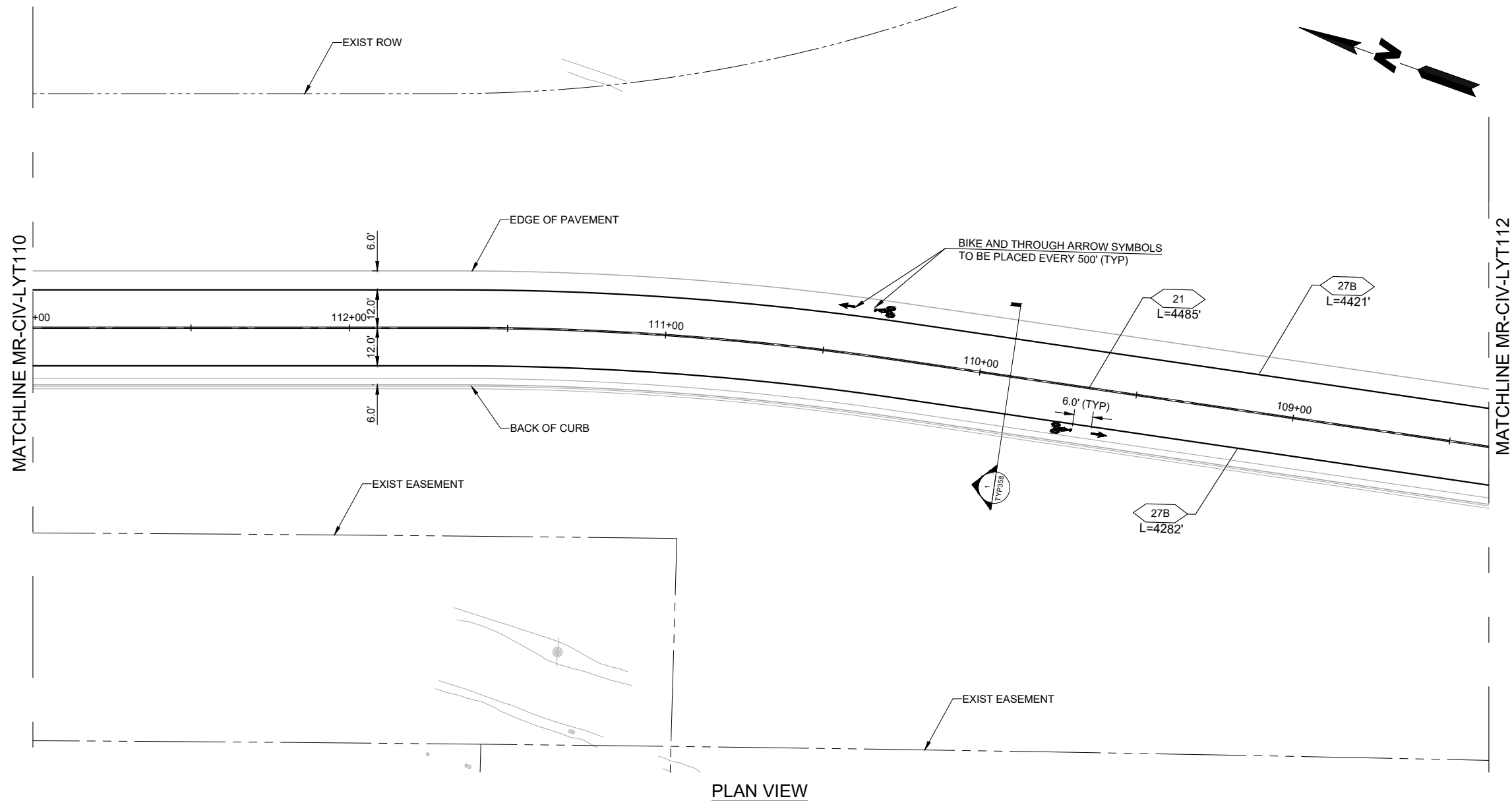
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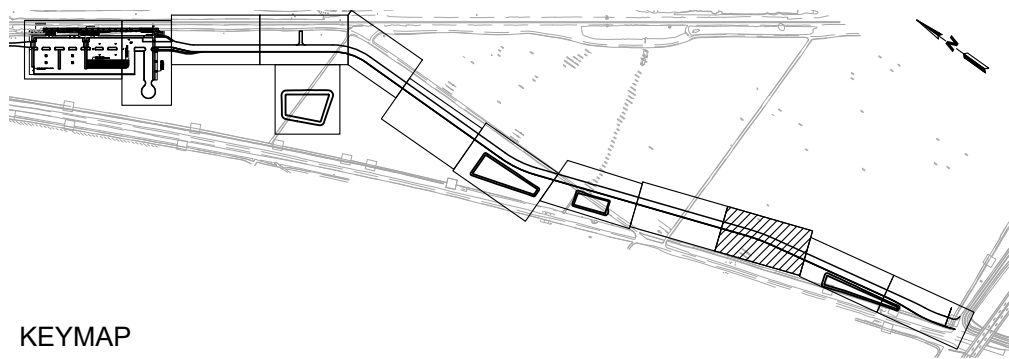
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 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 10 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT110
SCALE AS SHOWN
SHEET NO. 13 OF 21



PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

FULL SIZE MAP SCALE: 1" = 20'
H: FEET 0 10 20 40

Filename: MR-CIV-LYT111.dwg
 Plot Date: 3/4/2025 12:06 PM
 Save Date: 3/4/2025 11:54 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

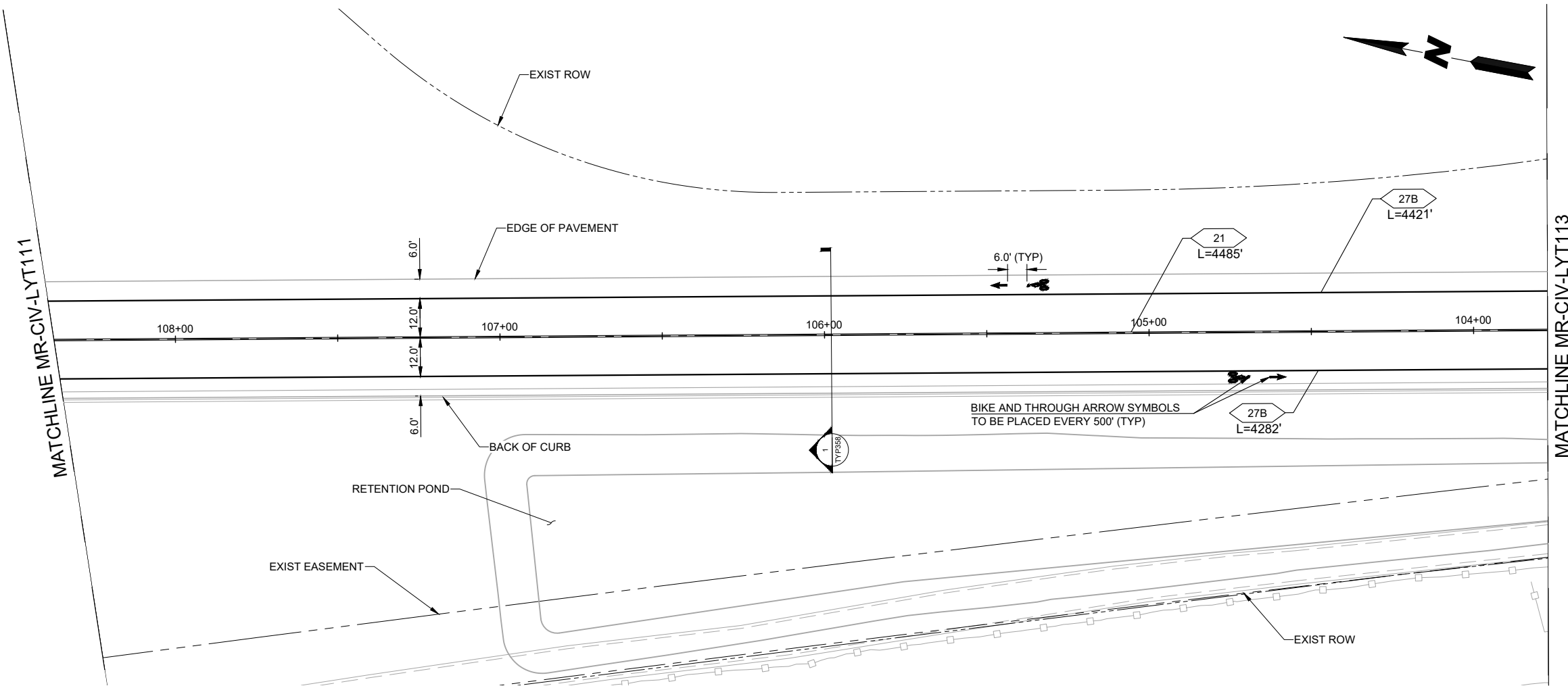
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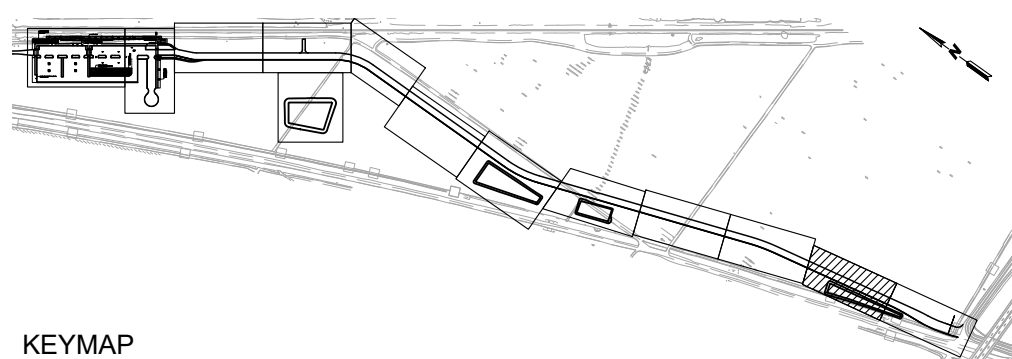
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 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 11 OF 13

CONTRACT NO.
 DRAWING NO.
MR-CIV-LYT111
 SCALE
AS SHOWN
 SHEET NO.
14 OF 21



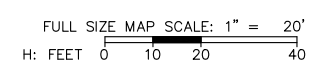
PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

- PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.



Filename: MR-CIV-LYT112.dwg
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 Save Date: 3/4/2025 11:57 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03/05/2025

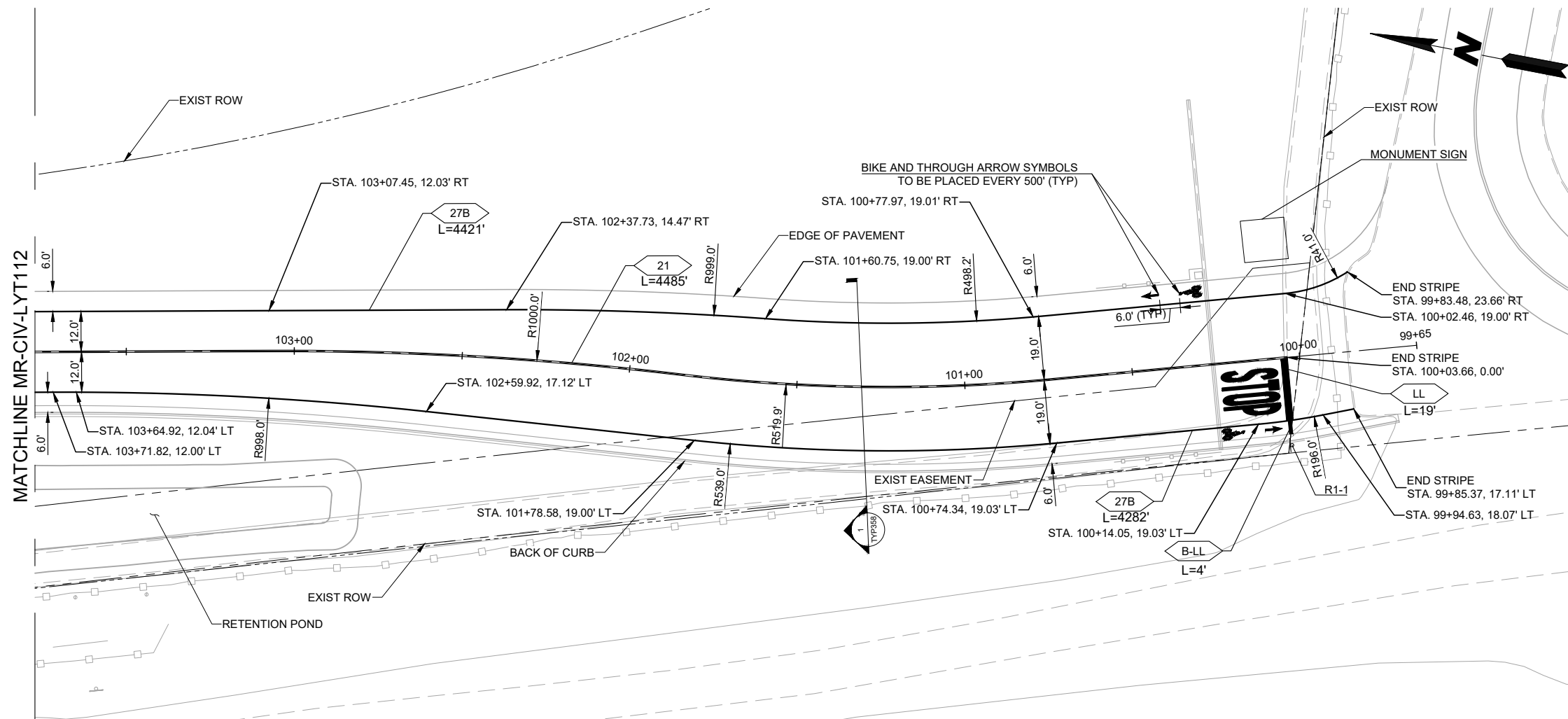
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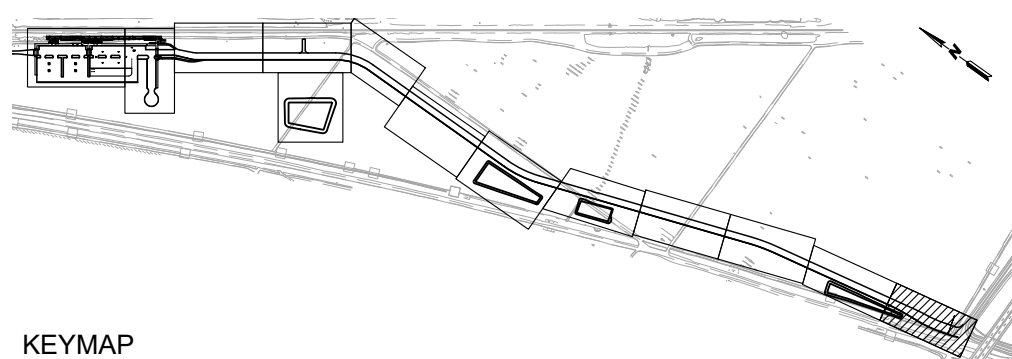
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 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 12 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT112
SCALE AS SHOWN
SHEET NO. 15 OF 21









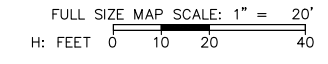
PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

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-  24" WIDE WHITE LIMIT LINE
-  12" WIDE WHITE LIMIT LINE
-  STOP PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24D FOR DETAIL.
-  BIKE LANE PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24C FOR DETAIL.
-  BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.



Filename: MR-CIV-LYT113.dwg
 Plot Date: 3/4/2025 12:07 PM
 Save Date: 3/4/2025 11:59 AM
 By: Huang, Jiming
 BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
 03/05/2025

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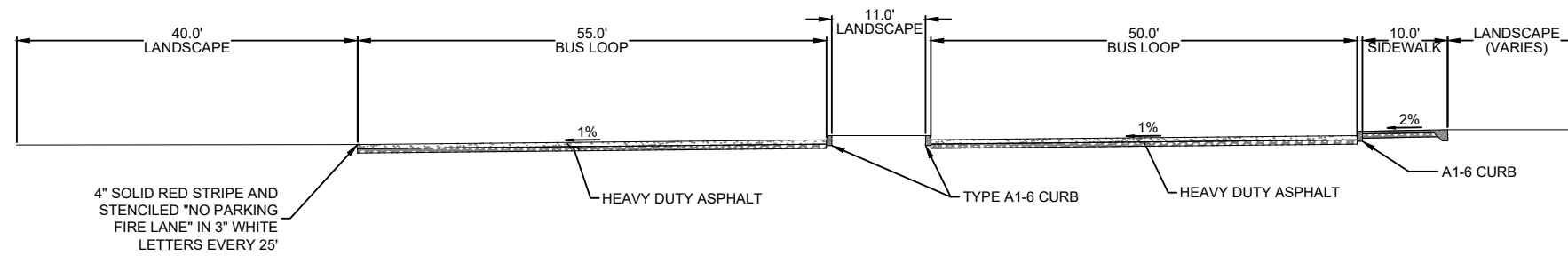
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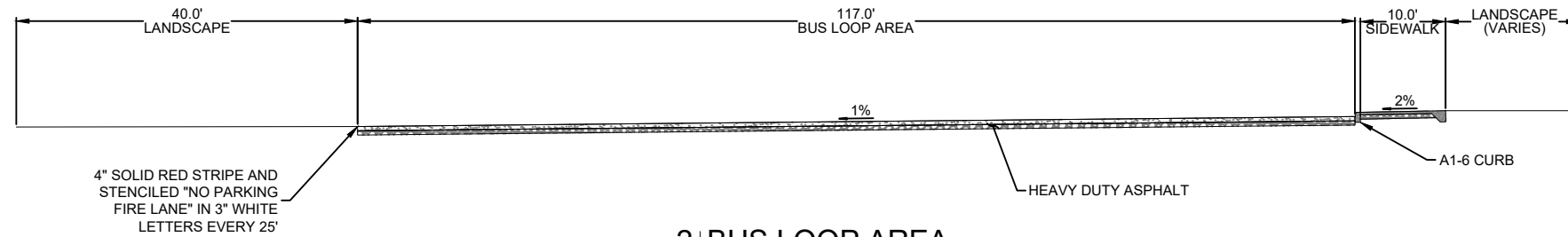
SAN JOAQUIN JOINT POWERS AUTHORITY
 VALLEY RAIL - MADERA STATION PROJECT
 CIVIL - PHASE 1
 ACCESS ROAD
 SHEET 13 OF 13

CONTRACT NO.	
DRAWING NO.	MR-CIV-LYT113
SCALE	AS SHOWN
SHEET NO.	16 OF 21



1 | BUS LOOP SECTION

MR 2 STA: 153+10 - 153+45
153+81 - 154+11
REF: MR-CIV-LYT101
SCALE: 1" = 10'



2 | BUS LOOP AREA

MR 2 STA: 152+58 - 153+04
153+50 - 153+76
154+16 - 154+42
REF: MR-CIV-LYT102
SCALE: 1" = 10'

FULL SIZE MAP SCALE: 1" = 10'
H: FEET 0 5 10 20

Filename: MR-CIV-TYP355PH.dwg
Plot Date: 3/5/2025 9:59 AM
Save Date: 3/5/2025 9:58 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
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DRAWN BY
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CHECKED BY
A. SHIELDS
IN CHARGE
M. ALFONSO
DATE
03/05/2025

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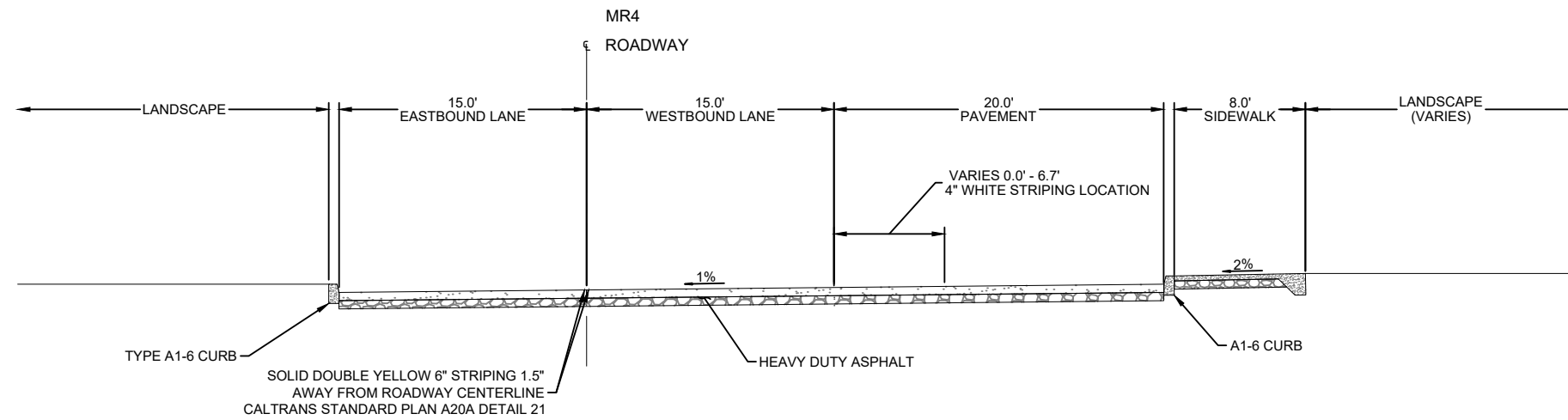
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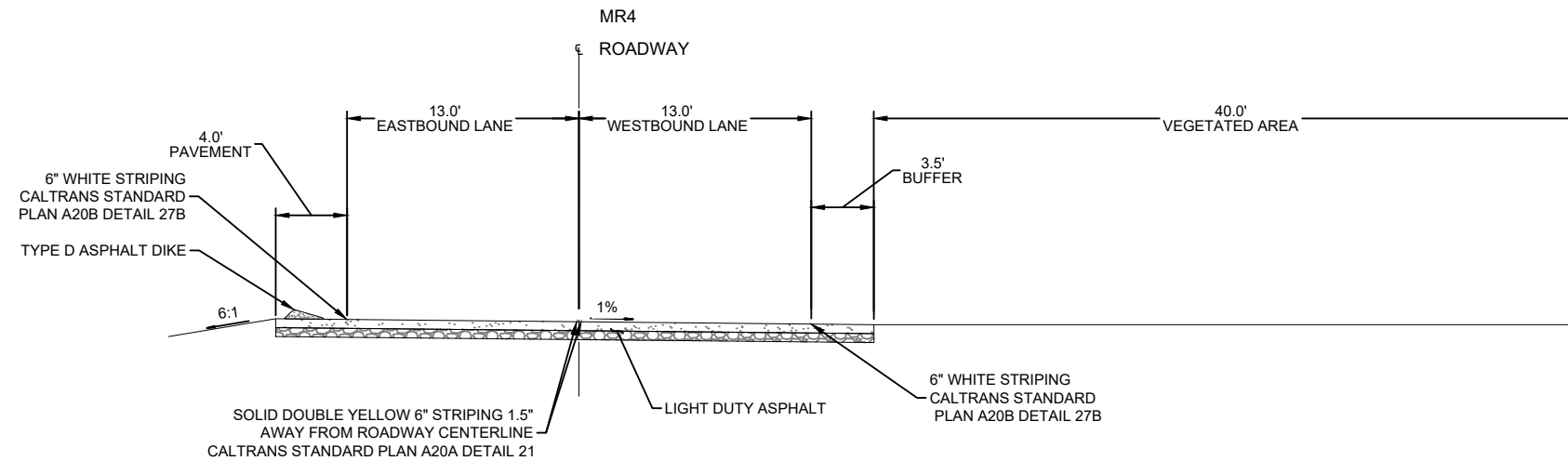
SAN JOAQUIN JOINT POWERS AUTHORITY
VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
TYPICAL SECTIONS
BUS LOOP

CONTRACT NO.
DRAWING NO.
MR-CIV-TYP355
SCALE
AS SHOWN
SHEET NO.
17 OF 21



1 | ROAD SECTION

MR 4 STA: 145+47 - 145+96 REF: MR-CIV-LYT102 SCALE: 1" = 5'



2 | ROAD ADJACENT TO BUS LOOP

MR 4 STA: 147+55 - 149+58 REF: MR-CIV-LYT102 SCALE: 1" = 5'

FULL SIZE MAP SCALE: 1" = 5'
H: FEET 0 2.5 5 10

Filename: MR-CIV-TYP356PH.dwg
Plot Date: 3/5/2025 9:59 AM
Save Date: 3/4/2025 11:25 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN

DRAWN BY
J. HUANG

CHECKED BY
A. SHIELDS

IN CHARGE
M. ALFONSO

DATE
03/05/2025

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VALLEY RAIL - MADERA STATION PROJECT

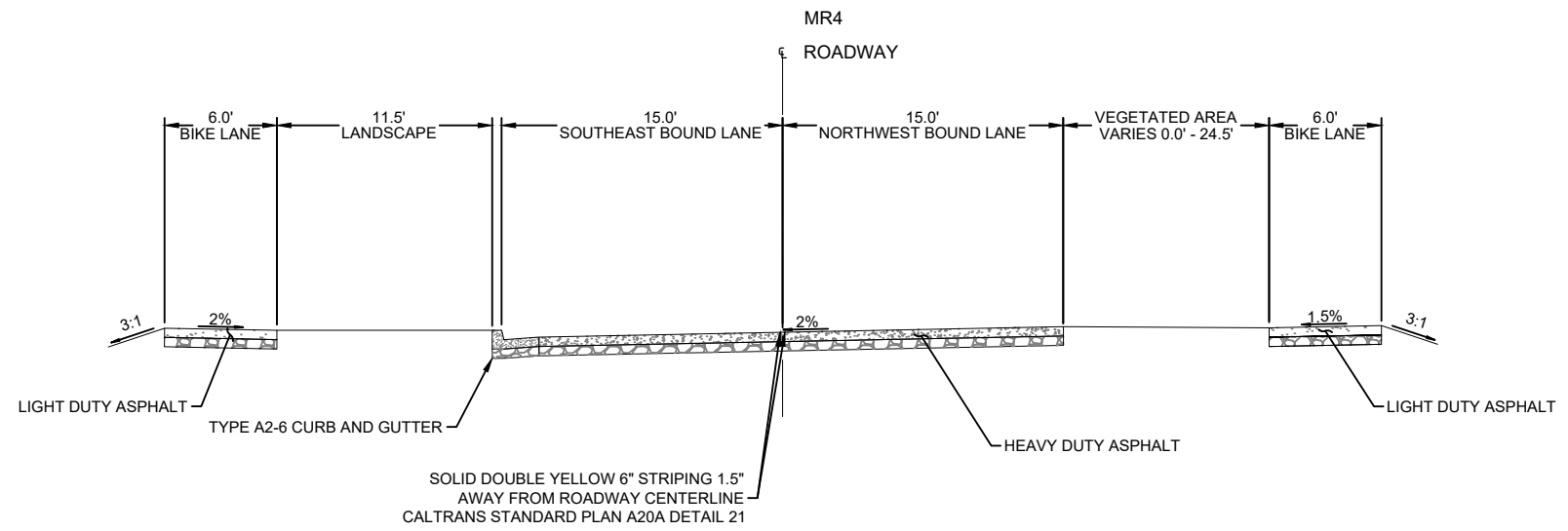
CIVIL - PHASE 1
TYPICAL SECTIONS
BUS LOOP ADJACENT ROAD

CONTRACT NO.

DRAWING NO.
MR-CIV-TYP356

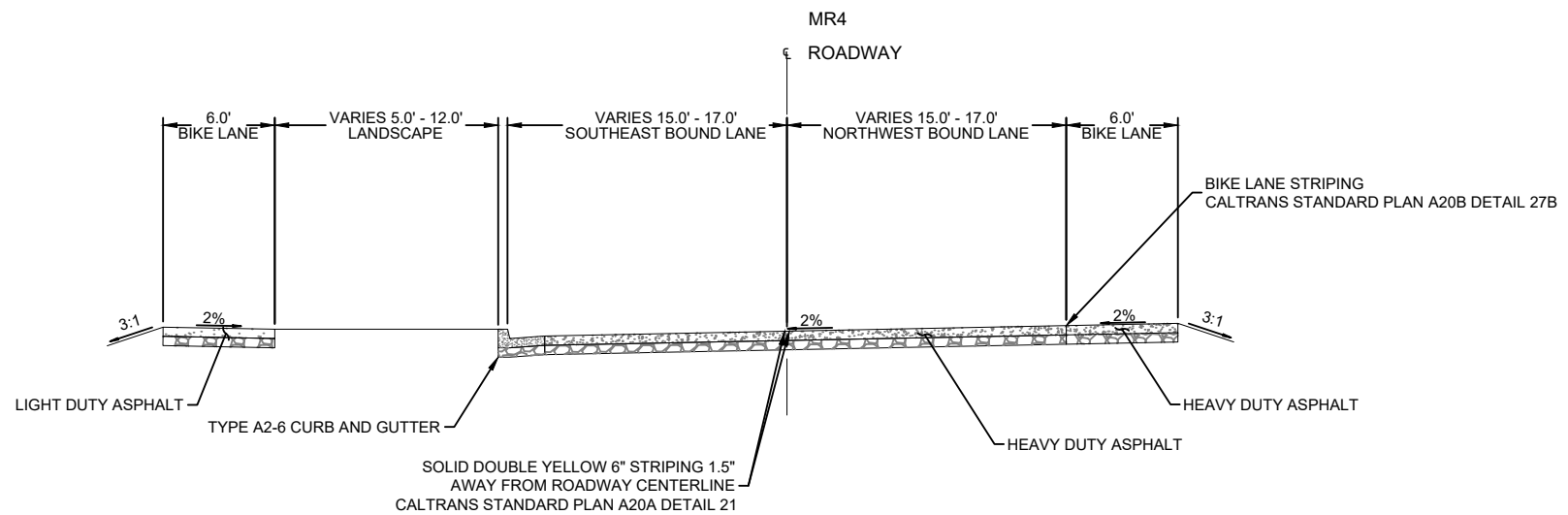
SCALE
AS SHOWN

SHEET NO.
18 OF 21



1 ACCESS ROAD

MR 4 STA: 144+10 - 144+75 REF: MR-CIV-LYT102 SCALE: 1" = 5'



2 ACCESS ROAD

MR 4 STA: 143+05 - 144+09 REF: MR-CIV-LYT103 SCALE: 1" = 5'

FULL SIZE MAP SCALE: 1" = 5'
H: FEET 0 2.5 5 10

Filename: MR-CIV-TYP357PH.dwg
Plot Date: 3/5/2025 9:59 AM
Save Date: 3/4/2025 11:26 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
DRAWN BY
J. HUANG
CHECKED BY
A. SHIELDS
IN CHARGE
M. ALFONSO
DATE
03/05/2025

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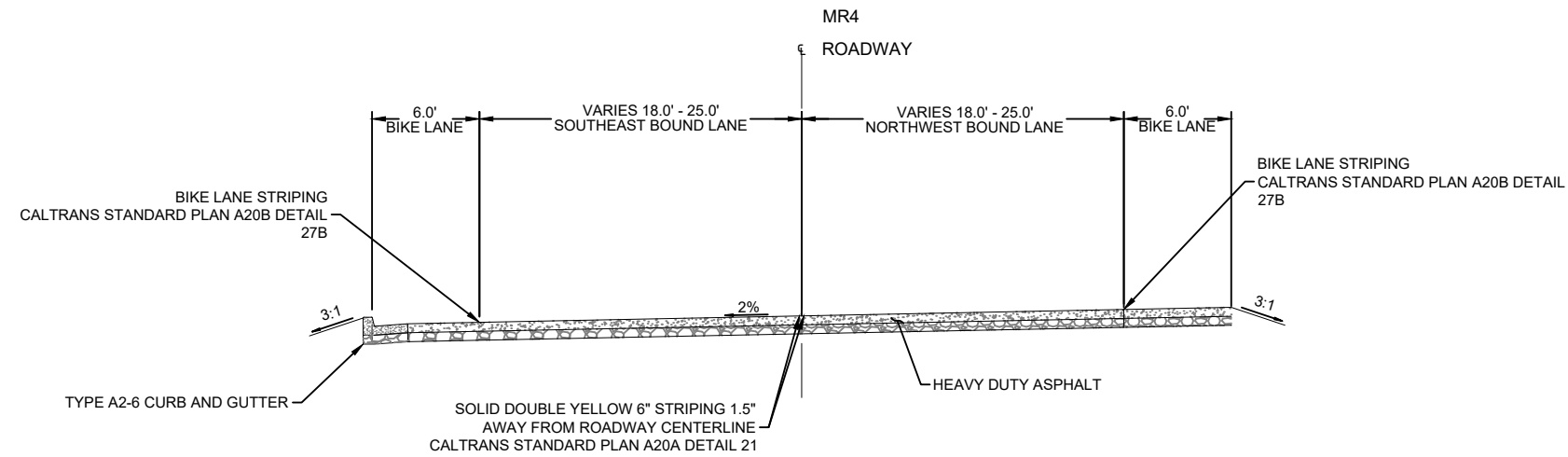
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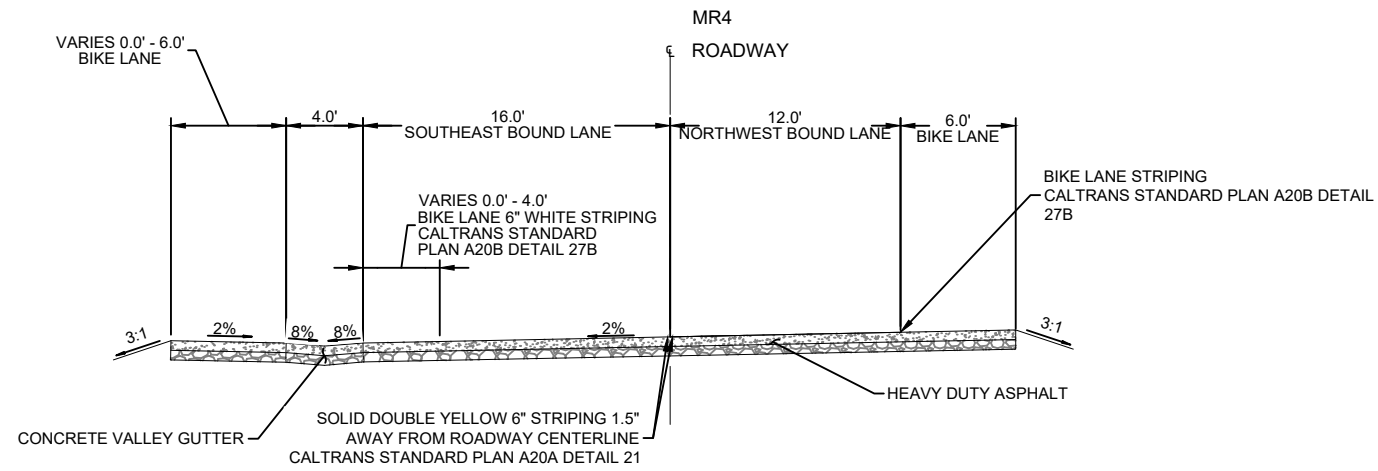
SAN JOAQUIN JOINT POWERS AUTHORITY
VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
CIVIL - TYPICAL SECTIONS
ACCESS ROAD

CONTRACT NO.
DRAWING NO.
MR-CIV-TYP357
SCALE
AS SHOWN
SHEET NO.
19 OF 21



1 | ACCESS ROAD

MR 4 STA: 99+75 - 142+47 REF: MR-CIV-LYT103-104, MR-CIV-LYT106-113 SCALE: 1" = 5'



2 | BIKE LANE TRANSITION

MR 4 STA: 142+47 - 142+85 REF: MR-CIV-LYT103 SCALE: 1" = 5'

FULL SIZE MAP SCALE: 1" = 5'
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Filename: MR-CIV-TYP358PH.dwg
Plot Date: 3/5/2025 10:00 AM
Save Date: 3/5/2025 9:27 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN
DRAWN BY
J. HUANG
CHECKED BY
A. SHIELDS
IN CHARGE
M. ALFONSO
DATE
03/05/2025

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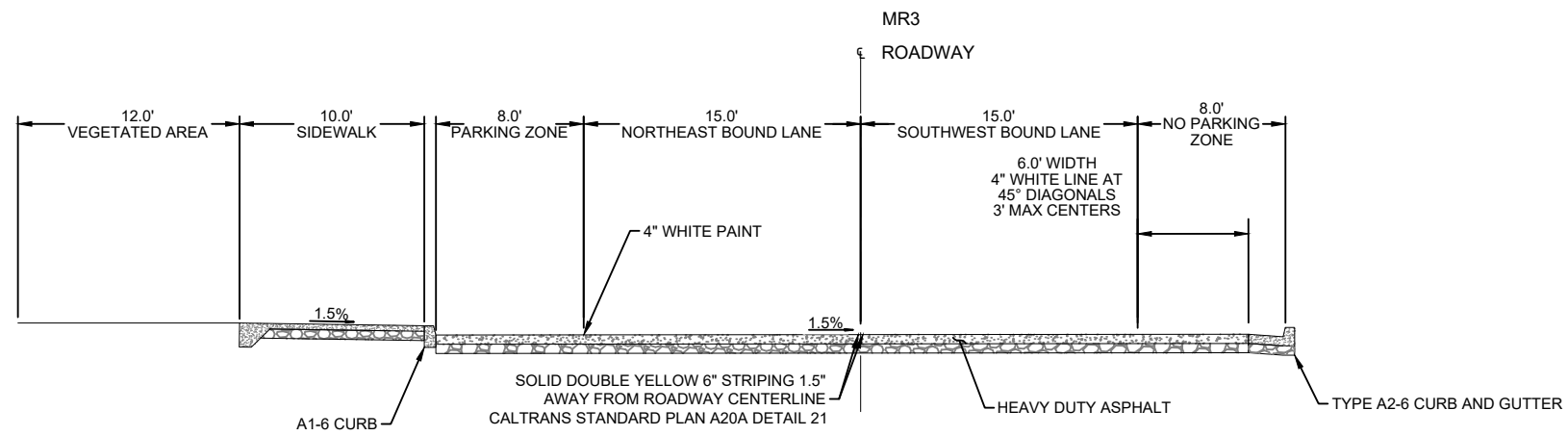
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SAN JOAQUIN JOINT POWERS AUTHORITY
VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
TYPICAL SECTIONS
ACCESS ROAD

CONTRACT NO.
DRAWING NO.
MR-CIV-TYP358
SCALE
AS SHOWN
SHEET NO.
20 OF 21



1 | KISS AND RIDE

MR 3 STA: 151+42 - 152+00 REF: MR-CIV-LYT102 SCALE: 1" = 5'

FULL SIZE MAP SCALE: 1" = 5'
H: FEET 0 2.5 5 10

Filename: MR-CIV-TYP359P1.dwg
Plot Date: 3/5/2025 10:00 AM
Save Date: 3/5/2025 9:28 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
D. HARTMAN

DRAWN BY
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CHECKED BY
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IN CHARGE
M. ALFONSO

DATE
03/05/2025

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VALLEY RAIL - MADERA STATION PROJECT

CIVIL - PHASE 1
TYPICAL SECTIONS
KISS AND RIDE

CONTRACT NO.

DRAWING NO.
MR-CIV-TYP359

SCALE
AS SHOWN

SHEET NO.
21 OF 21



MADERA STATION RELOCATION PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
ADDENDUM

APPENDIX B-2
UPDATED ENGINEERING PLANS FOR PHASE 2

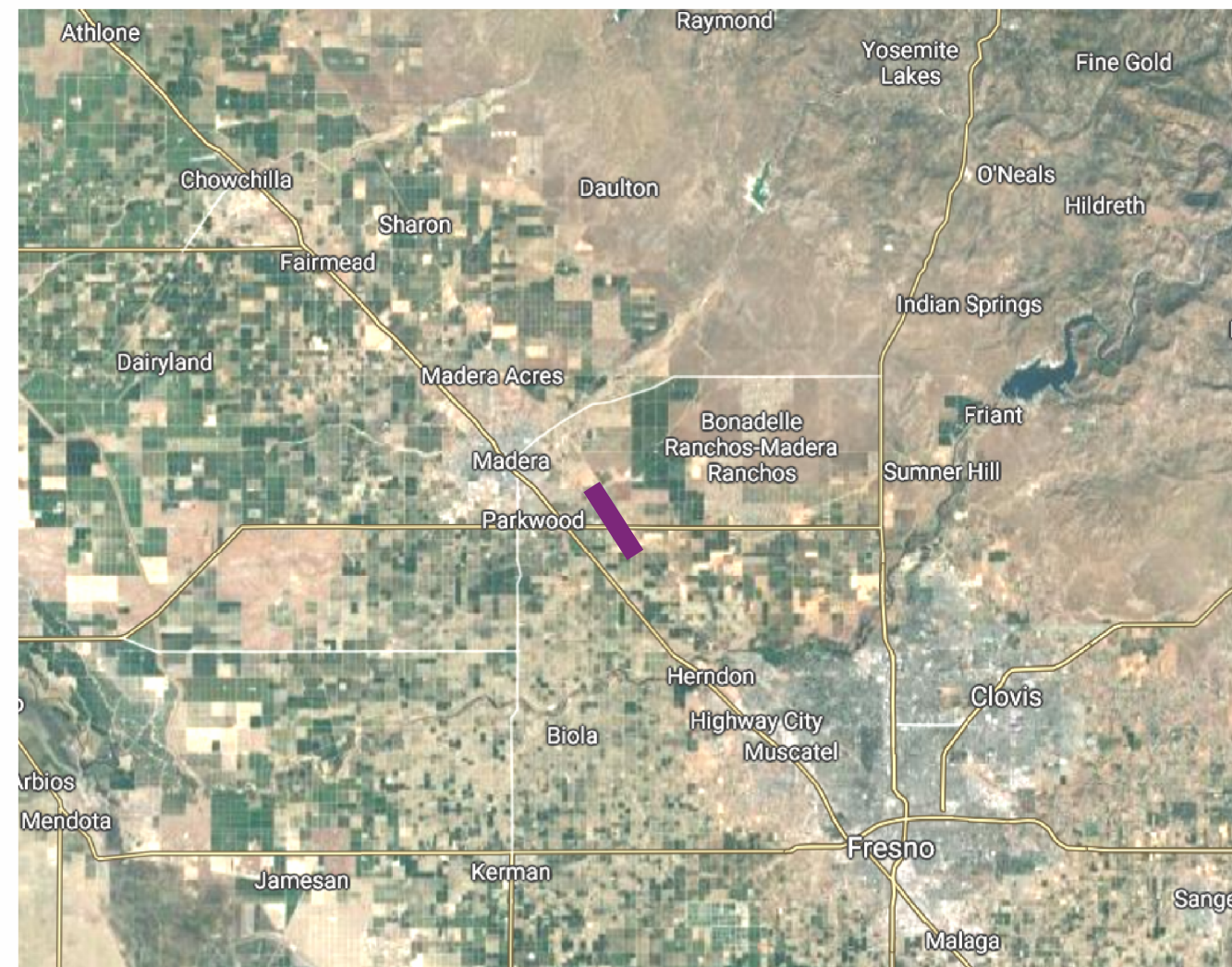
SAN JOAQUIN JOINT POWERS AUTHORITY

March 2025

SAN JOAQUIN REGIONAL RAIL COMMISSION

MADERA STATION RELOCATION PROJECT – PHASE 2

15% PRELIMINARY ENGINEERING ADDENDUM



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SHEET NO.	DRAWING NO.	DRAWING TITLE LINE 3	DRAWING TITLE LINE 4	DRAWING TITLE LINE 5	DRAWING TITLE LINE 6
GENERAL SHEETS					
1				COVER SHEET	
2	GE-A0001			INDEX OF DRAWINGS	SHEET 1 OF 1
PHASE 2 - STATION & ACCESS ROAD					
3	CV-B1001-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	KEY MAP - STATION	MADERA STATION
4	CV-E1001-MA3	MADERA STATION RELOCATION PROJECT	PHASE 2	MADERA STATION	STATION AREA PLAN
5	CV-B0001-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	KEY MAP - ACCESS ROAD PLAN	STA. 50+00 TO STA. 103+75.91 AND STA. 20+00 TO STA. 34+21.09
6	CV-D0001-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	ACCESS ROAD - TYPICAL SECTIONS	SHEET 1 OF 1
7	CV-R1001-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	ACCESS ROAD PLAN	STA. 52+00 TO STA. 66+00
8	CV-R1002-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	ACCESS ROAD PLAN	STA. 66+00 TO STA. 81+00
9	CV-R1003-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	ACCESS ROAD PLAN	STA. 81+00 TO STA. 97+00 AND STA. 19+88.74 TO STA. 22+00
10	CV-R1004-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	ACCESS ROAD PLAN	STA. 97+00 TO STA. 103+75.91
11	CV-R1005-MA2	MADERA STATION RELOCATION PROJECT	PHASE 2	ACCESS ROAD PLAN	STA. 22+00 TO STA. 34+21.09

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 Plot driver: ACE_half_block_raster.plt
 Plot file Generated: 3/7/2025 12:02:24 PM By: jining huang

NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03-05-2025

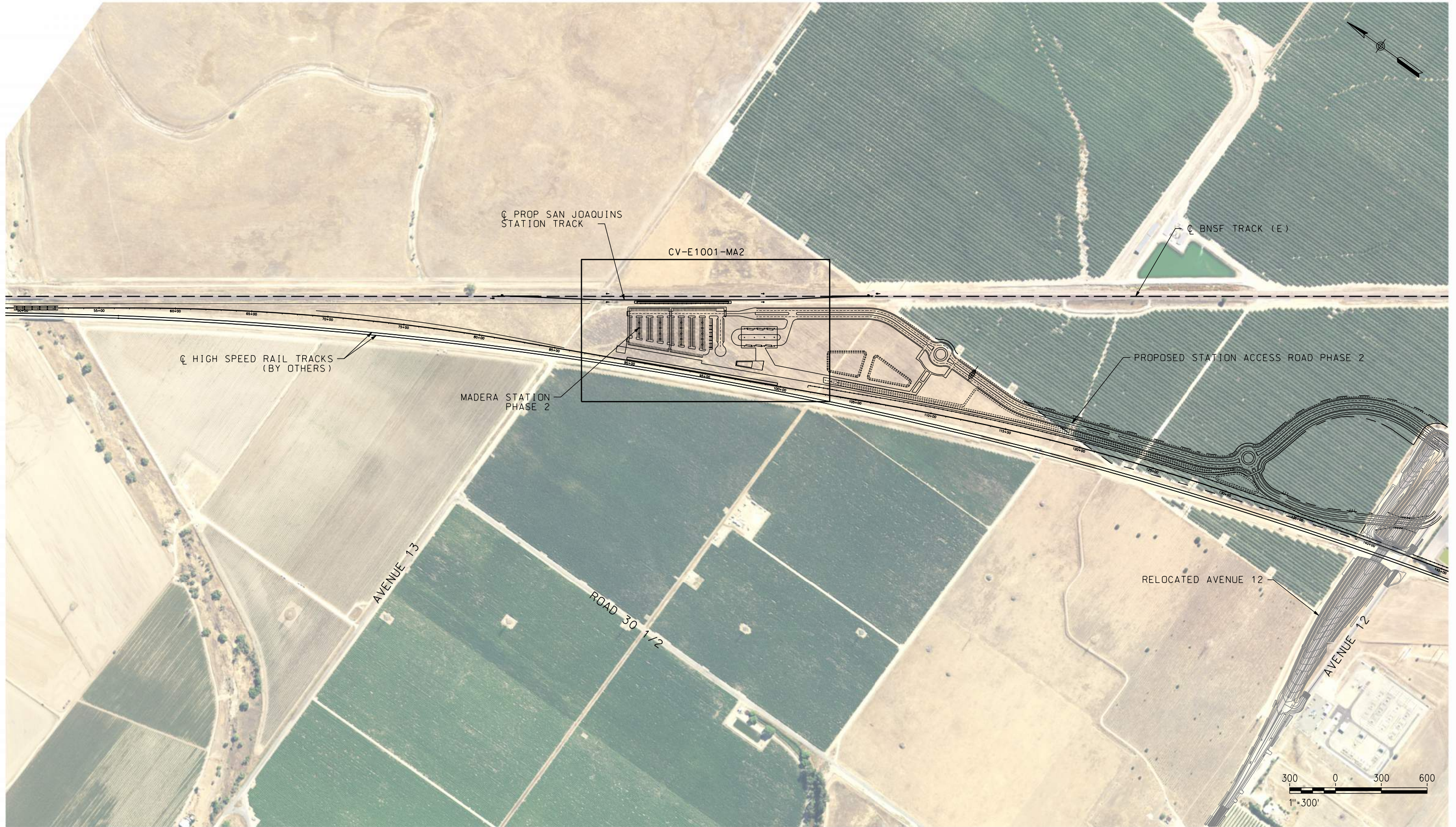
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SAN JOAQUIN
 JOINT POWER
 AUTHORITY

SAN JOAQUIN JOINT POWER
 AUTHORITY
 MADERA STATION RELOCATION PROJECT
 INDEX OF DRAWINGS
 SHEET 1 OF 1

ENVIRONMENTAL ALTERNATIVE
 CODE
 DRAWING NO.
GE-A0001
 SCALE
AS SHOWN
 SHEET NO.
2 OF 11



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 Plot driver: ACE_half_block_raster.plt
 3/7/2025 11:32:05 AM By: jiming huang

NOT FOR CONSTRUCTION

DESIGNED BY
 D. HARTMAN
 DRAWN BY
 J. HUANG
 CHECKED BY
 A. SHIELDS
 IN CHARGE
 M. ALFONSO
 DATE
 03-05-2025

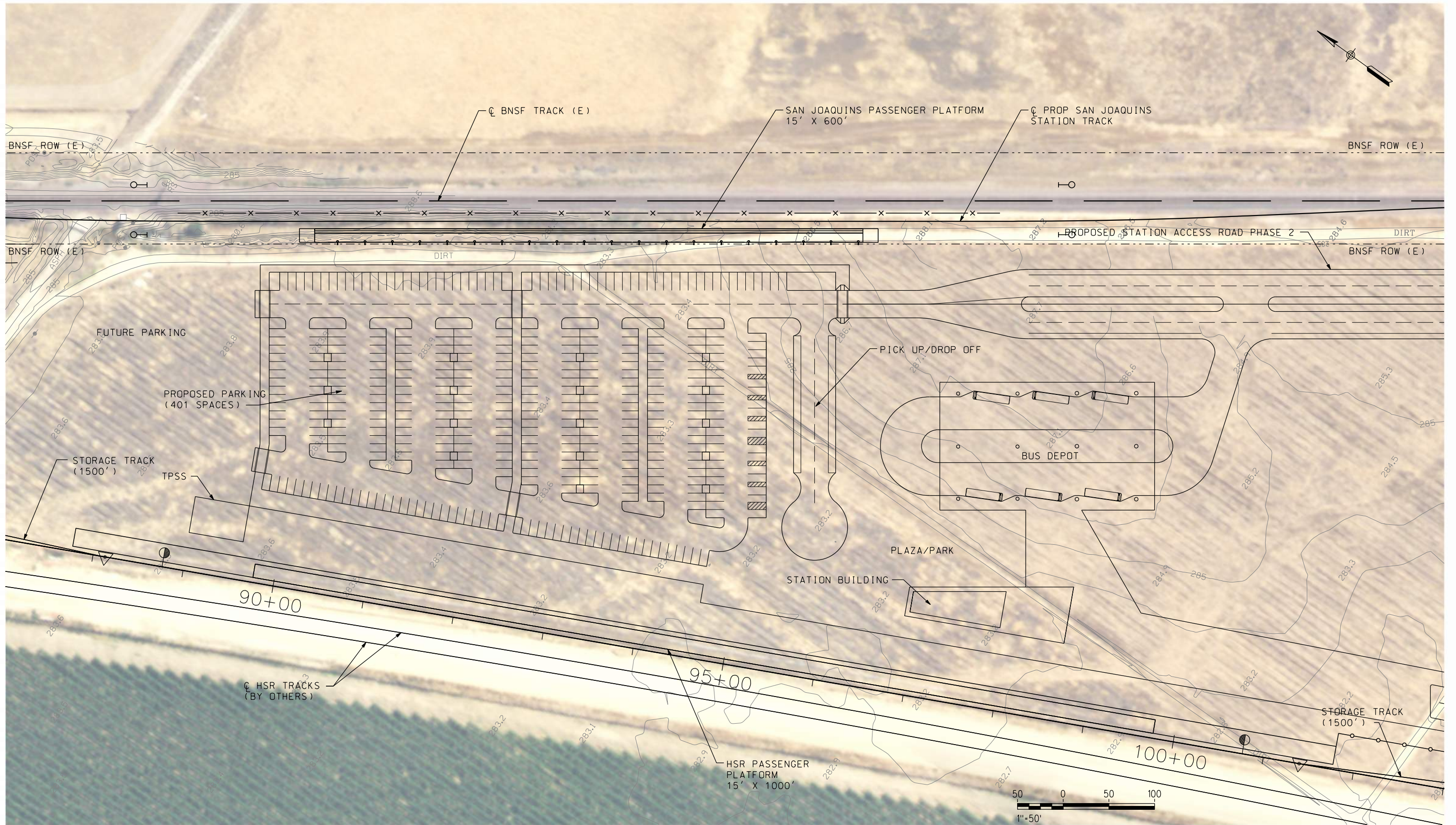
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**SAN JOAQUIN
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 AUTHORITY**
 MADERA STATION RELOCATION PROJECT
 PHASE 2
 KEY MAP - STATION
 MADERA STATION

**ENVIRONMENTAL ALTERNATIVE
 CODE**
 DRAWING NO.
 CV-B1001-MA2
 SCALE
 AS SHOWN
 SHEET NO.
 3 OF 11



PLAN

NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
DRAWN BY
J. HUANG
CHECKED BY
A. SHIELDS
IN CHARGE
M. ALFONSO
DATE
03-05-2025

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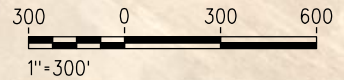
SAN JOAQUIN
JOINT POWER
AUTHORITY

SAN JOAQUIN JOINT POWER
AUTHORITY
MADERA STATION RELOCATION PROJECT
PHASE 2
MADERA STATION
STATION AREA PLAN

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-E1001-MA2
SCALE
AS SHOWN
SHEET NO.
4 OF 11

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 Plot file Generated: 3/7/2025 11:34:29 AM By: jinning huang



NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03-05-2025

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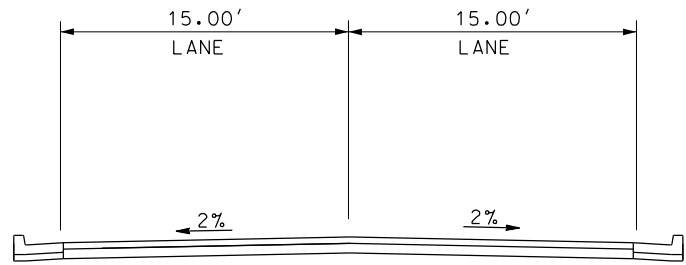


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AUTHORITY

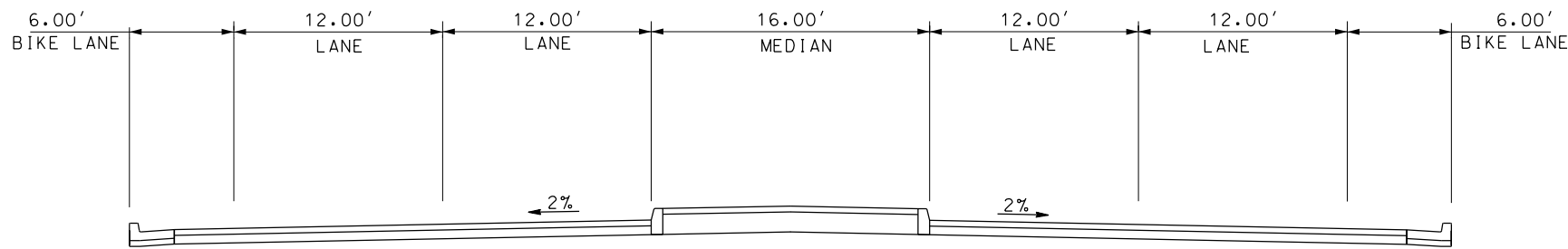
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AUTHORITY
 MADERA STATION RELOCATION PROJECT
 PHASE 2
 KEY MAP - ACCESS ROAD
 STA. 50+00 TO STA. 103+75.91 AND STA. 20+00 TO STA. 34+21.09

ENVIRONMENTAL ALTERNATIVE
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CV-B0001-MA2
 SCALE
AS SHOWN
 SHEET NO.
5 OF 11

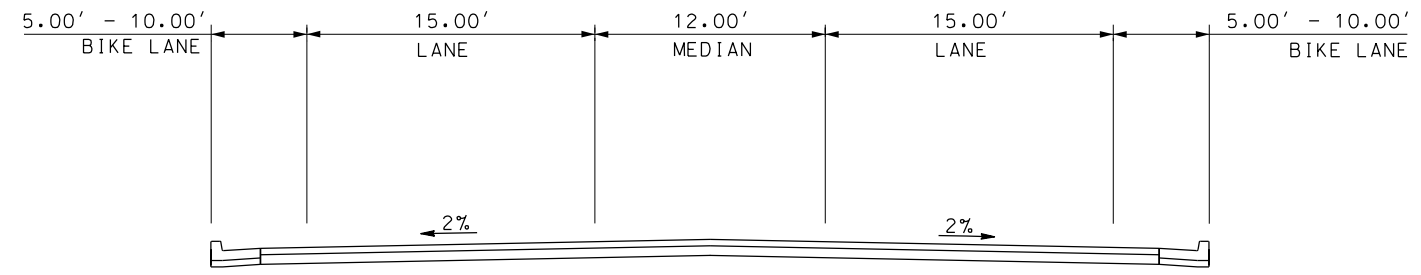
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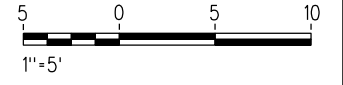
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 PHASE 2 ACCESS ROAD " AR"
 STA. 52+00 TO STA. 53+50



TYPICAL SECTION B
 PHASE 2 ACCESS ROAD " AR"
 STA. 53+50 TO STA. 103+75.91



TYPICAL SECTION C
 PHASE 2 ACCESS ROAD " ARS"
 STA. 19+88.74 TO STA. 31+21.12



NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03-05-2025

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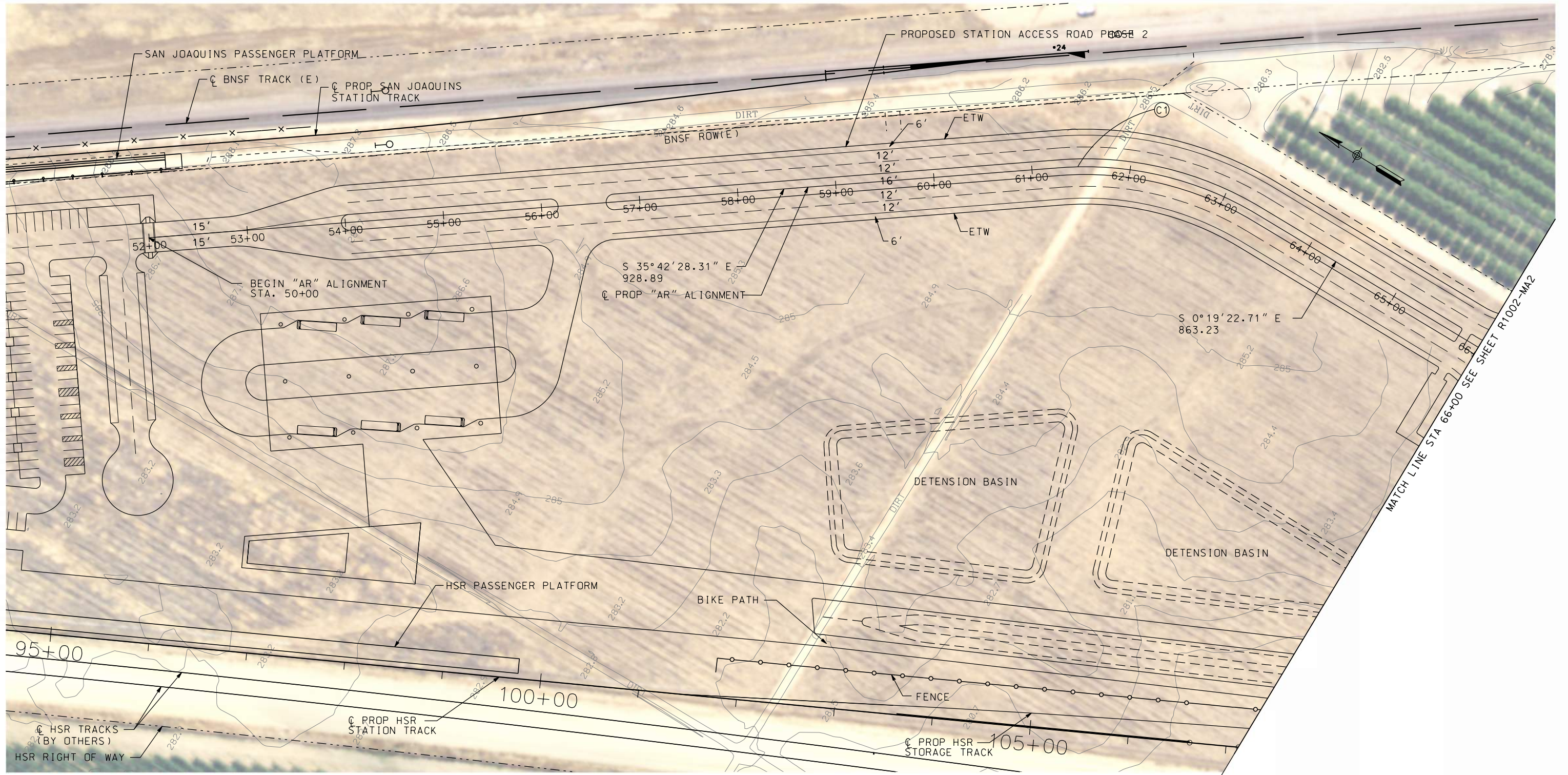


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 JOINT POWER
 AUTHORITY

SAN JOAQUIN JOINT POWER
 AUTHORITY
 MADERA STATION RELOCATION PROJECT
 PHASE 2
 ACCESS ROAD - TYPICAL SECTIONS
 SHEET 1 OF 1

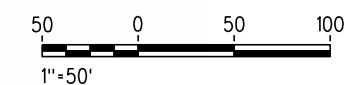
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6 OF 11

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PLAN

CURVE TABLE				
No.	R	Δ	T	L
(C1)	338.00'	35°23'05.60"	156.65'	292.84'



NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03-05-2025

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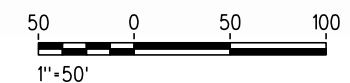
SAN JOAQUIN JOINT POWER
 AUTHORITY
 MADERA STATION RELOCATION PROJECT
 PHASE 2
 ACCESS ROAD PLAN
 STA. 52+00 TO STA. 66+00

ENVIRONMENTAL ALTERNATIVE
 CODE
 DRAWING NO.
CV-R1001-MA2
 SCALE
AS SHOWN
 SHEET NO.
7 OF 11

CURVE TABLE				
No.	R	Δ	T	L
Ⓢ	538.00'	19° 17' 25.48"	91.43'	881.14'



PLAN



NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
DRAWN BY
J. HUANG
CHECKED BY
A. SHIELDS
IN CHARGE
M. ALFONSO
DATE
03-05-2025

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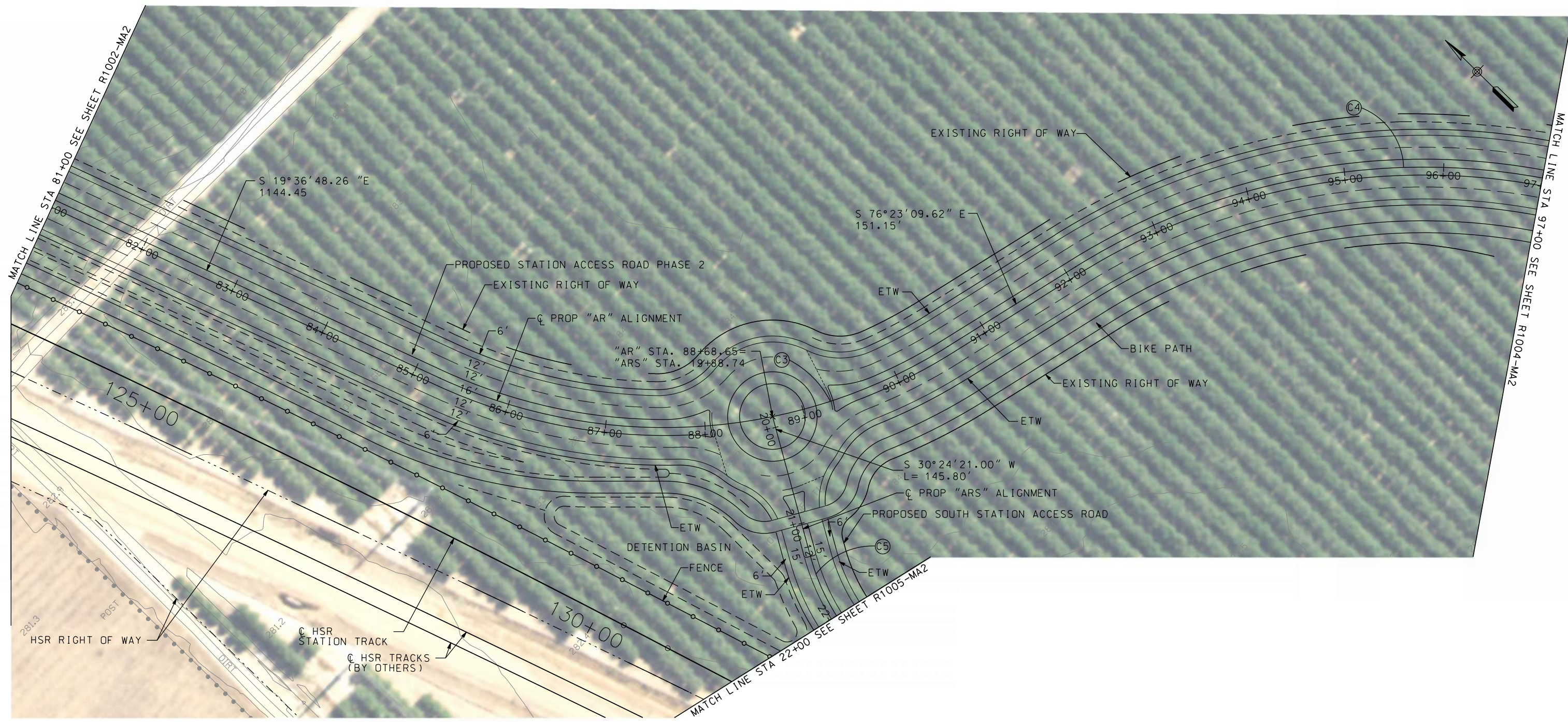
SAN JOAQUIN
JOINT POWER
AUTHORITY

SAN JOAQUIN JOINT POWER
AUTHORITY
MADERA STATION RELOCATION PROJECT
PHASE 2
ACCESS ROAD PLAN
STA. 66+00 TO STA. 81+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-R1002-MA2
SCALE
AS SHOWN
SHEET NO.
8 OF 11

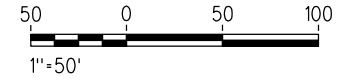
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PLAN

CURVE TABLE				
No.	R	Δ	T	L
(C3)	538.00'	56° 46' 35.29"	290.75'	533.12'
(C4)	662.00'	76° 34' 15.58"	522.56'	884.70'
(C5)	221.00'	41° 39' 04.01"	84.06'	160.66'



NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03-05-2025

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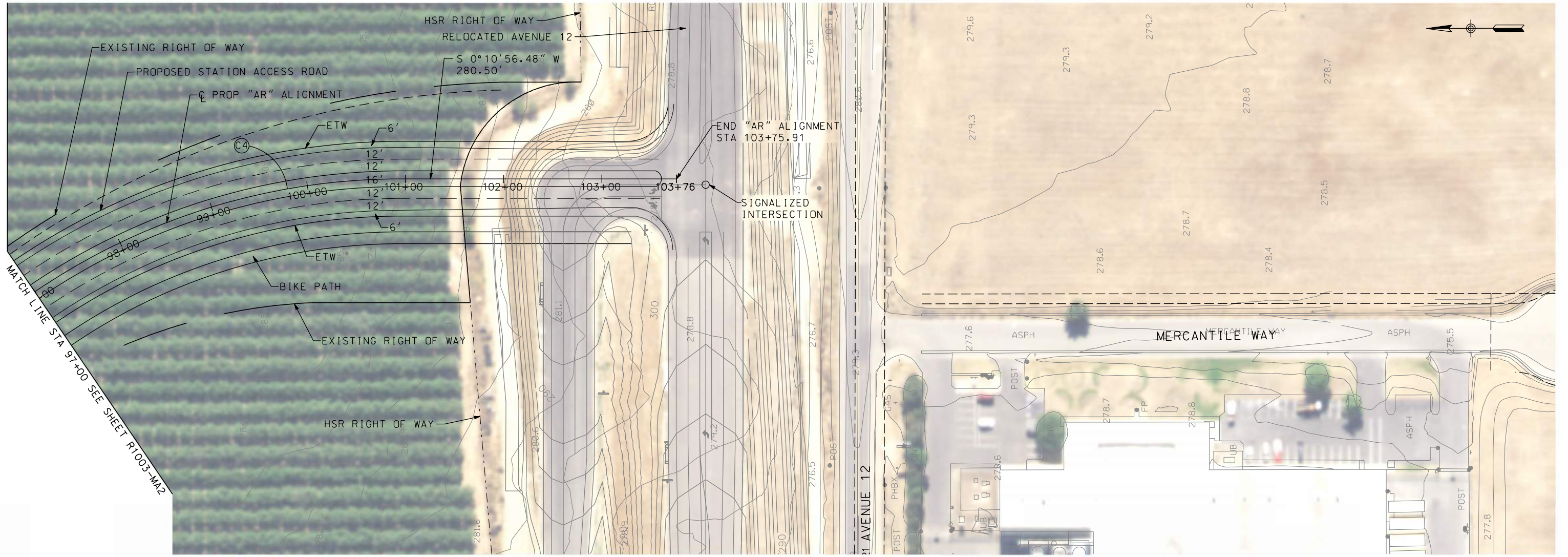


**SAN JOAQUIN
 JOINT POWER
 AUTHORITY**

**SAN JOAQUIN JOINT POWER
 AUTHORITY**
 MADERA STATION RELOCATION PROJECT
 PHASE 2
 ACCESS ROAD PLAN
 STA. 81+00 TO STA. 97+00 AND STA. 19+88.74 TO STA. 22+00

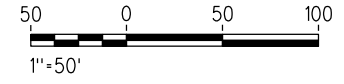
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9 OF 11

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PLAN

CURVE TABLE				
No.	R	Δ	T	L
(C4)	662.00'	76° 34' 15.58"	522.54	884.70'



NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
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J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03-05-2025

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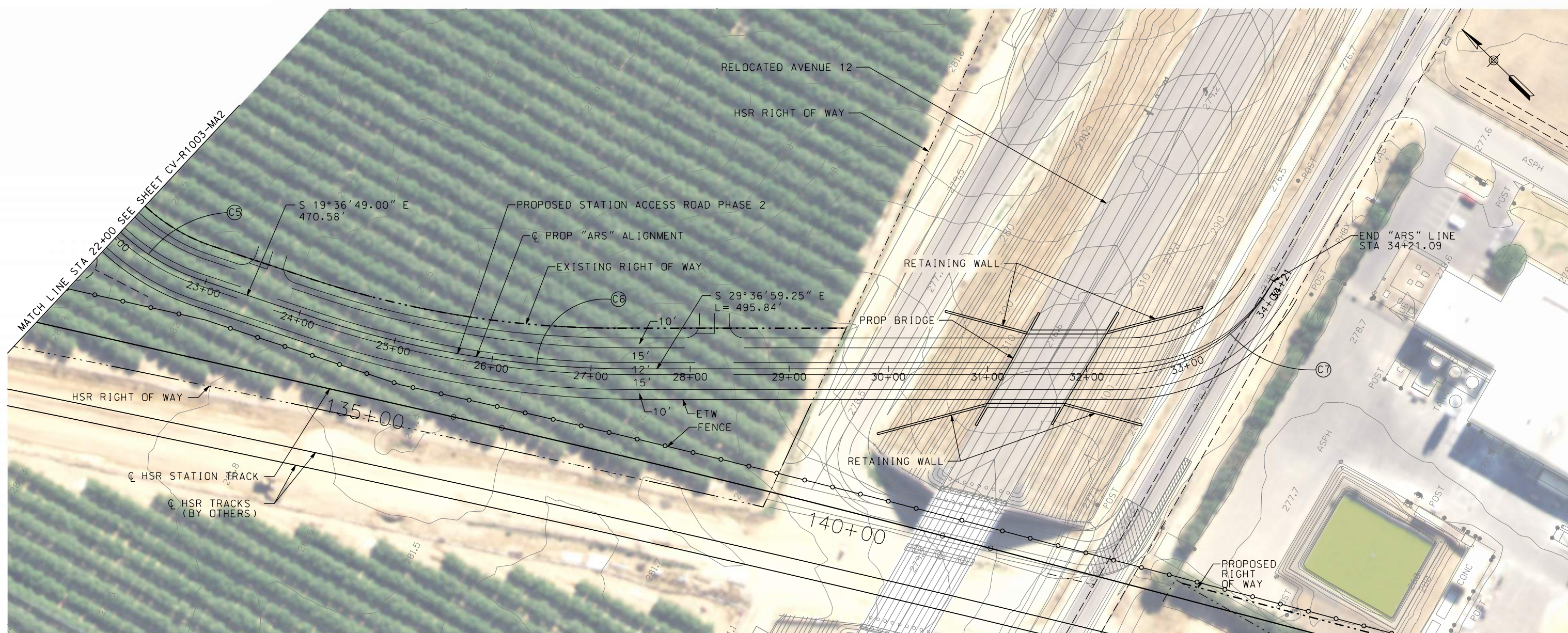


SAN JOAQUIN
JOINT POWER
AUTHORITY

SAN JOAQUIN JOINT POWER
AUTHORITY
 MADERA STATION RELOCATION PROJECT
 PHASE 2
 ACCESS ROAD PLAN
 STA. 97+00 TO STA. 103+75.91

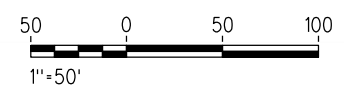
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 SCALE
AS SHOWN
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10 OF 11

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 Plot file Generated: 3/7/2025 11:38:54 AM By: jiming huang



PLAN

CURVE TABLE				
No.	R	Δ	T	L
(C5)	221.00'	41°39'04.01"	84.06'	160.66'
(C6)	1021.00'	18°22'16.24"	165.10'	327.37'
(C7)	173.02'	60°45'58.68"	101.44'	183.50'



NOT FOR CONSTRUCTION

DESIGNED BY
D. HARTMAN
 DRAWN BY
J. HUANG
 CHECKED BY
A. SHIELDS
 IN CHARGE
M. ALFONSO
 DATE
03-05-2025

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AUTHORITY
 MADERA STATION RELOCATION PROJECT
 PHASE 2
 ACCESS ROAD PLAN
 STA. 22+00 TO STA. 34+21.09

ENVIRONMENTAL ALTERNATIVE
CODE
 DRAWING NO.
CV-R1005-MA2
 SCALE
AS SHOWN
 SHEET NO.
11 OF 11

SJJPA RESOLUTION 24/25 –

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY ADOPTING THE FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION ADDENDUM FOR THE MADERA STATION RELOCATION PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT

WHEREAS, the Madera Station Relocation Project (Project) is one part of the larger Valley Rail Program, a scalable plan intended to improve rail connectivity, air quality, access to economic opportunities and affordable housing to disadvantaged communities, and to create opportunities for transit-oriented development (TOD) in the Central Valley; and

WHEREAS, the Final Initial Study/Mitigated Negative Declaration (IS/MND) was completed for the environmental clearance of both Phase 1 and Phase 2 of the Project and was adopted by the Governing Board of the San Joaquin Joint Powers Authority (SJJPA) at its January 22, 2021, meeting; and

WHEREAS, final design is nearly completed for Phase 1 and construction is expected to begin later in 2025; and

WHEREAS, a Final IS/MND Addendum for Phase 1 and Phase 2 of the Project has been completed to provide additional environmental clearance for updated project elements associated with both Phase 1 and Phase 2; and

WHEREAS, the conclusion to the addendum is that the changes would neither result in any new significant environmental impacts nor substantially increase the severity of previously disclosed impacts; and

WHEREAS, the IS/MND continues to serve as the appropriate document addressing the environmental impacts from the Project under the California Environmental Quality Act (CEQA), and a subsequent MND need not to be prepared; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Adopts the Final Initial Study/Mitigated Negative Declaration Addendum for the Madera Station Relocation Project, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 19th day of March 2025, by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of March 19, 2025

STAFF REPORT

Item 6

ACTION

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with RailPros, Inc. (RailPros) for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail (HSR) Station Full Build Project Increasing the Compensation Amount by \$949,750 for a New Amount Not-To-Exceed \$2,937,130, Utilizing the First Option Year, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority

Background:

San Joaquin Joint Powers Authority (Authority) has been coordinating and partnering with the California High-Speed Rail Authority (CHSRA), California State Transportation Agency (CalSTA), Madera County, Madera County Transportation Commission (MCTC) and the City of Madera, the Authority to relocate the existing San Joaquins Madera Station (at Madera Acres) to a location along Avenue 12. This relocated Madera Station would then be expanded to allow for it to become the future Madera HSR Station. Once High-Speed Rail (HSR) Early Operating Segment (EOS) service is initiated between Merced and Bakersfield, Madera County will only have direct access to passenger rail from HSR service at the proposed Madera HSR Station along Avenue 12 since the San Joaquins will terminate at Merced.

CHSRA identified Madera as a location for a proposed HSR station for the first time in its 2016 Business Plan. The environmentally cleared HSR Project section from Merced to Fresno does not include a Madera HSR Station. In January 2021, the Authority's California Environmental Quality Act (CEQA) Initial Study and Mitigated Negative Declaration (IS/MND) document for the Madera Station Relocation Project provided the clearance for relocating the San Joaquins station and for the improvements needed to accommodate the Madera HSR Station for the EOS anticipated service of eighteen (18) roundtrip trains per day (<https://sijpa.com/final-initial-study-mitigated-negative-declaration-documents/>). These improvements are envisioned to be in place when HSR service commences as part of the planned Merced-Bakersfield HSR EOS (as described in the 2024 CHSRA Business Plan). The proposed HSR improvements as part of that Project could support overall EOS operation of a high-speed rail service. The Authority and CHSRA completed a memorandum of understanding (MOU) in 2020 that identifies the Authority as the expected operating agency of the Merced-Bakersfield HSR EOS.

According to the 2024 CHSRA Business Plan, following interim operations, CHSRA intends to implement "Silicon Valley to Central Valley" service which would extend HSR service to the Bay Area. Following "Silicon Valley to Central Valley" service, plans are to extend HSR service to Southern California. As part of the proposed expansion of HSR service, the Madera HSR Station will need to expand to allow for more frequent service than envisioned for interim operations which would include express trains which would bypass the Madera HSR Station. The Madera HSR Station Full-Build Project will require environmental clearance for the additional improvements needed for this project.

The Authority released a Request for Proposals (RFP) in February 2023 for a Consultant to assist in Environmental Review, Planning, and Preliminary Engineering Services for Madera High Speed Rail (HSR) Station Full Build Project. The scope of work would include but is not limited to:

- Preparation and/or review of all CEQA/ National Environmental Policy Act (NEPA) documentation and supporting planning and engineering work according to all applicable state, federal and local requirements.
- Advise and assist staff with questions related to the Madera HSR Station Full-Build Project; attend and coordinate meetings with staff, public agencies, organizations, and the public.
- Consult with Authority staff and consultants and provide input relating to CEQA/NEPA procedures, requirements, and substantive issues, including the public noticing process, filings with state and local agencies, and the feasibility of specific mitigation measures.
- The Consultant/Team will be required to prepare, initiate and process all applicable documentation as required for the appropriate level of environmental review.
- Develop preliminary engineering and planning documents for the Madera HSR Station Full-Build Project to assist in the development, funding, and implementation of this project.

The RFP stated that due to available funding, only eight (8) out of the ten (10) tasks required would be awarded to initiate the project efforts and that when more funding became available, the additional tasks would be amended into the agreement.

On August 11, 2023, the Authority approved an agreement with RailPros, Inc. (RailPros) for Environmental Review, Planning, and Preliminary Engineering Services for Madera High Speed Rail (HSR) Station Full Build Project. The agreement was for \$1,987,380.

Due to the limited funding available at time of award the NEPA scope needed to be amended into the contract after additional funding became available. The funding for the current awarded scope of work is expiring by April 30th, 2025; however, the CEQA clearance scope will not be completed by April 30th. Therefore, the remainder of the CEQA clearance scope (the Final EIR and certification process) is also added as part of this amendment. The additional NEPA tasks and the remainder CEQA tasks identified in the scope of work would be amended into the agreement.

At this time, funding has been allocated from the State to allow the Authority to amend the contract to include both: NEPA tasks and the remainder of the CEQA tasks to complete the CEQA/NEPA environmental clearance of the Madera Station Full-Build Project. This amendment will increase the current contract amount of \$1,987,380 by \$949,750 for a new Not-to-Exceed Amount of \$2,937,130.

The amendment would also extend the contract by one year utilizing the first of two option years making the new expiration date June 30, 2026.

Procurement Approach:

The amendment was handled in accordance with the Rail Commission's Procurement Manual. This amendment will be effective upon execution by both parties and shall continue until June 30, 2026. If approved, there will be one (1) remaining fiscal year option period that may be utilized at the Authority's discretion.

Procurement and Contracts Staff have confirmed that the price of the amendment is fair and reasonable and that the additional services are reasonable and necessary.

Fiscal Impact:

Project	Madera Station Full Build
Capital Project Budget Line Item	Madera Station Full Build
Phase for this Amendment	Project Approval and Environmental Documentation (PA&ED)
Funding Sources for this Phase	SJJPA Business Plan (PTA)
Budget for this Phase	\$3,000,000
Encumbrances for this Phase	\$1,987,380
Budget Remaining for This Phase	\$1,012,620
Amendment Amount	\$949,750
Budget Remaining For this Phase if Approved	\$62,870

Recommendation:

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with RailPros, Inc. (RailPros) for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail (HSR) Station Full Build Project Increasing the Compensation Amount by \$949,750 for a New Amount Not-To-Exceed \$2,937,130, Utilizing the First Option Year, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority.

SJJPA RESOLUTION 24/25 –

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING AMENDMENT 01 TO THE AGREEMENT WITH RAILPROS, INC. (RAILPROS) FOR ENVIRONMENTAL REVIEW, PLANNING, AND PRELIMINARY ENGINEERING SERVICES FOR THE MADERA HIGH-SPEED RAIL (HSR) STATION FULL BUILD PROJECT INCREASING THE COMPENSATION AMOUNT BY \$949,750 FOR A NEW AMOUNT NOT-TO-EXCEED \$2,937,130 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT INCLUDING APPROVING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, San Joaquin Joint Powers Authority (Authority) has been coordinating and partnering with the California High-Speed Rail Authority (CHSRA), California State Transportation Agency (CalSTA), Madera County, Madera County Transportation Commission (MCTC) and the City of Madera, the Authority to relocate the existing San Joaquins Madera Station (at Madera Acres) to a location along Avenue 12 and the Authority is responsible for environmental clearance and securing funding for the improvements needed for the future Madera HSR Station; and

WHEREAS, in January 2021, the Authority's California Environmental Quality Act (CEQA) Initial Study and Mitigated Negative Declaration (IS/MND) document for the Madera Station Relocation Project provided the clearance for relocating the San Joaquins station and for the improvements needed to accommodate the Madera High-Speed Rail (HSR) Station for the early operating segment between Merced and Bakersfield; and

WHEREAS, as part of the proposed expansion of HSR service, the Madera HSR Station will need to expand to allow for more frequent service than envisioned for the initial early operating segment operations which would include express trains that would bypass the Madera HSR Station and requires environmental clearance for the additional improvements needed for this expanded "Full Build" HSR Station; and

WHEREAS, the Authority released a Request for Proposals (RFP) in February 2023 for a Consultant to assist in Environmental Review, Planning, and Preliminary Engineering Services for Madera HSR Station Full Build Project; and

WHEREAS, the RFP stated that due to available funding, only eight (8) out of the ten (10) tasks required would be awarded to initiate the project efforts and that when more funding became available, the additional tasks would be amended into the agreement; and

WHEREAS, on August 11, 2023, the Authority approved an agreement with RailPros, Inc. (RailPros) for Environmental Review, Planning, and Preliminary Engineering Services for Madera HSR Station Full Build Project for \$1,987,380; and

WHEREAS, additional funding has been allocated from the State to allow the Authority to amend the RailPros contract to include the National Environmental Policy Act (NEPA) tasks and the remainder of the CEQA tasks to complete the CEQA/NEPA environmental clearance by increasing the contract amount by \$949,750 for a new Not-to-Exceed Amount of \$2,937,130; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby approves Amendment 01 to the Agreement with RailPros, Inc. (RailPros) for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail (HSR) Station Full Build Project Increasing the Compensation Amount by \$949,750 for a New Amount Not-To-Exceed \$2,937,130 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 19th day of March 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of March 19, 2025

STAFF REPORT

Item 7

ACTION

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving 'Gold Runner' as the Official Brand Name of the San Joaquins Intercity Rail Corridor and Adopt the Official Brand Marks Reflected in Attachment A, as Attached Hereto

Background:

In 2015, when San Joaquin Joint Powers Authority (Authority) negotiated its first operating agreement with Amtrak, it chose to move forward with the brand identity 'Amtrak® San JoaquinsSM'. Tying the service brand to Amtrak allowed for helpful associations with rail and took advantage of the nationwide recognition of the Amtrak brand. The San Joaquins corridor has long used a version of the name San Joaquin or San Joaquins. Over the past nine years, the Authority has invested over \$10M in marketing and advertising for the San Joaquins. These efforts have sought to grow brand awareness, increase community engagement, and make the San Joaquins a part of the life of our corridor.

Nonetheless, over the past several years, the Authority has evolved its vision for the San Joaquins. Its partnerships with the Capitol Corridor and the Pacific Surfliner; the expansive Valley Rail program initiatives shared with ACE®; and its close collaboration with California High-Speed Rail Authority have pushed the service and brand to progress. In consideration of these factors and to better align with the California State Rail Plan, and with the support of Caltrans, staff began exploratory work to rebrand the San Joaquins and thereby gain full ownership of a new name and trademarks for the service.

During the May 2024 Authority meeting, staff provided an overview of the San Joaquins rebranding initiative, the technical approach taken by staff, and outlined the business case for rebranding the service:

- **From Management to Ownership:** For the last nine (9) years, the Authority has been managing the San Joaquins brand. The Authority has created its own messaging, creative, and voice that differs from the Amtrak brand. The San Joaquins brand is focused on appealing to infrequent leisure travelers who are largely disadvantaged and those making aspirational trips across the state. It now makes strategic sense for the Authority to move from managing the brand to owning the service brand.
- **The Importance of the Thruway Bus Network:** The Authority's market and brand research has shown that the San Joaquins' vast Thruway Bus network is intriguing to research participants, but also, that it some was somewhat unknown prior to the market survey. Focus groups encouraged the Authority to move away from "train-oriented" branding and identity toward a more inclusive branding for rail service and the thruway bus network. Currently, over 60% of San Joaquins passengers utilize buses on one end of their trip. An Authority-owned brand would provide the opportunity to refocus the market on all the services associated with the San Joaquin Corridor.

- **Investment in the Present and Future:** As the Authority manages the San Joaquins service and marketing, it is investing an average of \$1.5M annually in marketing and advertising. Going forward, staff recommends that the Authority invest in its own brand as it plans for future growth initiatives and increased ridership.
- **Shared Valley Rail Program:** As ACE® and San Joaquins develop together and, in the near-term, share corridors, an Authority-owned brand would provide flexibility in its branding for the San Joaquins. The Authority and San Joaquin Regional Rail Commission (Rail Commission) plan for these two services to be interconnected and provide seamless travel for our passengers. Brand ownership will help the Authority become more nimble, more flexible, and lean into its partnership with ACE® while aligning with the State Rail Plan.
- **A Brand that Matches Service Ownership:** The Authority, along with Caltrans and other Joint Powers Authority partners, is looking to deeply invest and increase areas of direct oversight along the San Joaquin Corridor. As the Authority moves in this direction, it makes sense that the brand would match this new level of service expansion.
- **CJIPA Alignment:** Owning the San Joaquins service brand will put the Authority in alignment with Capitol Corridor Joint Powers Authority (CCJPA) and its ownership of the Capitol Corridor name and trademarks.

As a part of the presentation to the Authority in May 2024, staff provided various naming concepts to the board for feedback. The Authority provided direction to staff to continue to pursue an Authority owned brand for passenger rail and the thruway bus service in the San Joaquin corridor. Feedback was also received related to the brand pillars, preferred mark elements, and future naming concepts centered around California's goldrush history.

At the July 2024 meeting, staff provided an initiative update with a revised brand name concept to ensure staff was aligned with the Authority's prior direction. The Authority provided staff with confirmation and directed staff to pursue brand mark development for future adoption.

In accordance with the Authority's direction, staff is recommending that the Authority adopt 'Gold Runner' as the official brand name of the San Joaquins Intercity Rail Corridor and adopt the official brand marks reflected in Attachment A.

Fiscal Impact:

Costs associated with the rebranding effort have been included in the 2025 SJJPA Business Plan Update.

Recommendation:

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving 'Gold Runner' as the Official Brand Name of the San Joaquins Intercity Rail Corridor and Adopt the Official Brand Marks Reflected in Attachment A, as Attached Hereto.

Logo Color and Orientation Variation



Primary With Tagline



Primary No Tagline



Primary Stacked



Single Color Stacked



Single Color

SJJPA RESOLUTION 24/25 –

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY APPROVING ‘GOLD RUNNER’ AS THE OFFICIAL BRAND NAME OF THE SAN JOAQUINS INTERCITY RAIL CORRIDOR AND ADOPT THE OFFICIAL BRAND MARKS REFLECTED IN ATTACHMENT A, AS ATTACHED HERETO

WHEREAS, in 2015, when San Joaquin Joint Powers Authority (Authority) negotiated its first operating agreement with Amtrak, it chose to move forward with the brand identity ‘Amtrak® San JoaquinsSM’; and

WHEREAS, over the past nine years, the Authority has invested over \$10M in marketing and advertising for the San Joaquins; and

WHEREAS, these efforts have sought to grow brand awareness, increase community engagement, and make the San Joaquins a part of the life of our corridor; and

WHEREAS, during the May 2024 Authority meeting, staff provided an overview of the San Joaquins rebranding initiative, the technical approach taken by staff, and outlined the business case for rebranding the service; and

WHEREAS, in May 2024, staff provided various naming concepts to the board for feedback; and

WHEREAS, at the July 2024 meeting, staff provided an initiative update with a revised brand name concept to ensure staff was aligned with the Authority’s prior direction; and

WHEREAS, in accordance with the Authority’s direction, staff is recommending that the Authority adopt ‘Gold Runner’ as the official brand name of the San Joaquins Intercity Rail Corridor and adopt the official brand marks reflected in Attachment A.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby approves ‘Gold Runner’ as the Official Brand Name of the San Joaquins Intercity Rail Corridor and Adopt the Official Brand Marks Reflected in Attachment A, as Attached Hereto.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 19th day of March 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

STACEY MORTENSEN, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of March 19, 2025

STAFF REPORT

Item 8

ACTION

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute Amendment 02 to the FFY 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through September 30, 2025, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Amendments and Documents Related to Extending the Continuation Period

Background:

Since 2016, Operating Agreements have typically been negotiated annually with Amtrak following the Federal Fiscal Year (FFY) which runs October – September. In March of 2024, the San Joaquin Joint Powers Authority (Authority) Board approved the FFY 2024 (ending September 2024) San Joaquin Intercity Passenger Rail Service Operating Agreement (Agreement) with Amtrak.

Negotiations with Amtrak for the FFY 2025 (October 2024 – September 2025) Agreement have been underway since Summer 2024. In September 2024, the Authority Board approved Amendment 01, effective October 1, 2024, to utilize the Continuation Period provision extending the Agreement through March 31, 2025, for an amount not to exceed \$24,199,769.

In addition to the negotiations with Amtrak to clarify agreement provisions and update the cost methodology policy for State Supported Routes under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (i.e., PRIIA Section 209), discussions have also covered the food and beverage program, the transfer of the State-Owned Northern California Passenger Rail Fleet, and other service initiatives. The transfer requires over twenty (20) agreements between Caltrans, the Authority, The San Joaquin Regional Rail Commission, Capital Corridor Joint Powers Authority (CCJPA), and Amtrak. The negotiations for these agreements were anticipated to be complete by the time the first continuation period ended (March 31, 2025) but due to the volume and complexity of some of the agreements, in addition to the level of reviews and approvals needed, negotiations are still on-going. Currently, the Authority seeks to extend the current Operating Agreement (FFY2024) in accordance with the Agreement's Continuation Period provision, and with agreement from Amtrak for contractual continuity.

The Agreement is based upon forecasted funding levels approved by the California State Transportation Agency (CalSTA) in the Annual Business Plan. The advance payment schedule outlining the service's monthly costs is based on requested funding. The annual cost estimate for the San Joaquins service (\$83,380,422) and the forecasted FFY 2025 State/Authority contribution (\$48,399,538) will not exceed the funding levels identified in the Business Plan Approval Letter.

Proposed Amendment 02 will fund Operations from April 1, 2025, to September 30, 2025, for an amount not to exceed \$ 24,199,769. Efforts will continue with Amtrak to identify cost controls

and other strategies to reduce costs to the approved funding level and develop custom rates where applicable. In the event Amtrak's actual costs exceed the state cost model, the Authority will work with the State to identify additional funding sources.

Proposed Amendment 02 will negate the need for the FFY 2025 operating agreement. The various parties will continue negotiations for the FFY 2026 (October 1, 2025 – September 30, 2026) operating agreement and the FFY 2026 operating agreement will be brought to the Authority Board prior to the end of the Continuation Period ending September 30, 2025.

Procurement Approach:

This amendment was handled in accordance with the Rail Commission's Procurement Manual, as the Rail Commission is the managing agency for the Authority. Procurement and Contracts staff determined the price to be fair and reasonable.

This Amendment 02 to the operating agreement with Amtrak will increase the FFY 2024 contract amount of \$24,199,769 by for a new Not-to-Exceed Amount of \$109,535,994 for both the FFY 2024 and FFY 2025 operating years.

This amendment's commencement date is April 1, 2025, with an end date of September 30, 2025, unless extended in a writing signed by the Authority and Amtrak.

Fiscal Impact:

State funding for the San Joaquins Operating Agreements was requested in the FY 24/25 Annual Business Plan submitted to California State Transportation Agency (CalSTA).

Recommendation:

Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute Amendment 02 to the FY 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through September 30, 2025, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Amendments and Documents Related to Extending the Continuation Period.

SJJPA RESOLUTION 24/25-

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY AUTHORIZING THE CHAIR TO EXECUTE AMENDMENT 02 TO THE FY 2024 SAN JOAQUIN INTERCITY PASSENGER RAIL SERVICE OPERATING AGREEMENT WITH AMTRAK TO EXTEND THE TERM OF THE CONTINUATION PERIOD THROUGH SEPTEMBER 30, 2025, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AMENDMENTS AND DOCUMENTS RELATED TO EXTENDING THE CONTINUATION PERIOD

WHEREAS, in March of 2024, the Board approved the Federal Fiscal Year (FFY) 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak; and

WHEREAS, in September 2024 the first amendment was executed to include; and

WHEREAS, negotiations with Amtrak for the FFY 2025 (October – September) agreement have been underway since Summer 2024; and

WHEREAS, all three of the Intercity Rail agencies have continued their negotiations with Amtrak to discuss and clarify agreement provisions; and

WHEREAS, at this time Congress has directed the cost methodology policy for State Supported Routes be revised and updated under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (i.e., PRIIA Section 209); and

WHEREAS, further policy revisions are incorporated into the FFY 2025 subsidy; and

WHEREAS, the San Joaquin Joint Powers Authority seeks to extend the current Operating Agreement in accordance with the continuation period clause in the Operating Agreement; and

WHEREAS, the various parties will come to resolution by the end of the continuation period and a new agreement will be brought to the Board for FFY 2025; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the San Joaquin Joint Powers Authority hereby Authorizes the Chair to Execute Amendment 02 to the FY 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through September 30, 2025, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Amendments and Documents Related to Extending the Continuation Period.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 19th day of March 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of March 19, 2025

STAFF REPORT

Item 9

INFORMATION

San Joaquins Service Restoration of the 7th Roundtrip (Trains 701 and 704 – Sacramento - Bakersfield)

Background:

The San Joaquin Joint Powers Authority (Authority) is preparing to restore the San Joaquins service to pre-COVID 19 service levels. The San Joaquins have been operating at a reduced level of service for the San Joaquins Corridor since the start of the COVID-19 pandemic. On March 27, 2020, the Authority ratified a resolution regarding the San Joaquins Emergency Temporary Service Reduction Plan due to the COVID-19 pandemic, which authorized and directed the Executive Director to execute any and all documents related to that emergency service reduction, which decreased San Joaquins service from seven (7) roundtrips between Bakersfield and Oakland/Sacramento to four (4) roundtrips between Bakersfield and Oakland with connecting Thruway bus transfers to Sacramento. The Authority subsequently received State approval to restore the 5th roundtrip on June 28, 2021, and restored the 6th roundtrip, between Bakersfield and Sacramento on October 18, 2021.

The Authority received approval from CalSTA to restore the 7th Roundtrip and pre-pandemic service levels in its current Annual Business Plan and is now coordinating with the State, the other State-supported intercity passenger rail corridors, and host railroads to review and approve an updated schedule for the San Joaquins service. Authority staff developed a schedule (Attachment) to meet various goals established for this service change, which include:

- Restoring the second San Joaquins roundtrip between Sacramento and Bakersfield;
- Shifting the pulsed schedule pattern for the current service necessary to match the schedule pattern for the Pacific Surfliner service being implemented by LOSSAN;
- Optimizing Route 1 Thruway bus connections between the San Joaquins and Pacific Surfliner at Los Angeles Union Station to maximize ridership performance of the San Joaquin schedule;
- Making adjustments to further shift the arrival time for Train 703 in Sacramento earlier;
- Allowing for ticketed connections between the San Joaquins and Amtrak Coast Starlight at Sacramento; and
- Adjusting the departure time for Train 702 to avoid the chronic freight-related delay experienced by that train.

Both the Capitol Corridor Joint Powers Authority and LOSSAN are concurrently developing schedule change proposals for their respective services – staff has coordinated to align and integrate the proposed San Joaquins schedule for seven (7) roundtrips with the respective Capitol Corridor and Surfliner schedules for integrated operations between Oakland and Martinez and optimal connections in Los Angeles for connecting busses.

The Authority staff are also coordinating with Caltrans and the other operators on deployment and allocation of intercity equipment needed to operate the optimized 7th roundtrip schedule. The schedule for the pre-COVID 7th roundtrip required eight (8) trainsets to operate - the deployment analysis developed by staff determined that an additional trainset is required to operate the updated and optimized schedule based on its review of train turns and operating requirements for the adjusted schedule pattern. Staff are moving forward to request review of the schedule at this time, which can be implemented when new Venture Car trainsets in production are fully deployed, which is expected in October. Based on timing, staff recommends scheduling implementation of the robust schedule for the 7th roundtrips around deployment of the new equipment.

Fiscal Impact:

The budget authority for additional rail service is included in the Draft 2025-2026 SJJPA Business Plan. The approval of the business plan will provide state operating funding for the outlined reintroduction of the 7th roundtrip.

Recommendation:

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

Read Up	Northbound San Joaquins											5885*	DRAFT	
	Station	711	701	713	715	717	719	703						
Sacramento		12:20 PM						10:20 PM						
Lodi		11:28 AM						9:28 PM						
Stockton, Robert J. Cabral Sta.		11:14 AM						9:14 PM						
Oakland Jack London	11:09 AM			3:09 PM	5:09 PM	7:09 PM	9:09 PM							
Emeryville	10:52 AM			2:46 PM	4:52 PM	6:46 PM	8:46 PM							
Richmond	10:37 AM			2:37 PM	4:37 PM	6:37 PM	8:37 PM							
Martinez	10:13 AM			2:13 PM	4:13 PM	6:13 PM	8:13 PM							
Antioch	9:50 AM			1:50 PM	3:50 PM	5:50 PM	7:50 PM							
Stockton, San Joaquin Street	9:22 AM			1:22 PM	3:22 PM	5:22 PM	7:22 PM							
Modesto	8:46 AM	10:42 AM		12:46 PM	2:46 PM	4:46 PM	6:46 PM	8:42 PM						
Turlock-Denair	8:31 AM	10:27 AM		12:31 PM	2:31 PM	4:31 PM	6:31 PM	8:27 PM						
Merced	8:05 AM	10:05 AM		12:05 PM	2:05 PM	4:05 PM	6:05 PM	8:05 PM						
Madera	7:28 AM	9:28 AM		11:28 AM	1:28 PM	3:28 PM	5:28 PM	7:28 PM						
Fresno	6:58 AM	8:58 AM		10:58 AM	12:58 PM	2:58 PM	4:58 PM	6:58 PM	12:11 AM					
Hanford	6:24 AM	8:24 AM		10:24 AM	12:24 PM	2:24 PM	4:24 PM	6:24 PM	11:22 PM					
Corcoran	6:07 AM	8:07 AM		10:07 AM	12:07 PM	2:07 PM	4:07 PM	6:07 PM						
Wasco	5:26 AM	7:26 AM		9:26 AM	11:26 AM	1:26 PM	3:26 PM	5:26 PM						
Bakersfield	4:54 AM	6:54 AM		8:54 AM	10:54 AM	12:54 PM	2:54 PM	4:54 PM	10:32 PM					
Northbound Route 1														
Route 1 Thruway Bus	5811	5701	5813	5815	5817	5719	5703	5885						
Bakersfield	4:37 AM	6:37 AM	8:37 AM	10:37 AM	12:37 PM	2:37 PM	4:37 PM	10:22 PM						
Los Angeles	1:42 AM	3:42 AM	5:42 AM	7:27 AM	9:27 AM	11:27 AM	1:27 PM	7:27 PM						
Originally Proposed Travel Time	2:55	2:55	2:55	2:55	2:55	2:55	2:55							
Current Travel Time	2:55	2:55	2:55	2:40	3:00	3:10	3:00							
New Proposed Travel Time	2:55	2:55	2:55	3:10	3:10	3:10	3:10	3:10						
Time for transfer (minutes)				30	30	35	30	30						
Northbound Pacific Surfliner														
Pacific Surfliner	5811		761	765	769	573	575	777	581	785	587	591	593	595
Los Angeles, CA	1:27 AM		6:57 AM	8:57 AM	10:52 AM	12:57 PM	1:57 PM	2:57 PM	4:54 PM	6:57 PM	8:04 PM	9:57 PM	10:57 PM	11:57 PM
Fullerton, CA	12:47 AM		6:18 AM	8:18 AM	10:18 AM	12:18 PM	1:18 PM	2:18 PM	4:18 PM	6:21 PM	7:25 PM	9:18 PM	10:18 PM	11:18 PM
Anaheim, CA	12:27 AM		6:10 AM	8:10 AM	10:10 AM	12:10 PM	1:10 PM	2:10 PM	4:10 PM	6:13 PM	7:17 PM	9:10 PM	10:10 PM	11:10 PM
Santa Ana, CA	12:12 AM		6:01 AM	8:01 AM	10:01 AM	12:01 PM	1:01 PM	2:01 PM	4:01 PM	6:04 PM	7:06 PM	9:01 PM	10:01 PM	11:01 PM
Irvine, CA	11:52 PM		5:49 AM	7:49 AM	9:49 AM	11:49 AM	12:49 PM	1:49 PM	3:49 PM	5:52 PM	6:53 PM	8:49 PM	9:49 PM	10:49 PM
San Juan Capistrano, CA			5:34 AM	7:34 AM	9:34 AM	11:34 AM	12:31 PM	1:34 PM	3:34 PM	5:37 PM	6:36 PM	8:34 PM	9:34 PM	10:34 PM
San Clemente Pier, CA										5:20 PM	6:23 PM			
Oceanside, CA	11:07 PM		4:57 AM	6:57 AM	8:57 AM	10:57 AM	11:56 AM	12:57 PM	2:57 PM	4:57 PM	5:57 PM	7:57 PM	8:57 PM	9:57 PM
Solana Beach, CA	10:37 PM		4:40 AM	6:40 AM	8:40 AM	10:40 AM	11:40 AM	12:40 PM	2:40 PM	4:40 PM	5:40 PM	7:40 PM	8:40 PM	9:40 PM
San Diego, CA (Old Town)			4:10 AM	6:10 AM	8:10 AM	10:10 AM	11:10 AM	12:10 PM	2:10 PM	4:10 PM	5:10 PM	7:10 PM	8:10 PM	9:10 PM
San Diego, CA (Santa Fe Depot)	10:07 PM		4:01 AM	6:01 AM	8:01 AM	10:01 AM	11:01 AM	12:01 PM	2:01 PM	4:01 PM	5:01 PM	7:01 PM	8:01 PM	9:01 PM
Train:	5811		761	765	769	573	575	777	581	785	587	591	593	595

Notes: * North of Bakersfield, 5885 only stops at Hanford and Fresno.

Read Down Station	Southbound San Joaquins												718	
	5784*	702	710	712	714	716	704	718						
Sacramento		7:08 AM											5:08 PM	
Lodi		7:46 AM											5:46 PM	
Stockton, Robert J. Cabral Sta.		8:04 AM											6:04 PM	
Oakland Jack London				8:18 AM	10:06 AM	12:18 PM	2:18 PM							5:28 PM
Emeryville				8:28 AM	10:16 AM	12:28 PM	2:28 PM							5:38 PM
Richmond				8:36 AM	10:24 AM	12:36 PM	2:36 PM							5:46 PM
Martinez				9:07 AM	10:55 AM	1:07 PM	3:07 PM							6:17 PM
Antioch				9:32 AM	11:23 AM	1:32 PM	3:32 PM							6:42 PM
Stockton, San Joaquin Street				10:05 AM	12:05 PM	2:05 PM	4:05 PM							7:15 PM
Modesto			8:38 AM	10:39 AM	12:39 PM	2:39 PM	4:39 PM	6:38 PM						7:45 PM
Turlock-Denair			8:56 AM	10:56 AM	12:56 PM	2:56 PM	4:56 PM	6:56 PM						8:03 PM
Merced			9:27 AM	11:27 AM	1:27 PM	3:27 PM	5:27 PM	7:27 PM						8:38 PM
Madera			10:10 AM	12:09 PM	2:09 PM	4:09 PM	6:09 PM	8:10 PM						9:19 PM
Fresno	6:55 AM		10:37 AM	12:35 PM	2:35 PM	4:35 PM	6:35 PM	8:37 PM						9:45 PM
Hanford	7:45 AM		11:11 AM	1:10 PM	3:10 PM	5:10 PM	7:10 PM	9:11 PM						10:20 PM
Corcoran			11:30 AM	1:29 PM	3:29 PM	5:29 PM	7:29 PM	9:30 PM						10:39 PM
Wasco			12:07 PM	2:07 PM	4:07 PM	6:07 PM	8:07 PM	10:07 PM						11:17 PM
Bakersfield	9:20 AM		12:38 PM	2:38 PM	4:38 PM	6:38 PM	8:38 PM	10:38 PM						11:48 PM

Southbound Route 1												
Route 1 Thruway Bus	5784	5802	5810	5812	5714	5716	5704	5818				
Bakersfield	9:30 AM	12:46 PM	2:46 PM	4:46 PM	6:46 PM	8:46 PM	10:46 PM	11:56 PM				
Los Angeles	11:40 AM	3:24 PM	5:24 PM	7:24 PM	9:24 PM	11:24 PM	1:24 AM	2:34 AM				
Originally Proposed Travel Time	2:35	2:35	2:35	2:35	2:35	2:35	2:35	2:35				
Current Travel Time	2:10	2:30	2:38	2:38	2:38	2:38	2:15	2:15				
New Proposed Travel Time	2:38	2:38	2:38	2:38	2:38	2:38	2:38	2:38				
Time for transfer (minutes)	30	46	46	46	46							

Southbound Pacific Surfliner															
Pacific Surfliner	562	564	566	770	572	774	580	582	784	586	790	794	5818		
Los Angeles, CA	6:10 AM	7:10 AM	8:10 AM	10:10 AM	11:10 AM	12:10 PM	3:10 PM	4:10 PM	5:10 PM	6:10 PM	8:10 PM	10:10 PM	2:44 AM		
Fullerton, CA	6:41 AM	7:41 AM	8:41 AM	10:41 AM	11:41 AM	12:41 PM	3:41 PM	4:41 PM	5:41 PM	6:41 PM	8:41 PM	10:41 PM	3:19 AM		
Anaheim, CA	6:49 AM	7:49 AM	8:49 AM	10:49 AM	11:49 AM	12:49 PM	3:49 PM	4:49 PM	5:49 PM	6:49 PM	8:49 PM	10:49 PM	3:34 AM		
Santa Ana, CA	7:01 AM	8:01 AM	9:01 AM	11:01 AM	12:01 PM	1:01 PM	4:01 PM	5:01 PM	6:01 PM	7:01 PM	9:01 PM	11:01 PM	3:49 AM		
Irvine, CA	7:12 AM	8:12 AM	9:12 AM	11:12 AM	12:12 PM	1:12 PM	4:12 PM	5:09 PM	6:12 PM	7:12 PM	9:12 PM	11:12 PM	4:09 AM		
San Juan Capistrano, CA	7:26 AM	8:26 AM	9:26 AM	11:25 AM	12:25 PM	1:26 PM	4:26 PM	5:23 PM	6:26 PM	7:26 PM	9:26 PM	11:26 PM			
San Clemente Pier, CA			9:38 AM	11:38 AM	12:38 PM										
Oceanside, CA	8:05 AM	9:05 AM	10:08 AM	12:08 PM	1:08 PM	2:05 PM	5:05 PM	6:05 PM	7:05 PM	8:05 PM	10:02 PM	12:05 AM	4:59 AM		
Solana Beach, CA	8:20 AM	9:20 AM	10:22 AM	12:23 PM	1:23 PM	2:20 PM	5:20 PM	6:20 PM	7:20 PM	8:20 PM	10:20 PM	12:20 AM	5:19 AM		
San Diego, CA (Old Town)	8:51 AM	9:51 AM	10:54 AM	12:54 PM	1:54 PM	2:51 PM	5:51 PM	6:51 PM	7:51 PM	8:51 PM	10:49 PM	12:51 AM			
San Diego, CA (Santa Fe Depot)	9:04 AM	10:04 AM	11:07 AM	1:07 PM	2:07 PM	3:04 PM	6:04 PM	7:04 PM	8:04 PM	9:04 PM	11:04 PM	1:04 AM	5:44 AM		
	562	564	566	770	572	774	578	582	784	586	790	794	5716	5804	5818

Notes: * North of Bakersfield, 5784 only stops at Hanford and Fresno.

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of March 19, 2025

STAFF REPORT

Item 10

INFORMATION

Update and Discussion of Bay Area Marketing and Outreach Efforts for Amtrak San Joaquins

Background:

The San Joaquins service area, inclusive of both rail and bus services, expands to cover nearly the entire state of California. To promote the service through grassroots outreach, partnership development, and drive community engagement, San Joaquin Joint Powers Authority (Authority) staff has developed the strategy by having four geographically located Outreach teams to drive these initiatives at the local level. The Authority contracts with Winter Consulting, LLC (Winters) to perform marketing and outreach activities for the Bay Area market.

Grassroots Outreach: Winters staff is responsible for identifying and attending in-person and online events and leveraging a variety of marketing channels to promote usage of the San Joaquins service. The team will provide updates on the strategies they have used to grow interest in the service, how their metrics are tracked, and how they activate ridership in and out of the Bay Area.

Partnership Development: A critical component of the outreach program and a way marketing initiatives can be amplified is through local partnership development. Winters staff has been successful in launching and deepening diverse partnerships to help drive ridership. With featured destinations like Oakland, Martinez, and San Francisco, the team has been able to establish strong partnerships with visitors' bureaus, hotels, and museums.

Community Engagement: Winters has been a strong contributor to the student ambassador program to help raise visibility of the service and grow ridership. Also, they have been instrumental in helping the Authority get awarded with the Route to Parks grant for the second consecutive year in a row to help lower cost barriers and enable ridership from disadvantaged communities to annual events at Allensworth State Park. They have also been instrumental in helping the Authority get awarded the Route to Parks grant for the second consecutive year in a row to help lower cost barriers and enable ridership from disadvantaged communities to annual events at Allensworth State Park.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

PUBLIC REVIEW DRAFT

SAN JOAQUIN JOINT POWERS AUTHORITY

2025 BUSINESS PLAN UPDATE



PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FY 25/26 & FY 26/27



San Joaquin
Joint Powers Authority

EXECUTIVE SUMMARY

The purpose of this 2025 San Joaquin Joint Powers Authority (SJJPA) Business Plan Update (“Business Plan”) is to identify SJJPA’s intentions for State Fiscal Year (FY) 2025/26 and FY 2026/27 in its management of the San Joaquins Intercity Passenger Rail Service (San Joaquins) and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. This Business Plan also describes planned service and capital improvements to ensure the continued success and future growth of the San Joaquins. This Business Plan was submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form before April 1st, 2025 and will be submitted in final form by June 30th, 2025.

Administrative Role

The primary role of the SJJPA is the day-day management of the San Joaquins. In 2019, SJJPA selected the San Joaquin Regional Rail Commission (SJRRRC) as its Managing Agency for an additional five-year term (September 27, 2019 – September 27, 2024) after an initial two 3-year terms. For continuity purposes and given close coordination of SJJPA and SJRRRC in many various efforts, the SJJPA Board approved Amendment 3 to the agreement for a five (5) year extension at their May 17, 2024 Board meeting. SJRRRC’s consolidated agency approach results in the most efficient and cost-efficient management of the San Joaquin Valley’s two passenger rail services and streamlines planning and programming efforts to deliver the “Vally Rail” expansion program. SJJPA will provide the level of service consistent with funding appropriated by the State and any cost savings identified by SJJPA or revenues in excess of the Business Plan projections, which may be used by SJJPA for service improvements in the San Joaquins corridor.

Operating Plan, COVID-19 Impacts, 8th and 9th Daily Round-Trips, and Short-Term Service Improvements

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA is currently implementing a number of strategies to improve the San Joaquins. Some of the strategies require little or no additional resources, including improved schedules and reduced trip lengths, reduced travel times, improved train monitoring, train and connecting bus schedule adjustments, and improved service coordination. SJJPA is also in the process of pursuing a significant expansion of service for the San Joaquins, including implementation of the 8th and 9th Daily round-trips. Planned expansion of the San Joaquins Service is fully coordinated and consistent with the 2018 California State Rail Plan and the CHSRA’s Draft 2024 Business Plan. In 2025, SJJPA completed a phased service plan for up to 12 round-trips on the BNSF Railway that will serve as the basis for further intercity corridor planning lead by Caltrans as part of the FRA Corridor Identification and Development Program, as well as coordination with the host railroads based on the latest scheduling assumptions for the larger Valley Rail Program. Safety continues to be a focus and SJJPA is engaging in partnerships with Amtrak and the host railroads to reduce incidents along the corridor.

COVID-19’s Impact on the San Joaquins: On March 4, 2020, Governor Gavin Newsom declared a state of emergency in response to the COVID-19 outbreak. On March 19, 2020, the Governor issued a statewide mandatory stay-at-home order to reduce the spread of the outbreak in California. On March 26, 2020, SJJPA staff directed Amtrak to reduce San Joaquins service from 7 daily round-trips to 4 daily round-trips, reduce Thruway Bus service, and to institute other various health and safety measures to ensure the safety of San Joaquins passengers and operational staff onboard trains that remained in service. Café Car Service was suspended to reduce risks from food handling and unnecessary onboard passenger movement, with emergency snack packs and water being distributed to passengers free of charge. With anticipation of long-term suspension of food service on certain daily trains due to removal of Horizon Diners from the equipment pool and lack of food service cars for the initial operations of the Siemens Venture Cars, SJJPA launched a more substantial, locally sourced Snack Box on July 14, 2021. Several stations were temporarily closed, and the thruway bus network was reduced

in both corridors served and frequencies in response to the severe ridership reductions the San Joaquins experienced during the pandemic.

As with passenger rail and transit services across the country, the San Joaquins experienced a sharp, sustained decline in ridership and revenue during the COVID-19 pandemic. Though the San Joaquins had sustained a significant decline, it has consistently performed at the top of the Amtrak National Network due to its core ridership depending on it for essential transportation needs. The San Joaquins reached its low in ridership in the third week of April 2020 at –90% compared to the previous year. In FY20/21 and FY21/22, the San Joaquins slowly recovered ridership with a few setbacks during periods of increased COVID-19 cases and subsequent health orders restricting travel. The San Joaquins reached a peak in ridership recovery in October 2022 by recovering 86% of ridership when compared to October 2019. The San Joaquins continues to progress in ridership return month-over-month with forecasted numbers to reach 84% recovery for FY23. The San Joaquins ridership performance is particularly positive considering it is operating with one less round-trip and a reduced thruway bus network.

In State Fiscal Year 2021/2022, SJJPA staff, in coordination with Caltrans, CalSTA and the other JPAs, created a service restoration plan to return San Joaquins service back to pre-pandemic levels from the 4 daily round-trips and the reduced thruway bus network. The effort resulted in the 5th round-trip between Bakersfield and Oakland returning to service on June 22, 2021, and the restoration of direct train service to Sacramento with the 6th round-trip on October 18, 2021. The 7th pre-pandemic round-trip is planned to be restored in the fall of 2025. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service. In addition to the restoration of train service, SJJPA oversaw the reintroduction of suspended Thruway Bus service to complement the restored round-trips, and will respond in-kind to this full restoration of train service with additional thruway service. Additionally, SJJPA will continue to maintain the viability of the overall Thruway Bus Network by reducing operational costs on underperforming routes while maintaining services in strong ridership corridors and markets.

Strategic Goals and Objectives for the San Joaquins: The San Joaquins provides essential transportation services through intercity rail and thruway bus connections throughout the State of California. To deliver quality service to passengers, SJJPA continually monitors performance of each train, ridership across the service network, coordinates with local stakeholders in the rail and bus corridors, and planning efforts for continued service improvements, expansions, and station area planning. These efforts combined help deliver an alternative for travel across California and will bring even more possibilities when further service and connectivity is provided to High-Speed Rail (HSR).

As SJJPA drives the strategic goals and objectives forward, a continued focus on the passenger and their experience is key, while also delivering trusted, reliable, and essential service while giving people the freedom to affordably connect across California. These interconnected goals are ingrained in the spirit of a new set of Vision, Mission, and Values that guide the agency in all aspects of work:

Vision - Connecting California Communities through multi-modal transportation

Mission - Deliver California's accessible, connected, and sustainable future by providing multi-modal transportation

Values - Collaboration, Responsibility, Resilience, Sustainability, Diversity and Community

SJJPA is committed to building upon a legacy of reliable transportation connections within the Central Valley and to much of California, and future expansion of service will only enhance this record and continue to be a vital link for Californians across the state.

8th and 9th Daily Round-Trips: A significant increase in ridership is anticipated if the frequency of service to Sacramento can be increased and offered at the right times of the day. SJJPA is currently working to implement the improvements needed to enable the 8th and 9th Daily round-trips, which will allow a doubling of trains serving Sacramento from two to four. As part of this effort, SJJPA explored using the Sacramento Subdivision between

Sacramento and Stockton for expanded passenger rail service in coordination with CalSTA, CHSRA, Caltrans, Central Valley Rail Working Group, and Sacramento Regional Rail Working Group. This resulted in SJJPA's Board formally adopting the Sacramento Subdivision as the preferred corridor for future passenger rail expansion in 2017. To implement the 8th and 9th Daily round-trips and necessary improvements along the Sacramento Subdivision, SJJPA submitted a Transit and Intercity Rail Capital Program (TIRCP) grant application in January 2018. On April 26, 2018, CalSTA awarded \$500.5 million to SJJPA/SJRRC for the "Valley Rail" project which is funding these improvements. Since this initial award, additional Federal and State grants have been obtained to increase the total funding of the Valley Rail Program to over \$1.8 billion. SJJPA and SJRRC will continue to apply for more funding to fully fund all projects in the Valley Rail program.

The schedule to be developed for the 8th and 9th Route-Trips is based on a pulsed-service approach which provides more efficient operations, better use of infrastructure, and improved on-time performance. Initial service for the 8th and 9th round-trips would run between Sacramento and Stockton (to meet San Joaquins trains at the San Joaquin Street Station) and would not extend south until High-Speed Rail service is initiated to Merced. In early 2025, SJJPA prepared a service plan for the San Joaquin Corridor for up to 12 round-trips, which included analysis of phased infrastructure delivery require prior to these additional trips extending past Stockton. This service plan will serve as the basis for further analysis necessary to fund and implement improvements, including coordination with Caltrans for preparation of the Service Development Plan required as part of the Federal Corridor Identification and Development Program.

Additional key short-term programs for the San Joaquins include:

Thruway Bus Partnerships: SJJPA is exploring ways to maximize the utilization of the San Joaquins' Thruway Bus network and other connecting bus services. SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. After the impacts of COVID-19 were reduced, SJJPA began coordinating with private intercity bus providers and public local and regional bus providers to resume the implementation of the provisions of SB 742. Through coordination with the State and regional transportation agencies, SJJPA is currently pursuing partnerships with several regions to optimize bus connections for San Joaquins passengers that would allow non-train passengers to utilize excess seating capacity in key corridors or utilize the services of an existing outside bus provider. SJJPA, in coordination with the Redding Area Bus Authority (RABA) and the Shasta Regional Transportation Agency (SRTA), are in the process of creating a partnership that would allow SJJPA to shorten Thruway Bus Route 3 by terminating in Chico rather than in Redding, while San Joaquins passengers traveling to Red Bluff or Redding would be able to take SRTA's new North State Express Bus (Salmon Runner) service. SJJPA would support the operations of the new service with cost savings realized from the reduction in the length of Thruway Bus Route 3. SJJPA will continue to focus on all Route 3 bus stop pairs to be opened for bus-only ticketing. While the COVID-19 pandemic had delayed progress on these efforts, recent efforts and coordination to move these service adjustments forward have been realized, with initial changes occurring in 2024. Additional work on Route 6 and 7 service changes are also proposed for this fiscal year. Additional efforts will also focus on exploring reinstating Route 34 (San Francisco to Stockton) and the creation of Route 40 (San Jose to Merced). SJJPA will also work with the CCJPA and Greyhound to relocate the bus terminal in San Francisco to inside the Salesforce Transit Center.

Renewable Diesel Implementation: SJJPA is committed to meet California's Greenhouse Gas (GHG) emission reduction goals. Utilizing renewable diesel in locomotives and in the Thruway Bus fleet will help to advance this objective. Starting in 2022, all new RFPs require renewable diesel for contracted services for all thruway buses. All locomotives on the San Joaquins have been utilizing renewable diesel since

May 2023. SJJPA is also requiring the use of renewable diesel for all future Thruway Bus contracts to further reduce the San Joaquins system's carbon footprint.

Madera High-Speed Rail (HSR) Station Project: SJJPA is working with Madera County, Madera County Transportation Commission, and CalSTA to relocate the Madera Amtrak Station to a more accessible location along Avenue 12 as Phase 1 of the Madera HSR Station Project. SJJPA is responsible for securing the necessary funding and implementing the Madera HSR Station. The relocated San Joaquins station will be substantially further improved to become the Madera HSR Station for the HSR Early Operating Segment (EOS) by 2030 – 2033 (Phase 2). SJJPA approved the Madera HSR Station environment review document at the January 22, 2021, Board Meeting for Phases 1 and 2, and final design is nearly completed for Phase 1. Recent funding awards will allow the relocated station to begin construction in 2025, the additional funding (\$134.5 million) for the improvements needed for the Phase 2 HSR EOS Station was secured in 2024. SJJPA also initiated the CEQA process for the full-build HSR Madera Station (Phase 3) in late 2023. SJJPA received funding in FY 2022/23 to advance this required additional environmental work.

Merced to San Jose Thruway Bus Route Pilot Program: SJJPA is requesting funding from the state for a pilot program to operate a new Thruway bus service between Merced and San Jose (with stops at Los Banos and Gilroy). The Merced to San Jose Thruway Bus Pilot Program will begin service in conjunction with the reintroduction of the 7th daily round-trip anticipated in Fall 2025. The service will start initially with three daily round-trips.

Integration with High-Speed Rail: Like other high-speed rail (HSR) services throughout the world, California will need to have extensive networks of conventional intercity and commuter rail networks that complement and provide “feeder” service to the proposed HSR system for it to be successful. SJJPA believes the San Joaquins provide important connectivity that is critical to the phased implementation of HSR in California. A Joint Policy Statement, which was adopted by California High-Speed Rail Authority (CHSRA), SJJPA, and Caltrans on July 26, 2013, is intended to ensure cooperation and input of local communities on all decisions related to any changes in the San Joaquins service and consistent planning between these agencies. SJJPA coordinated and partnered with CHSRA on the development of their Draft 2024 Business Plan which proposes Merced-Bakersfield HSR EOS in advance of completing their Valley –Valley Operating Segment between San Francisco and Bakersfield. Integration with the San Joaquins rail and Thruway Bus services maximizes the ridership and benefits of the Merced-Bakersfield HSR EOS. SJJPA's plan is to connect to the HSR EOS at a multi-modal station at downtown Merced (R Street). Once the HSR EOS is operating, the San Joaquins rail service would terminate at Merced and would provide rail connectivity for the HSR interim operating segment to Sacramento and the Bay Area until HSR is extended. Future San Joaquins service improvements would focus on increasing service from Merced to the North. Ongoing coordination with CHSRA and CalSTA for SJJPA to become the operating agency for the Merced-Bakersfield HSR EOS will continue in alignment with timing and agreement schedules. SJJPA is requesting additional planning funding in FY 2025/26 to continue to coordinate with CHSRA and CalSTA and to advance station and operations planning for initial HSR service.

Merced Intermodal Track Connector (MITC) Project: SJJPA received funding in FY 2022/23 and in FY 2023/24 for the detailed design and environmental clearance of the MITC Project. The MITC project will enable the San Joaquins to connect with interim HSR operations at Merced by creating a direct link between the BNSF alignment and the Merced HSR Station. This project is critical for integrating the San Joaquins with the Merced-Bakersfield HSR Early Operating Segment (EOS) and includes a platform-to-platform transfer for passengers between the two systems. The CEQA process for the MITC Project began on January 5, 2023 and the draft environmental impact report (EIR) was released July 17, 2024.

Stockton Diamond Grade Separation Project: This project is the grade separation of the intersection of the BNSF Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision in south Stockton. This

junction is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services without the impediment of the busy at-grade intersection. In partnership with the SJJPA, SJRRC and Caltrans pursued and received \$120 million in state and federal funding in 2020 to implement this critical project. Valley Rail funding will be used as match funding. The environmental and detailed design are being funded through ITIP funds appropriated in 2020. The environmental impact report (EIR) was certified by SJRRC on June 4, 2021. The environmental assessment (EA) for NEPA Clearance was completed in August 2022. The project is substantially funded and construction is targeted to begin in 2025, pending approval from all funding partners.

Cross-Valley Corridor: As a result of the “South of Merced Integration Study” effort, SJJPA has entered into a Memorandum of Understanding (MOU) with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. The Phase 1 Service planning is near completion and funding will be sought to implement the service. SJJPA also committed to working with KCAPTA and Visalia Transit and has received state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia. In 2023, SJJPA partnered with the City of Hanford, King-Tulare MOU partner agencies, and CHSRA on a successful Caltrans Sustainable Communities Planning grant for Kings-Tulare HSR station area and Cross Valley Rail (Porterville – Huron) planning. The City of Hanford will be the lead agency for this study effort and SJJPA will take a leadership role in the Cross Valley Rail planning portion of the study, which will be completed in 2025.

Venture Railcars: The State is in the process of accepting 49 Siemens Venture Cars as part of a grant provided by the Federal Railroad Administration (FRA), along with various State funds, to be deployed exclusively on the San Joaquins corridor. Currently there are four (4) Venture Car trainsets rotating in revenue service on the San Joaquins corridor. As the remaining trainsets are accepted, they will enter revenue service, with all trainsets anticipated to be delivered in early 2026, with all seven (7) trainsets anticipated to be available for revenue service in mid-2026. Additionally, Caltrans entered into an agreement with the SJJPA to perform Venture Railcar Maintenance for all Venture Cars that are deployed exclusively on the San Joaquins corridor.

Northern California Passenger Rail Fleet Maintenance: SJJPA serves to ensure that the State’s Northern California fleet is operated and maintained to high standards of reliability, cleanliness, and safety. Additionally, Caltrans has requested SJJPA assume maintenance responsibilities including heavy maintenance activities of the State-Owned Northern California Legacy Fleet of 86 passenger rail cars, 24 locomotives and 2 Non-Powered Control Units (NPCUs). As a result of this request, Caltrans, CCJPA and Amtrak have been and are working on transitioning maintenance responsibilities of the Northern California State-Owned Passenger Rail fleet to SJJPA. This transition will allow Amtrak to begin overhaul work in California on passenger cars and locomotives on the West Coast.

Performance Standards and Action Plan

CalSTA created a set of uniform performance standards in 2014 for all state-supported intercity passenger rail corridors in an effort to control costs and improve efficiency. The three primary uniform performance standard measures used are: usage, cost efficiency, and service quality. SJJPA has adopted the CalSTA performance standards and will continue to develop strategies to maintain the successful performance of the San Joaquins. In addition to meeting CalSTA’s performance standards, SJJPA is also focused on the environmental benefit of the San Joaquins and its role in helping to create a more sustainable California by working to reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development.

SJJPA's FY 2024/25 and FY 2025/26 "Action Plan" includes:

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs, while also planning to reinvest these savings to improve service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, EOS operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR EOS.
- Complete the environmental and initial design work for the MITC Project.
- Coordination with Caltrans as an essential stakeholder in the Federal Railroad Administration's (FRA) Corridor ID Program for the intercity service envisioned in the SJJPA's 10-year capital improvement program, Valley Rail, and North Valley Rail.
- Implement Valley Rail improvements needed for the planned 8th and 9th Daily round-trips in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR EOS.
- Support state efforts to transition to a zero-emission fleet for rail services as the first corridor to run hydrogen-powered trains for intercity passenger rail service in the United States.
- Work with Caltrans and CCJPA to develop a funding plan and timeline for implementation for enabling trains to be turned in Martinez, California. Continue to coordinate with UPRR, BNSF, and Amtrak on schedule and train performance.
- Coordinate with state and regional partner agencies to advance planning and implementation of express intercity bus service along the Interstate 5 Corridor between Redding and Sacramento to replace intercity bus connections operated by RABA between Chico and Redding.
- Implement a pilot program for an additional Thruway Bus route to serve passengers from Southern San Joaquin Valley and Southern California via Merced to Silicon Valley terminating in San Jose with stops at Los Banos and Gilroy.
- Continue to explore new partnerships with public or private bus operators and implement the provisions of SB 742 with the goal of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services and pursue additional Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.
- Partner with SJRRC, SACOG, Sacramento Regional Transit (Sac RT) and the City of Sacramento on a grant-funded planning effort near the planned Old North Sacramento station of the Valley Rail Program to enhance connectivity and land use compatibility around this critical station area.
- Work with UPRR, BNSF, Amtrak, and State to grow ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.

- Continue the deployment and marketing of new Venture Car trainsets.
- Continue to work with CHSRA, Amtrak, the City and County of Madera, and CalSTA to relocate the Amtrak Madera station at Avenue 12 (Madera HSR Station Phase 1) that would provide a seamless connection between the San Joaquins and future high-speed rail service, as well as improved access over the existing Madera Amtrak Station.

Capital Improvement Programs

Based upon the planned service expansions and enhancements, SJJPA has developed a “10-Year Capital Improvement Program” as part of the overall Valley Program. The program includes SJJPA’s overall Valley Rail vision for the implementation of the 8th and 9th Daily round-trips, and running seven round-trips between Sacramento and Merced within the next 10 years, while also increasing service to the Bay Area and providing critical connectivity to the HSR EOS. The details of the Valley Rail program is included in Chapter 5.

SJJPA is currently implementing its Short-Term Capital Improvement Program (0-5 years), which has a five-year horizon. This program focuses on the improvements needed for the 8th and 9th Daily round-trips, several other station projects, and corridor and other projects to improve the San Joaquins Service. In January 2018, SJJPA submitted a Transit and Intercity Capital Program (TIRCP) Valley Rail grant application (jointly with the SJRRC) to fund a program of capital improvements associated with the implementation of the 8th and 9th Daily round-trips. On April 26, 2018, CalSTA announced that the SJJPA/SJRRC Valley Rail Application was awarded \$500.5 million to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, a new layover facility will be constructed in Natomas (in Sacramento) and the Stockton Regional Maintenance Facility will be expanded to accommodate San Joaquins trainsets. Two additional trainsets are expected to be procured by the state for the expanded service. Other projects include additional parking, a new station in Oakley, and a relocated Madera Station. In 2020, in partnership with SJJPA, SJRRC and Caltrans pursued and secured \$120 million in additional state and federal funding to complete the Stockton Diamond Grade Separation Project. On January 31, 2023, CalSTA announced that the Valley Rail Program had been awarded an additional \$142 million to fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging significant federal and local investments. Many projects within the Valley Rail Program are facing schedule delays and funding shortfalls. SJJPA is implementing various mitigation measures and strategies to minimize the delays and pursue additional funding to fully deliver the Valley Rail Program.

SJJPA also has a Longer-Term Capital Improvement Program (5-10 years), which envisions improvements to achieve seven round-trips between Sacramento and Merced, with the Merced Intermodal Track Connector (MITC) Project allowing San Joaquins trains to share a station and platform-to-platform transfer with High-Speed Rail. Expanded service will require additional capacity enhancement projects such as double-tracking, improvements at the Robert J. Cabral Station in downtown Stockton, the grade separation of the Stockton Diamond, a new maintenance facility, additional track work and/or capital access fees, and additional rolling stock.

Beyond the 10-year horizon, extensions planned for the San Joaquins include rail service north of Sacramento along the UPRR rail line from Sacramento to Chico with stations at Plumas Lake, Marysville/Yuba City, Gridley (with a thruway connection to Oroville) and Chico in the mid-term horizon, and utilization of the Altamont Corridor to bring intercity service to additional Bay Area markets is also being planned that would terminate at a new Union City/BART station. SJJPA may also study the extension of service past the Amtrak Oakland Station to serve the Amtrak Coliseum/Airport Station, and working with Caltrans, CCJPA and the City of Sacramento to study a direct connection for Valley Rail service to Sacramento Valley Station (SVS).

Fare Policy

SJJPA will work to develop fares that ensure the service is attractive and competitive with other modes of transportation along the corridor. The San Joaquins have a single, “one-bucket” fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance-based methodology with a descending per mile rate as the length of the trip increases.

Due to reduced available seating capacity from multiple equipment overhaul and retrofit programs, SJJPA has reinstated reserved ticketing to reduce the likelihood of standees onboard the trains and Thruway Buses. Reinstating reserved ticketing alerts ticket purchasers of “at-capacity” trains and Thruway Buses encouraging passengers to purchase tickets for a less impacted train or another date.

In FY25/26, SJJPA will be considering a fare increase for the San Joaquins to increase revenue generation as costs per passenger continue to increase. SJJPA will also launch a Business Class Study with the aim of providing a new product to the market that will increase revenue.

Service Amenities and Food Service

SJJPA is prioritizing the evolution of its food and beverage program to enhance passenger experience while managing costs and operational efficiency. The transition to a full complimentary snack service aims to provide equitable offerings across all trains, replacing traditional Café Car services with more cost-effective solutions. Initially, complimentary snack boxes were introduced on select trains, but passenger feedback led to the development of ‘Snack Stations’ in Venture Cars, offering a grab-and-go selection that reduces waste while maintaining affordability. SJJPA is collaborating with a third-party provisioner to streamline snack distribution and explore vending machine solutions for Venture Car trains, ensuring sustainable and consistent service. Beyond food service, passengers continue to enjoy key amenities such as complimentary Wi-Fi with an expanding entertainment portal, bicycle storage, and versatile seating with power outlets. Future enhancements include integrating vending machine technology, reinstating onboard attended sales, and potentially introducing Business Class, with \$2.34 million requested to support these initiatives.

Marketing Strategies

With a \$1.75 million annual budget request, SJJPA is set to implement a robust, integrated marketing and communications plan to drive ridership growth and retention across the San Joaquins' extensive train and Thruway Bus network. Spanning California and into Nevada, the service connects 18 stations and nine bus routes to over 100 destinations, requiring a strategic, multi-channel approach to effectively reach and engage riders. The marketing plan includes targeted advertising campaigns across digital and traditional media, comprehensive brand management, public relations efforts, and grassroots community outreach. Investments in owned communication channels—such as social media, email, and the website—will enable deeper engagement, especially as SJJPA works toward gaining greater access to rider data with a new ticketing system. Outreach programs will expand partnerships with universities, businesses, and key stakeholders, with a strong emphasis on engaging Hispanic communities, which make up 46% of ridership. Additionally, rider appreciation initiatives, influencer collaborations, and event-based engagement will foster loyalty and increase awareness of the service. As the San Joaquins prepares for service expansions, new station launches, and major infrastructure projects like Valley Rail and zero-emission locomotives, this funding will ensure the execution of a dynamic, data-driven marketing strategy that strengthens connections with passengers and maximizes the service's visibility.

Annual Funding Requirement

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. Table ES.1 summarizes the funding request by the SJJPA.

Table ES.1/10.5

SJJPA State Funding Request for the San Joaquins (FY 2024/25 - FY 2026/27)			
Expense Category	FY 2024/25 (Approved)	FY 2025/26 (Requested)	FY 2026/27 (Projected)
Operating			
-Amtrak Contract	\$48,399,538	\$54,964,851	\$56,613,797
-Direct Operations and Mechanical	\$27,795,125	\$43,361,200	\$44,774,460
Administrative	\$6,225,542	\$6,740,047	\$6,874,843
Marketing	\$1,750,000	\$1,750,000	\$1,750,000
Minor Capital Program	\$500,000	\$500,000	\$500,000
SJJPA Service and Program Initiatives	\$5,815,000	\$3,525,000	\$6,025,000
Total Request	\$90,485,205	\$109,141,098	\$114,838,100

Safety and Security

The primary objectives of SJJPA's Safety and Security Program include continuing a broad-based program of educational activities, increasing public awareness of rail safety and security along the San Joaquins corridor, and aggressively pursuing capital improvements that help improve the safety of the infrastructure.

SJJPA will leverage a network of rail safety education resources through California Operation Lifesaver, materials and resources provided by the Transportation Security Administration (TSA), and safety and security grant programs. SJJPA will also continue collaborative efforts with the State, SJJPA member agencies, Amtrak, UPRR, BNSF, California Operation Lifesaver, Transportation Security Administration (TSA), local law enforcement and first responders along the San Joaquins Corridor to address safety and security issues impacting the service.

In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic evaluation of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms assessment of the conditions along the railroad right-of-way and in and around San Joaquin as well as onboard trains. California's Office of Emergency Services has provided much of the funding for SJJPA's program of Safety and Security capital improvements. Important capital projects that SJJPA is currently implementing or pursuing include:

- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Increased lighting at stations and parking lots, as well as installing blue light phone towers (originally developed for use on college campuses); and
- Improved safety and security-related signage, including messaging around suicide prevention, railroad safety, and human trafficking awareness.

Station Area Development and Connectivity

Increased development near San Joaquins stations promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. The responsibility and powers needed to focus growth and

produce station area development reside primarily with local government. To help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles, SJJPA will:

- Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote transit-oriented development (TOD) in the vicinity of San Joaquins stations.
- Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations.
- Require new San Joaquins stations be developed as multi-modal transportation hubs.
- Encourage the location of new San Joaquins stations in traditional city centers and/or areas with high potential for TOD around the station area.
- Work with communities and organizations to support TOD and with developers to implement TOD.
- Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development and TOD.
- Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.

SJJPA is monitoring existing transit services and encouraging local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also encouraging transit agencies to promote their connection to the San Joaquins onboard their transit services and at their stops/stations. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to Implement transit-transfer programs for San Joaquins passengers.

In partnership with local/regional agencies, SJJPA will continue to pursue Caltrans Sustainable Planning grant(s) in 2025 and 2026 to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. To this end, SJJPA partnered on three of these grant applications in early 2024, one of which will have SJJPA take the lead on a valley-wide planning effort in conjunction with a new San Joaquin Valley Regional Policy Council-member working group. This planning working group and the planning effort managed through the grant will focus on passenger rail, transit, and TOD opportunities in the valley, and include studying creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquins Corridor and to HSR.

1. INTRODUCTION

The purpose of this 2025 San Joaquin Joint Powers Authority Business Plan Update (“Business Plan”) is to identify the San Joaquin Joint Powers Authority’s (SJJPA) intentions for State Fiscal Year (FY) 2025/26 and FY 2026/27 in its management of the San Joaquins Intercity Passenger Rail Service (San Joaquins), and to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins. The State of California requires that an Annual Business Plan Update be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1 of each year, and final form by June 30 of each year to allow Amtrak time to finalize operating cost estimates. This Business Plan will be reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Business Plan Requirements

This Business Plan Update includes State-required information, including the following:

- Service performance;
- Operating and action plan strategies;
- Short-term and long-term capital improvements;
- Funding requirements for the upcoming fiscal year;
- External factors affecting the service;
- Plans for service expansion and enhancement efforts;
- Marketing and outreach efforts;
- Establishment of fares; and
- Delineation of how proposals to expand or modify service, including funding and accounting, are separate from locally-sponsored services in the corridor.

This Business Plan must also be consistent with the 2024 California State Rail Plan and the California High-Speed Rail Authority (CHSRA) Draft 2024 Business Plan.

Regional Governance of the San Joaquins

In 2012, transportation planning agencies throughout the San Joaquin Valley worked together in order to set up a regional Joint Powers Authority and to support legislation that would enable regional governance of the San Joaquins. To protect the existing service and to promote its improvement, local and regional agencies throughout most of the San Joaquins Corridor sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority to take over the administration and management of the San Joaquins from the State. AB 1779 was passed by the Legislature on August 30, 2012 with bi-partisan support, and was signed by Governor Brown on September 29, 2012. The first SJJPA Board Meeting was held on March 22, 2013 in Merced.

The SJJPA Governing Board includes elected representatives of ten Member Agencies, which include Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments, and Tulare County Association of Governments.

AB 1779 defines the composition of SJJPA, as well as requiring that the interagency transfer must result in administrative or operating cost reductions. AB 1779 also requires SJJPA to protect the existing service and facilities and seek to expand service as warranted by ridership and available revenue.

Roles and Responsibilities

On July 1, 2015, SJJPA became the primary managing entity of the San Joaquins. The SJJPA is responsible for the following:

- Oversight and management of the day-to-day San Joaquins operations, which includes entering into an operating agreement with the current contract operator, the National Railroad Passenger Corporation (Amtrak);
- Negotiating changes to the current contract or selecting another qualified operator;
- Advising the Capitol Corridor Joint Powers Authority (CCJPA) on the management and administration of the State-owned and other rolling stock (passenger cars and locomotives) assigned to the San Joaquins;
- Overseeing the dedicated feeder bus system for the San Joaquins, which is subcontracted to private bus operators through the Amtrak contract;
- Planning for future service improvements;
- Coordinating with CCJPA and Los Angeles-San Diego-San Luis Obispo (LOSSAN) JPA and the State on issues such as scheduling, connecting buses, and ticketing; and
- Marketing for the San Joaquins.

The State and Amtrak share operating responsibility for the San Joaquins with SJJPA. Under the provisions of AB 1779, the State continues to provide the funding necessary for service operations, administration, and marketing. Furthermore, Caltrans Division of Rail is responsible for the development of the California State Rail Plan; coordination and integration between the three state-supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests. The State also remains the owner of the trainsets used for the San Joaquins and Capitol Corridor Services and continues to be responsible for the procurement of new equipment for the state-supported intercity passenger rail services. Amtrak continues to serve as the operator of the San Joaquins though SJJPA is taking a larger role in fleet maintenance as discussed in Chapter 3 of this business plan.

The San Joaquin Regional Rail Commission (SJRRRC), the managing body for the ACE commuter rail service between Stockton and San Jose, was selected by the SJJPA Board to be the Managing Agency at the July 26, 2013 SJJPA Board Meeting in Fresno for an initial 3-year term (September 27, 2013 – September 27, 2016) and was later extended for an additional 3-year term (September 27, 2016 – September 27, 2019). At the November 22, 2019 SJJPA Board Meeting, the SJJPA Board approved SJRRRC as the Managing Agency for an additional 5-year term (September 27, 2019 – September 27, 2024). For continuity purposes and given the combined role of SJJPA and SJRRRC in delivering the Valley Rail Program, and the use of SJRRRC's contractor to perform maintenance and overhaul work on the State-owned intercity rail fleet, the SJJPA Board approved Amendment 3 to the agreement for a five (5) year extension at their May 17, 2024 Board meeting. Advocacy

In addition to more cost-effective administration and operations, there are many benefits to regional governance of the San Joaquins. Train riders and San Joaquin Valley residents now have a stronger voice in deciding what happens with the service, as local decision-making is more responsive and adaptive to passenger issues. SJJPA, which is made up of elected officials throughout the San Joaquins Corridor, is a strong voice in advocating for service improvements and expansions – particularly in Washington D.C. and in Sacramento. SJJPA is taking advantage of joint marketing and partnerships with local agencies throughout the San Joaquin Valley. Since SJJPA's Board Members are part of the communities in the San Joaquins Corridor, they are able to facilitate the engagement of local communities throughout the corridor to use and support the San Joaquins. Additionally, SJJPA will be increasing advocacy work at the State level and will bring additional resources to bear to champion the many capital, equipment, and service initiatives which are currently active.

Public Outreach for this Business Plan

Public outreach of the Draft 2025 SJJPA Business Plan will include briefings for key stakeholder groups, electronic outreach to the SJJPA stakeholder list, and posting a public review draft on sjjpa.com. This process is meant to engage with the public and stakeholders to provide information about this document and the opportunity for public comment.

Briefings were held during the development and will be held during the comment period of the Business Plan. These briefings provide an opportunity to engage key stakeholder groups within the corridor. Briefings will be held with the SJJPA Board, Central Valley Rail Working Group, CalSTA, Caltrans, Freight Railroads, San Joaquin Valley Rail Committee, and Amtrak. SJJPA will seek input from these and other agencies and organizations that have an interest in intercity passenger rail.

As a part of its Stakeholder Engagement Strategy, SJJPA has developed an extensive stakeholder email list that it employs to notice board meetings, service updates, and to engage stakeholders to participate in the Business Plan process. SJJPA will send electronic communications to its stakeholder list requesting public comment and provide links to the document. This process ensures those invested in intercity passenger rail are engaging with SJJPA in the San Joaquin Valley, Sacramento, and the Bay Area, and have an opportunity to provide comments to the Business Plan. Finally, SJJPA posted the Public Review Draft Business Plan to its website (sjjpa.com) on March 10, 2025, for public review of the document and was circulated to SJJPA's stakeholder list.

2025 SJJPA Business Plan Update Approval Process

This Business Plan is similar, and presented as an update to, the 2024 SJJPA Business Plan. The changes include providing current numbers for the San Joaquins operating expenses and bringing the plan up-to-date. The SJJPA Board discussed the general outline and highlighted changes planned for the 2025 Business Plan at its January 24, 2025, Board Meeting. Following the incorporation of comments from the public review period, an updated Draft Business Plan will be presented to the SJJPA Board at the March 19, 2025, Board Meeting for approval. Following approval, the Draft Business Plan will be submitted to CalSTA before April 1, 2025. A final version of the Business Plan, which includes revised operating cost estimates from Amtrak, will be presented at the May 2025, SJJPA Board Meeting. The Business Plan will be submitted to CalSTA by June 30, 2025.

2. HISTORICAL PERFORMANCE OF THE SERVICE AND ROUTE CHARACTERISTICS

Beginning with the introduction of the Amtrak national network in the early 1970s, passenger train service has been expanding in California. The State initiated, co-funded, and operated intercity rail service under the authority of Section 403(b) of the Federal Rail Passenger Services Act. Amtrak operates all three state-supported intercity rail services.

San Joaquins Intercity Rail Service (“San Joaquins”)

The San Joaquins extends 364 miles and provides direct rail service to 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Between Oakland and Bakersfield, the San Joaquins route is 315 miles long and has 13 intermediate stops. The San Joaquins route is 49 miles between Sacramento and Stockton with one additional intermediate stop. The San Joaquins has seven daily round-trip trains (five between Oakland and Bakersfield and two between Sacramento and Bakersfield). The current minimum scheduled San Joaquins running time between Oakland and Bakersfield is 6 hours and 16 minutes. Between Sacramento and Bakersfield, the San Joaquins has a minimum 5 hours and 23 minutes running time. Maximum speed for the San Joaquins is 79 mph.

In 1979-80, the San Joaquins only operated two daily round-trips between Oakland and Bakersfield and annual ridership was a little over 123,000. Ridership steadily increased over the years, reaching a peak in FY 2013/14 when it recorded over 1.2 million passengers. Though ridership was impacted by the COVID-19 pandemic similar to other passenger rail services, the San Joaquins has been steadily recovering from the pandemic with positive ridership and revenue numbers year-over-year. The San Joaquins Service is the seventh most used intercity service within the Amtrak system. Table 2.1 presents historical annual operating performance of the San Joaquins between FY 1973/74 and FY 2023-24.



Table 2.1

San Joaquins Routes Annual Operating Performance - State Fiscal Years								
State Fiscal Year	Ridership Data		Financial Data for Operations					
	Ridership	PM/TM	Revenue	Expense	Loss	State	Amtrak	Farebo x Ratio
						Calculated	Service Costs	
(F1)	(F2)	(F3)	(F4)	(F5)				
1973-74 (S1)	38,770	83.6						
1974-75	66,990	44.2						
1975-76	66,530	43.8						
1976-77	87,642	56.0						
1977-78	80,611	52.7						
1978-79	87,645	60.2						
1979-80 (S2)	123,275	63.6	\$1,174,065	\$3,975,185	\$2,801,120	\$518,206		29.5%
1980-81	159,498	55.3	\$2,224,137	\$6,940,934	\$4,716,797	\$1,360,391		32.0%
1981-82	189,479	65.3	\$3,115,710	\$7,774,029	\$4,658,319	\$2,228,585		40.1%
1982-83	186,121	62.9	\$3,342,137	\$7,991,697	\$4,649,560	\$2,490,275		41.8%
1983-84	248,275	85.3	\$4,730,431	\$8,094,789	\$3,364,358	\$2,518,066		58.4%
1984-85	269,837	94.6	\$5,210,951	\$8,641,293	\$3,430,342	\$2,802,955		60.3%
1985-86	280,798	101.1	\$5,425,329	\$8,610,554	\$3,185,225	\$2,658,895		63.0%
1986-87	304,668	106.1	\$6,084,677	\$9,179,133	\$3,094,456	\$2,929,148		66.3%
1987-88	340,573	121.1	\$7,457,686	\$9,633,659	\$2,175,973	\$2,605,572		77.4%
1988-89	370,190	133.7	\$9,527,268	\$10,968,216	\$1,440,948	\$1,887,450		86.9%
1989-90 (S3)	418,768	116.9	\$11,84,743	\$15,286,520	\$3,440,777	\$3,544,332		77.5%
1990-91	463,906	104.1	\$12,691,986	\$18,456,785	\$5,764,799	\$5,803,565		68.8%
1991-92	483,593	104.3	\$12,369,805	\$18,633,777	\$6,263,972	\$6,472,598		66.4%
1992-93 (S4)	516,113	109.6	\$12,628,496	\$22,227,149	\$9,598,653	\$10,789,651		56.8%
1993-94	558,569	94.6	\$13,894,624	\$26,678,861	\$12,784,237	\$12,335,021	\$3,937,150	52.1%
1994-95	524,680	88.8	\$12,244,668	\$25,077,153	\$12,832,485	\$12,668,018	\$3,705,069	48.8%
1995-96	526,088	86.6	\$12,477,497	\$25,386,099	\$12,908,602	\$14,483,048	\$1,360,327	49.2%
1996-97	652,544	106.1	\$13,817,681	\$34,528,165	\$20,710,484	\$16,265,387	\$5,672,236	40.0%
1997-98	702,178	118.0	\$15,230,966	\$36,517,290	\$21,286,324	\$17,190,515	\$4,493,597	41.7%
1998-99 (S5)	680,687	102.8	\$16,496,457	\$37,269,835	\$20,773,378	\$19,938,254	\$1,712,168	44.3%
1999-00	671,295	92.7	\$18,061,512	\$41,791,782	\$23,730,270	\$24,232,326	\$652,236	43.2%
2000-01	710,833	97.9	\$19,667,681	\$43,404,325	\$23,736,644	\$24,350,127	\$540,809	45.3%
2001-02 (S6)	733,152	96.9	\$20,114,693	\$46,503,548	\$26,388,855	\$26,281,035	\$396,392	43.3%
2002-03	769,708	89.9	\$20,318,564	\$50,552,529	\$30,233,965	\$29,729,650	\$504,315	40.2%
2003-04	752,227	87.2	\$22,100,796	\$50,061,460	\$27,960,664	\$27,960,664	\$89,345	44.1%
2004-05	743,245	85.1	\$22,590,880	\$49,883,689	\$27,292,809	\$27,292,809	-	45.3%
2005-06	801,242	91.1	\$25,869,979	\$55,226,742	\$29,356,763	\$29,356,763	-	46.8%
2006-07	789,641	88.8	\$26,862,994	\$61,188,078	\$34,325,084	\$34,325,084	-	43.9%
2007-08	894,346	88.2	\$28,945,651	\$65,474,253	\$36,528,602	\$36,528,602	-	44.2%
2008-09	958,946	90.0	\$30,671,510	\$68,232,766	\$37,561,256	\$37,561,256	-	45.0%
2009-10	967,437	103.7	\$32,117,615	\$62,689,957	\$30,572,342	\$30,572,342	-	51.2%
2010-11	1,032,579	112.9	\$36,571,173	\$69,578,077	\$33,006,904	\$33,006,904	-	52.6%
2011-12	1,133,654	124.0	\$40,161,170	\$74,360,735	\$34,199,565	\$34,199,565	-	55.0%
2012-13	1,195,898	127.5	\$41,415,960	\$73,685,365	\$32,269,405	\$32,269,405	-	56.2%
2013-14	1,202,624	125.8	\$41,421,102	\$79,263,729	\$37,842,627	\$37,842,627	-	52.3%
2014-15	1,181,639	123.8	\$41,020,415	\$80,023,410	\$39,002,995	\$39,002,995	-	51.3%
2015-16 (S7)	1,135,424	118.6	\$39,040,339	\$77,388,218	\$38,347,879	\$38,347,879	-	50.4%
2016-17	1,125,626	100.1	\$38,880,344	\$78,939,791	\$40,059,447	\$40,059,447	-	49.3%
2017-18	1,090,200	97.4	\$36,073,870	\$83,878,638	\$47,804,768	\$47,804,768	-	43.0%
2018-19	1,076,454	93.9	\$35,217,711	\$85,840,487	\$50,622,776	\$50,622,776	-	41.0%
2019-20	794,634	77.4	\$27,174,389	\$81,462,210	\$53,945,006	\$53,945,006	-	33.4%
2020-21	392,538	56.7	\$12,801,388	\$59,002,225	\$43,141,698	\$43,141,698	-	21.7%
2021-22	656,469	74.4	\$23,774,562	\$73,870,832	\$50,096,271	\$50,096,271	-	32.2%
2022-23	828,352	91.8	\$29,228,490	\$87,942,828	\$58,654,338	\$58,654,338	-	33.2%
2023-24	902,292	96.2	\$31,008,066	\$92,968,756	\$61,960,690	\$61,960,690	-	33.3%

Table 2.1 Notes

(S1) Service started 3/6/74 with one round-trip between Oakland and Bakersfield Data is for four months only.

(S2) State support started 10/1/79. Data is for nine months, during which time ridership totaled 93,206.

(S3) Third round-trip added 12/17/89 between Oakland and Bakersfield.

(S4) Fourth round-trip added 10/25/92 between Oakland and Bakersfield.

(S5) Fifth round-trip added 2/21/99 between Sacramento and Bakersfield.

(S6) Sixth round-trip added 3/18/02 between Sacramento and Bakersfield.

(S7) Seventh round-trip added 6/20/16 between Oakland and Bakersfield.

(F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.

(F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all trains billed on short term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Includes cost of connecting buses. Depreciation and interest (equipment capital cost) included in operating cost under solely-related cost basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.

(F3) Calculated service costs shown here may not reflect actual State contract cost. From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation and interest (equipment capital cost). For the fourth round trip, State cost was 70 percent of train operating loss plus equipment capital cost. Between October 1995 and September 1996, State cost was 100 percent of train operating loss and 60 percent of equipment capital cost. Between October 1996 and September 1997, State cost was 65 percent of train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak or other third party contractors for operating expenses, and State payment of entire net cost of all connecting bus routes.

(F4) Between State Fiscal Years 1993-94 and 2003-04, Amtrak cost is based on billings submitted and reflects cost basis and Amtrak shares as stated in notes (F2) and (F3) above. However, Amtrak does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available/ beginning in FY 2004-05, no Amtrak share is billed.

(F5) Farebox Ratio – The ratio of Operating Revenue to Operating Expense.

Amtrak operates the state-supported San Joaquins on track owned by the UPRR and the BNSF through operating agreements with the UPRR and BNSF. UPRR owns the 49 miles of track used by the San Joaquins between Stockton and Sacramento, and 39 miles between Oakland and Port Chicago, whereas the remaining 276 miles (between Port Chicago and Bakersfield) are owned by BNSF (see Table 2.2). UPRR’s track is a mix of single and two main tracks – between Oakland and Port Chicago, the service operates over 33.5 miles of double-track and 6 miles of single track, while between Sacramento and Stockton, operation is over 33 miles of single track and 16 miles of double-track in 5 sections. The BNSF line has approximately 65.7 miles of double-track divided among five segments.

Table 2.2

San Joaquins Route Ownership and Track Characteristics								
Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max Speed	Signal System
Oakland Jack London Square	7.0	Oakland 10th St.	4.2	2.8	UP	2	50	CTC
Oakland 10th St.	2.2	Martinez	31.7	29.5	UP	2	79	CTC
Martinez	34.7	Port Chicago	41.3	6.6	UP	1	79	CTC
Port Chicago	1163.5	Stockton	1120.7	42.8	BNSF	1-2	79	CTC
Sacramento	89.0	Elvas	91.8	2.8	UP	2	35	CTC
Elvas	38.8	Stockton	84.7	45.9	UP	1	60	CTC
Stockton	1120.7	Bakersfield	886.9	233.8	BNSF	1-2	79	CTC
			TOTAL	364.2				

Source: California Department of Transportation
Notes: *General Number of Mainline Tracks
Owners:
BNSF - BNSF Railway Company
UP - Union Pacific Railroad Company
Signal Systems: CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.

Assessing the ridership patterns of the San Joaquins is critical to monitoring performance and conducting effective service planning. Table 2.3 shows passenger ons/offers (i.e. boardings/alightings) at San Joaquins train stations for Federal FY 2023. These numbers include trips with a Thruway bus connection (which comprise a considerable number of the trips at Bakersfield, Stockton [San Joaquin Street], Sacramento, Hanford, Martinez, and Emeryville Stations). Table 2.4 illustrates how ons/offers can differ significantly from the true origins/destinations points of passengers by excluding ons/offers of passengers making transfers between a bus and train. While ons/offers are useful for planning station capacity and design issues, origins/destinations statistics are far more useful (and accurate) for service planning. For example, in Table 2.3, Bakersfield is shown as having the most (380,348) passenger ons/offers in FY 2024. However, about 50% of these passengers took a connecting bus between Southern California, reducing the number of passengers who actually traveled to/from Bakersfield as an origin/destination point to 112,883 (see Table 2.4). Stockton (San Joaquin Street) Station is shown as having the third highest ridership with 259,245 passengers in Table 2.3, but about 64% of these passengers took a connecting Thruway bus, reducing the number of passengers who actually traveled to/from Stockton (San Joaquin Street) Station as an origin/destination point to 93,488 (see Table 2.4, see prior note on this table). Many of those taking a Thruway bus at Stockton (San Joaquin Street) Station were actually traveling to/from Sacramento (about 48,000 passengers). For Sacramento Station, the total number of passengers (rail + Thruway bus) actually traveling to/from Sacramento was nearly 80,655 passengers. The Thruway bus station with the greatest number of riders is by far Los Angeles Union Station with over 195,000 San Joaquins passengers in FY 2019.

Table 2.3

San Joaquins Train Station Ridership Report - FY 2023* (Includes Passengers Making Thruway Bus Transfers)		
	Station	Ons/Offs (FY 23)
1	Bakersfield	380,348
2	Fresno	283,290
3	Stockton (San Joaquin St.)	259,245
4	Merced	120,527
5	Hanford	119,084
6	Emeryville	93,506
7	Modesto	92,087
8	Martinez	77,749
9	Oakland	61,705
10	Richmond	39,961
11	Sacramento	30,488
12	Antioch	29,942
13	Turlock-Denair	27,455
14	Wasco	26,396
15	Madera	24,541
16	Corcoran	18,602
17	Stockton (Downtown)	4,176
18	Lodi	2,326

Source: Amtrak, 2024
 *The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

Table 2.4

San Joaquins Train Station Ridership Report - FY 2023* (Does Not Include Passengers Making Thruway Bus Transfers)		
	Station	Ons/Offs (FY 23)
1	Fresno	145,114
2	Bakersfield	112,883
3	Stockton (San Joaquin St.)	93,488
4	Hanford	65,117
5	Merced	58,661
6	Modesto	46,820
7	Oakland	45,145
8	Martinez	43,520
9	Emeryville	37,350
10	Richmond	29,455
11	Antioch	20,714
12	Sacramento	16,228
13	Turlock-Denair	12,745
14	Madera	12,165
15	Corcoran	11,139
16	Wasco	10,102
17	Stockton (Downtown)	1,820
18	Lodi	1,219

Source: Amtrak, 2024
 *The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

Table 2.5 provides Federal FY 2024 ridership for the top San Joaquins “city pairs” (including trips that start or end on an Amtrak San Joaquins Thruway Bus stop). This data includes the true origins/destinations of riders, providing an accurate picture of ridership markets. Tables 2.3, 2.4, and 2.5 highlight the importance of incorporating Thruway Bus travelers when discussing San Joaquins ridership.

Table 2.5

San Joaquins City Pair Ridership – FY 2024 (Includes Key Train Stations and Thruway Bus Stops)	
City Pair	Ridership
Fresno – Hanford	39,845
Bakersfield – Fresno	29,536
Fresno – Sacramento	28,370
Fresno – Los Angeles (Union Station)	27,896
Fresno – Merced	17,406
Oakland – Stockton (San Joaquin St.)	16,337
Emeryville – Fresno	15,846
Los Angeles (Union Station) – Merced	14,945
Fresno – Stockton (San Joaquin St.)	14,842
Fresno – Oakland	14,687
Bakersfield – Sacramento	14,604
Fresno – San Francisco	13,907
Fresno – Modesto	13,774
Fresno – Martinez	13,456
Los Angeles (Union Station) – Sacramento	13,144
Fresno – Richmond	10,220
Los Angeles (Union Station) – Wasco	10,198
Merced – Modesto	10,090
Richmond – Stockton (San Joaquin St.)	9,963
Bakersfield – Stockton (San Joaquin St.)	9,850
Source: Amtrak, 2024	

San Joaquins Amtrak Thruway Bus Service

The extensive network of dedicated Amtrak Thruway Buses connecting with the San Joaquins to and from destinations around California and Nevada is critical to the performance of the overall service. In addition to the Thruway Bus service connections in Bakersfield, other Amtrak Thruway Bus service connections are provided at Sacramento, Stockton, Lodi, Oakland, Emeryville, Martinez, Merced, Hanford, and Fresno. Approximately 55 percent of San Joaquins passengers used an Amtrak Thruway Bus on at least one end of their trip. San Joaquins ridership to/from key Amtrak Thruway Bus stops can be found in Table 2.6.

All trains either initiating or terminating at Bakersfield are met by Amtrak Thruway Buses connecting south to Southern California. In FY 2024, over 366,705 San Joaquins passengers used an Amtrak Thruway Bus between Bakersfield and Southern California or Las Vegas, with over 55% of these passengers traveling to or from Los Angeles Union Station (over 202,000 passengers).

Table 2.6

San Joaquins Ridership at Key Thruway Bus Stops – FY 2024		
	Bus Stop	Passenger Ons/Offs
1	Los Angeles (Union Station)	202,602
2	Sacramento	154,186
3	San Francisco	41,072
4	San Jose	28,602
5	Chico	19,441
6	Riverside	14,059
7	Santa Rosa	11,311
8	San Diego	10,237
9	San Bernadino	9,401
10	Burbank	7,370
11	UCLA/Westwood	7,126
12	Pasadena	6,508
13	Eureka	5,382
14	Yosemite Valley*	4,415
15	Arcata	4,264
16	Anaheim	1,902

*Aggregate of all Yosemite Valley bus stops
 Note: The above figures are total ons (boardings) and offs (alightings) at each bus stop.
 Source: Amtrak, 2024

The Thruway Bus system extends north to Redding; east to Reno and Las Vegas, Nevada; south to Indio; and all along the California coast from Arcata to San Diego. SJJPA contracts with Amtrak for dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as part of the San Joaquins, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak’s central information and reservation system in the same manner as the trains. In 2020, as a result of the pandemic, SJJPA took action to make some significant reductions to the San Joaquins Thruway Bus network in order to create a much more cost-effective service. In September 2021, SJJPA took additional action to maintain many of these measures for the foreseeable future. These changes included: truncating Route 19 at San Bernardino (it had previously served two split lines beyond San Bernardino that terminated in Indio and in Hemet); truncating Route 1c (deleting stops at Westchester, El Segundo and Torrance) and adding a terminus stop at Santa Monica; eliminating Route 1b (and adding more Route 1 service to Los Angeles Union Station); eliminating Route 12 (between Bakersfield and the Antelope Valley); eliminating Route 34 (between Stockton and San Francisco); eliminating the McKinleyville and Rio Dell Scotia stops along Route 7 and adding a new terminus stop at Cal Poly Humboldt State University; and working with Amtrak to have Routes 10 (which was merged with what was formerly Route 9), and 18 provided by private operators with revenue-sharing interline agreements with Amtrak (which eliminate most of the annual costs to the San Joaquins for these routes). FY 2024 ridership for these routes is shown on Table 2.7. The FY 2024 Thruway bus routes and their origins/destinations are as follows:

Route 1 – Los Angeles Basin/San Diego (from Bakersfield Station): Bakersfield-Los Angeles-San Diego;

Route 1C – West Los Angeles: Bakersfield – Van Nuys – Santa Monica

Route 3 – Chico (from Stockton/Sacramento Stations): Stockton-Sacramento-Chico;

Route 3A – Chico-Redding

Note: Route 3a buses are operated by RABA – Redding Area Bus Authority

Route 6 – South Bay (from Stockton Station): Stockton-San Jose;

Route 7 – North Bay/Redwood Empire (from Martinez Station): Martinez-Vallejo-Napa-Santa Rosa-Eureka-California Polytechnic State University, Humboldt (Arcata);

Route 10 – Santa Barbara & Las Vegas (from Bakersfield Station): Las Vegas – Bakersfield - Santa Barbara;

Note: Route 10 buses are operated by an interline agreement through Amtrak.

Route 15 – Yosemite National Park (from Merced/Fresno Stations):

Route 15 – Mammoth Lakes-Yosemite National Park (Summer Only)

Route 15A – Merced-Yosemite National Park;

Route 15B – Fresno-Yosemite National Park (Summer Only)

Note: Route 15 buses are operated by YARTS - Yosemite Area Regional Transportation System.

Route 18 – Central Coast/Visalia (from Hanford Station): Visalia – Hanford – San Luis Obispo – Santa Maria

Note: Route 18 buses are operated by an interline agreement through Amtrak.

Route 19 – Inland Empire (from Bakersfield Station): Bakersfield – Pasadena – San Bernardino

Route 20 – Reno/South Lake Tahoe (from Sacramento Station):

Route 20A – Sierra Foothills/High Sierra, Sacramento-Auburn/Reno/Sparks;

Route 20C – Lake Tahoe, Sacramento-South Lake Tahoe/Stateline;

Note: Route 20 buses are operated by El Dorado Transit

Route 35 – Santa Cruz (from San Jose Station): San Jose-Santa Cruz (buses operated by Santa Cruz Metropolitan Transit District).

Note: Route 6 connects passengers to Route 35 via Stockton to San Jose Station;

Route 40 – San Jose (from Merced): Merced-Los Banos-Gilroy-San Jose (expected to start fall 2025);

Route 56 –Stockton (from San Jose Station): San Jose - Stockton (Note: three one-way trips, Monday-Friday via the Altamont Corridor Express train);

Route 99 – San Francisco (from Emeryville Station): Emeryville-San Francisco.

Table 2.7

San Joaquins Thruway Bus Route Ridership - FY 2024		
Thruway Bus Route		Ridership
Route 1*	(Fresno - Bakersfield - Los Angeles – Santa Ana - San Diego)	259,236
Route 1C	(Bakersfield – Van Nuys – Santa Monica)	32,626
Route 3	(Stockton - Sacramento - Redding)	154,244
Route 6	(Stockton - San Jose)	28,549
Route 7	(Martinez - Napa - Santa Rosa - Eureka – Cal Poly Humboldt/Arcata)	42,329
Route 10	(Las Vegas - Bakersfield - Oxnard - Santa Barbara)	32,509
Route 15A/15B	(Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley)	5,295
Route 18	(Visalia - Hanford - San Luis Obispo - Santa Maria)	12,407
Route 19	(Bakersfield - Riverside-San Bernardino)	42,614
Route 56	(San Jose - Stockton)	8,575
Route 99	(Emeryville - San Francisco)	39,735
Total Ridership		625,493

Source: Amtrak, 2024

Notes: The above figures are total ons/off (boardings/alightings) for each bus route, and includes ridership for both directions. Additionally, for shared Thruway bus routes, riders transferring to/from the Capitol Corridor and Pacific Surfliner trains are included in the ridership figures.

* Route 1 is made up of two sub-routes (1and 1C) which serve locations within the Los Angeles Basin and the Greater Southern California region.

3. EXISTING TRAINSETS, NEW EQUIPMENT, AND MAINTENANCE

Caltrans, in partnership with the Federal Railroad Administration and States for Passenger Rail Coalition, is working to provide new rail equipment to not only meet increased demand from growth on existing services, but also for planned service expansions on the three State-supported services. With the Siemens Charger Locomotive order complete, Caltrans continues accepting delivery of Siemens Single-Level Venture Passenger Rail Cars for the San Joaquin Corridor in the Northern California Fleet.

The current San Joaquins fleet consists of a mix of locomotive types and train cars. The State of California owns or leases all locomotives and train cars utilized by the San Joaquins.

With the addition of the Siemens Venture Cars and with ridership recovery progressing on the San Joaquins, SJJPA intends to reintroduce the 7th daily round-trip, restoring service to pre-pandemic levels for the coming year. This service restoration is not considered the start of any new/expanded service, but reintroducing the service on a new optimized schedule including Thruway Bus connections to the Pacific Surfliner service and adjustments to improve scheduling for the Sacramento market will require delivery and deployment of new Venture Car trainsets. SJJPA will proceed to approve and implement a schedule change to move the San Joaquin Corridor onto the new, optimized schedule pattern for the 7th Round-Trip and activate the two trains needed to restore the 7th Round-Trip when equipment is available

Existing Equipment

The San Joaquins and Capitol Corridor currently share a combined fleet of 14 F59 PHI Locomotives, 10 Charger Locomotives, and 78 bi-level passenger coaches and cab cars. The San Joaquins also utilizes 8 State-owned Comet Car coaches, as well as 30 Venture Cars and 2 F40 Cabbage cars (which the State leases from Amtrak). Comet cars are being phased out as Venture cars are deployed in revenue service. Venture cars are exclusively used on the San Joaquins corridor. The equipment identified above is referred to as the Northern California Fleet.

California Cars (Bi-Level Vehicles)

Historically, the San Joaquins primarily utilized bi-level California Cars. With the introduction of Venture cars, San Joaquins will primarily utilize single level vehicles in the future. The bi-level equipment was purchased by the State in the 1990's for use on the three California Intercity Passenger Rail Corridors. The Northern California bi-level fleet is shared between the San Joaquins and Capitol Corridor services to allow for maximum flexibility in seating capacity.

An essential feature of the bi-level coaches as well as the Venture cars is the ability for doors to be operated remotely on either side of the train from a single point of control. This feature allows the operator to maximize passenger flow in boarding and alighting operations and thereby minimizing station dwell time.

Comet Cars (Legacy Single-Level Vehicles)

The San Joaquins currently utilize one (1) Comet Car per trainset to meet BNSF's minimum axle count of 28 axles per train as required to mitigate the loss of shunt issues on the BNSF railroad, with one (1) Comet Car trainset available for use in an emergency. The Comet Cars are being removed from service as the new State-Owned Venture Car sets are introduced and put into revenue service. The removal of the Comet Cars from service in Northern California will allow the vehicles to be reallocated to Southern California for potential use on the LOSSAN Corridor.

Siemens Charger Locomotives

Caltrans procured 24 new Siemens Tier IV Charger diesel-electric locomotives, 10 of which were delivered for use in the Northern California Fleet. The 10 locomotives are shared between the San Joaquins and Capitol Corridor

trains. The Charger Locomotives meet EPA Tier IV emission standards and are capable of operating at 125 mph in revenue service. These locomotives replaced P42 locomotives which were being leased from Amtrak. The remaining 14 Charger Locomotives are in revenue service on the LOSSAN Corridor in Southern California.

EMD F59PHI Diesel Locomotives

Caltrans owns 15 EMD F59PHI Diesel locomotives shared between CCJPA and SJJPA corridors. These locomotives are critical to the operation as they are the only locomotives capable of operating the San Joaquins corridor in high temperatures during summer months. The current state of the F59 fleet is very concerning as they are far beyond their prescribed overhauls causing major in-service failures and very high repair expenses due to the catastrophic nature of failures experienced in recent years.

New Equipment

Siemens Single-Level Passenger (Venture) Rail Cars

Caltrans in agreement with Sumitomo Corporation of Americas (SCOA) will provide 49 single-level rail cars for use on the San Joaquins Corridor in Northern California. Siemens Mobility, Inc. (Siemens) is the car builder of this contract. Delivery of these new cars began in March 2020 with the balance of the cars scheduled to be delivered in 2026. The structure and design of these new rail cars is based on the passenger cars being used on the Brightline Service, which runs between West Palm Beach and Miami in Florida. San Joaquins Venture Cars trainsets consist of 6 cars each.

The first Venture Car train set went into revenue service in December 2023, with the 4th set anticipated to enter revenue service in mid-2025. The final Venture Cars will be delivered in early 2026, enabling all seven (7) trainsets to be available for revenue service in mid-2026.

Stadler Rail - H2 Flirt (Zero Emission Multiple-Unit (ZEMU))

Caltrans entered into an agreement with Stadler Rail USA to procure Ten 4-car H2 Flirt trainsets to be utilized initially on the San Joaquins and then introduced onto various Passenger Rail Corridors in the State, These trainsets will be powered by hydrogen fuel-cell technology, which allows for zero emission operation. The H2 Flirt's are scheduled to be completed and ready for testing in late 2027 and anticipated to be ready for revenue service in 2029. SJJPA staff is providing technical support to Caltrans during the development of the vehicle design, testing, commission and acceptance of the Vehicles.

Accessibility of Equipment

While the mix of fleet deployed on the San Joaquins requires unique approaches to each trainset type, no person shall be denied access on the basis of physical ability. Accessibility features for bi-level coaches include onboard wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each passenger coach.

Prior to the Covid-19 Pandemic, the State had deployed Comet Car trainsets on the San Joaquins. Since the Comet Car trainsets have high-floors and do not have onboard wheelchair lifts, hand-cranked mobile wheelchair lifts are currently utilized to provide accessibility at all San Joaquins stations. Each single-level Comet Car coach has one wheelchair-accessible lavatory. Currently, the Comet Cars are deployed into service on the lowest ridership trains and will be phased out as Venture cars are deployed into revenue service. As with the Comet cars, the new single-level Siemens passenger rail cars have high-floors and currently utilize the hand-cranked mobile wheelchair lifts. However, SJJPA is currently working with the State and its consultants to explore more efficient ways to provide accessibility than the hand-cranked mobile wheelchair lifts. SJJPA and Caltrans are working together to construct temporary mini-high platforms at the existing stations to allow for level boarding on Venture Cars. Caltrans is working on the design of the portable bridge plate that will be stored on the cars. In

addition, Siemens is working on the car-borne lift to test on one of the Venture Cars, with both solutions accommodating level-boarding. Further planning will need to be undertaken to ensure that single-level rail cars are integrated effectively into the Northern California Fleet.

Passenger Information Displays and Wi-Fi

Currently, each passenger coach is equipped with electronic passenger information displays (PIDS) that provide the train number and destination, plus other public information. To ensure fast, reliable Wi-Fi service, the CCJPA is leading, and is responsible for, upgrading the system on the Northern California fleet, with all vehicles being upgraded, including Venture Cars.

Renewable Diesel Implementation

In coordination with Caltrans and CCJPA, SJJPA is helping meet California's Greenhouse Gas (GHG) emission reduction goals with renewable diesel being used exclusively in all the locomotives of the Northern California Fleet since May 2023.

SJJPA is also committed to utilizing renewable diesel in the bus fleets used to run the extensive San Joaquins Thruway Bus system. SJJPA has directed Amtrak to require use of renewable diesel in all future contracts with bus operators and renewable diesel has already been deployed on all routes.

Maintenance and Renovation

Caltrans, SJJPA, CCJPA, and Amtrak have been working on transitioning maintenance of the State-owned Northern California Passenger Rail Equipment fleet to SJJPA, with numerous agreements required to facilitate the transition over the last two years. Staff is also negotiating agreements with Union Pacific Railroad (UPRR) and Caltrain to allow for turnaround services to continue at the outlying locations for both the San Joaquins and Capitol Corridor services. The transition is scheduled to be completed prior to July 1, 2025.

The transition of maintenance responsibilities of the State-Owned Northern California Passenger Rail Fleet, consisting of 86 passenger rail cars, 24 locomotives, and 2 Non-Powered Control Units (NPCUs), allows Caltrans, SJJPA and CCJPA to implement a more proactive maintenance program for the State-owned passenger rail fleet in Northern California. This initiative covers both passenger cars and locomotives, aiming to enhance progressive maintenance, cleaning standards, equipment reliability and effective asset utilization, and uses the same model as the Venture Cars with the Authority assuming oversight. The San Joaquin Regional Rail Commission, as SJJPA's Managing Agency, will provide the oversight to complete work on behalf of Caltrans, utilizing staff and existing third-party agreements as necessary under the previously approved Rail Maintenance Services Agreement. Much of the maintenance work and cleaning will be completed at the Oakland Maintenance Facility (OMF) with the equipment being rotated to the Stockton RMF only as needed.

With the introduction of the State-Owned Venture Cars, Caltrans entered into an agreement with SJJPA to perform all maintenance activities of these vehicles on behalf of the State. This includes conditional acceptance activities at the SJRRC Rail Maintenance Facility (Stockton RMF), and as the Venture Cars enter into revenue service. The daily inspections, cleaning, and maintenance of the vehicles will be completed in Oakland, Bakersfield, and Sacramento, while all federally required inspections and heavy maintenance will be completed at the Stockton RMF. SJJPA will continue their management and oversight of Amtrak for the train operation portion of the Service.

Additionally, in 2023, Caltrans entered into an agreement with SJJPA on a Truck Overhaul Program for the 88 State owned Bi-level Passenger Rail vehicles, with work being done at the Stockton RMF. This program will overhaul the trucks, diaphragms, and coupler systems of the State-Owned vehicles.

Caltrans, Amtrak, SJJPA, and CCJPA have created a program for identifying overhaul projects to the existing fleet that will result in improved performance and reliability. For example, a midlife overhaul project on the existing State-owned fleet of F59 Locomotives is anticipated to be advertised in the Summer 2025.

Caltrans recent procurement of ZEMUs for operation on the Valley Rail Project, between Stockton and Natomas and ultimately between Merced and Natomas, requires further modification to the Stockton RMF to accommodate the hydrogen technology of the vehicles. In particular, ZEMUs often require overhead maintenance work due to vehicle designs accommodating hydrogen technologies, in contrast to work currently performed underneath existing equipment at the Stockton RMF. The engineering and development of facility modifications to the Stockton RMF is contingent on funding and direction from the State of California.

4. OPERATING PLAN AND STRATEGIES

SJJPA is in the process of a significant optimization and expansion effort of the San Joaquins Service. SJJPA is pursuing a significant increase in the frequency of the San Joaquins between Sacramento and the San Joaquin Valley. This aggressive program (the details of the Valley Rail Program is mentioned in Chapter 5) is needed to serve existing market demand (to capture a larger share of the business and leisure travel market to/from Sacramento) and to enable the San Joaquins to provide better connectivity to the HSR infrastructure under construction in the San Joaquin Valley. The most immediate priority for the expansion of service is the implementation of the 8th and 9th Daily round-trips. Details about capital improvements associated with the 8th and 9th Daily round-trips can be found in Chapter 5, along with information on the joint SJJPA/San Joaquin Regional Rail Commission (SJRRRC) 2018 Transit and Intercity Rail Capital Program (TIRCP) Valley Rail grant application, which was successful in funding this expansion of service.

SJJPA introduced a new schedule in Spring 2019 which returned the San Joaquins to full-corridor service for 7 daily round-trips and initiated a “slotted” schedule and distributed pad-time for improved on-time performance. In terms of optimizing operations, the slotted schedule SJJPA developed for Spring 2019 is based on a bi-hourly pulse system, providing statewide connectivity and consistent service frequency throughout the day. The pulse approach not only allows for improved service but is also more effective operationally and makes better use of infrastructure investments. The schedule results in a fixed interval between trains, and symmetrical northbound and southbound operations that reduce the number of locations needed for passenger-on-passenger train meets. BNSF simulations show high on-time performance with this schedule.

Due to the COVID-19 pandemic, San Joaquins service was reduced from 7 daily round-trips to 4 daily round-trips. As of October 22, 2021, the San Joaquins has been operating 6 daily round-trips. The 7th daily round-trip is anticipated to be reintroduced in 2025. The reintroduction of the 7th round-trip is a restoration of pre-pandemic service levels and not considered start of new/expanded service – the restored 7th round-trip will adjust the bi-hourly pulse to optimize Thruway Bus (Route 1) connections to the Pacific Surfliner service based on the spring 2025 service change implemented by LOSSAN, improve the scheduling of Sacramento trains, and seek to minimize chronic freight conflicts impacting the morning southbound departure from Sacramento. SJJPA's previous plans for increased service speeds and reductions in operating time remain on hold while the service builds back ridership and revenue. SJJPA will continue to advance efforts to improve on-time performance once the 7th round-trip service is restored. Full implementation of the 7th Round-Trip will require delivery and deployment of new Venture Car trainsets as described in the equipment sections of the Annual Business Plan.

To enhance the current service of the San Joaquins, SJJPA is committed to working with CalSTA, Caltrans, CCJPA, LOSSAN, San Joaquin Regional Rail Commission, Amtrak, BNSF, UPRR, and regional and local transit providers to improve connections to local/regional transit service to trains and connecting bus service along the San Joaquins Corridor. To help achieve this, SJJPA will coordinate through the San Joaquin Valley Regional Policy Council Rail & Transit Working Group to initiate the San Joaquin Valley Network Integration Study and TOD Action Plan (funded through a Sustainable Transportation Planning grant awarded by Caltrans in 2024), which aims to assist in coordinating improved communications and connectivity. SJJPA will also work to optimize the San Joaquins Thruway Bus services by implementing the provisions of SB 742 (Allen), adjusting routes to promote higher ridership and be more cost-effective, and pursuing partnerships with public and private bus operators to reduce operating expenses and increase ticket revenue – SJJPA has scoped and will complete a Thruway Network Optimization Study in 2025, which will be coordinated with Caltrans Division of Rail staff to ensure alignment with statewide intercity bus network planning.

The CHSRA's 2024 Business Plan anticipates HSR operations beginning on the Merced-Bakersfield HSR EOS by 2030 - 2033. SJJPA is working with CHSRA, CalSTA, Caltrans, and SJRRRC to ensure that improvements and service expansions for the San Joaquins and ACE services integrate with initial HSR service in the San Joaquin Valley, as well as HSR service extensions beyond the San Joaquin Valley. SJJPA is also working in partnership with CHSRA and CalSTA towards the goal of SJJPA being the operating agency for the Merced-Bakersfield HSR EOS.

FY 2024/25 and FY 2025/26 Operating Plan

The FY 2025/26 and FY 2026/27 operating plan for San Joaquins includes the return of full-corridor service for seven daily round-trips.

Service Pattern in FY 2025/26 and FY 2026/27

Northbound Trains:

Bakersfield – Sacramento: 2 daily trains

Bakersfield – Oakland: 5 daily trains

Southbound Trains:

Sacramento – Bakersfield: 2 daily trains

Oakland – Bakersfield: 5 daily trains

Operating Plans Beyond FY 2026/2027

Commencement of the 8th and 9th Daily Round-Trips

Beyond FY 2026/27, SJJPA plans to launch the 8th and 9th Daily Round-Trips. This expansion of service will increase the total number of daily round-trip trains serving Sacramento from two to four (while maintaining five daily round-trips to the Bay Area). Both of the round-trips serving Sacramento are expected to initially originate/terminate at the San Joaquin Street Station in Stockton and will serve as connecting trains (with a timed transfer) for passengers traveling on San Joaquin Valley – Bay Area trains. SJJPA plans to extend the 8th and 9th Round-Trips to Merced when operations on the High-Speed Rail Early Operating Segment is initiated – implementation of these roundtrips is dependent on completion of double platform projects at Modesto and Turlock-Denair by Caltrans. Ongoing coordination between SJJPA and Caltrans is needed to monitor the funding plan and schedule for delivery of these projects.

Between Sacramento and Stockton, two of the four daily round-trips will utilize the UPRR Fresno Subdivision (which the San Joaquins currently use for service to the Sacramento Valley Station), while the other two will utilize the UPRR Sacramento Subdivision, a corridor currently not used by passenger rail services. While the Sacramento Subdivision does not connect to the Sacramento Valley Station, it does allow for the San Joaquins to provide service to six planned new stations, including four in Sacramento (Natomas, Old North Sacramento, Midtown, and City College), as well as in Elk Grove and Lodi. A shuttle serving the Natomas Station will also meet each San Joaquins train to provide a convenient connection to the Sacramento International Airport .

SJJPA long-range operating plans center on seeking capital and operational funding to greatly increase the frequency of San Joaquins trains between Sacramento and Merced, while maintaining adequate service levels to locations in the Bay Area. With these frequencies, the San Joaquins will be well-positioned to provide robust feeder service to future high-speed rail service between Sacramento and Merced, while truly transforming travel options between Sacramento and the San Joaquin Valley. SJJPA is also planning for expanding service north of the Sacramento Region.

Rail Operating Strategies

The San Joaquins have great potential for increased ridership, revenue, service coordination, and performance. SJJPA has implemented a number of strategies to improve the San Joaquins. Some of the strategies listed are being pursued with little or no additional resources.

Increasing On Time Performance (OTP)

SJJPA recognizes that on-time performance (OTP) is a cornerstone of reliable rail service and a key driver for attracting ridership, especially among business travelers. Through close collaboration with Amtrak, BNSF Railway, Union Pacific Railroad, and DB Engineering and Consulting, we continue to implement strategies to enhance punctuality and ensure a dependable experience for our passengers.

In FY 2022, OTP faced challenges due to third-party impacts such as trespasser interference and BNSF-managed maintenance activities, resulting in a decline to 76.3%. The following year, FY 2023, saw further challenges with unprecedented rainfall and runoff causing flooding and the reappearance of Tulare Lake along the Wasco-Corcoran route segment. This necessitated major track repairs by BNSF, reducing OTP to 64.5% for the year. Recovery efforts were swift, with repairs largely completed by early August 2023, leading to steady improvements. By December 2023, OTP reached 80% for the month, climbing to 84% for January 2024. These gains continued into FY 2024, with OTP improving to 74.2% for the year, reflecting our ongoing commitment to operational excellence.

To sustain this progress, SJJPA remains proactive in addressing challenges. Our strategies include regular conference calls with host railroads, Amtrak, and Caltrans to analyze delay causes, identify solutions, and prevent future disruptions. Looking ahead, SJJPA is committed to continuing to improve OTP, recognizing its critical role in supporting ridership growth and the economic vitality of the regions we serve.

Specific strategies for improving OTP include:

- Deployed a slotted/pulsed schedule with pad-time distributed throughout the route in coordination with CalSTA, Caltrans, Amtrak, BNSF and UPRR. SJJPA expects improvements to the pulse schedule pattern to be implemented with restoration of the 7th round-trip.
- Coordinating with the host railroads to bring dispatchers out to tour the San Joaquins Corridor and ride the trains to develop an understanding of the territory being dispatched.
- Working with the host railroads and Amtrak to identify capital and/or system improvements to improve on-time performance.
- Working with Host Railroads to develop strategies and incentives that will lead to improved OTP, including providing additional incentive-based access payments between SJJPA and the host railroads similar to what has proven to be extremely successful with the Capitol Corridor over many years.

Table 4.1

On-Time Performance of the San Joaquins (Based on Federal Fiscal Year)	
FY 2012	88.1%
FY 2013	77.7%
FY 2014	75.4%
FY 2015	73.6%
FY 2016	84.0%
FY 2017	76.6%
FY 2018	76.9%
FY 2019	66.9%
FY 2020	83.0%
FY 2021	84.6%
FY 2022	76.2%
FY 2023	64.5%
FY 2024	74.2%
Source: Amtrak, 2024	

Other Rail Service Coordination Strategies

- SJJPA will continue to evaluate existing train and connecting bus schedules and determine if there are potential changes which could improve ridership, revenue, and cost effectiveness. Schedule adjustments have the potential to improve the San Joaquins performance without additional resources.
- Assess operational impacts and potential schedule changes from the implementation of planned and potential new stations along the existing San Joaquins Route, including Oakley, and Madera.
- Represent the San Joaquins at quarterly Capital Improvement Team (CIT) meetings with the Union Pacific Railroad (UPRR). Operational issues encountered over the prior month and any upcoming capital and system projects that could affect train performance are discussed at these meetings.
- Participate in quarterly CIT meetings with the BNSF to discuss operational issues encountered over prior months and any upcoming capital and system projects that could affect train performance.
- Work with the Capitol Corridor JPA, LOSSAN JPA, and Caltrans to provide improved connections to the Capitol Corridor and Pacific Surfliner, including initiation of coordination activities necessary to plan for bus connections to the Pacific Surfliner at Newhall on the Antelope Valley line
- In Coordination with SJJPA and CCJPA, Caltrans completed a Project Study Report for a planned turn-around track improvement to enable either CCJPA or SJJPA trains to be turned at Martinez, providing operating flexibility to optimize capacity in the corridor between Martinez and Oakland. In 2025, SJJPA will continue to work with Caltrans and CCJPA to further advance an operating plan, funding plan, and timeline for implementation of the project.
- Coordinate with Caltrans to develop a Service Development Plan for the San Joaquin Corridor and planned extensions meeting State and Federal requirements for the Federal Railroad Administration Corridor Identification and Development Program (see Chapter 5).
- Continue regular coordination between SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority that was re-established in early 2025 on service planning, infrastructure development, and equipment interoperability for services in a universal passenger rail corridor over the Altamont Pass being developed as part of the Valley Link project.
- Historically, the Amtrak San Joaquins service has provided two scheduled stops to Allensworth State Park for two of their highly attended events, Juneteenth on the second Saturday in June and Rededication on the second Saturday in October. To account for passengers traveling from the Bay Area, train 710 has operated on an adjusted schedule. Additionally, limited train stops have been coordinated to support Black History Month. Groups of 15 passengers or more have also been permitted to book travel to Allensworth any time of the year through Group Travel and Kids 'n' Trains program.

Thruway Bus Operating Strategies

Thruway Bus service is a key component of San Joaquins operations, providing important connections to transit systems and tourist destinations, such as Yosemite, San Francisco, and Southern California. Additionally, many routes operate through rural communities, offering corridor-wide connections to San Joaquins trains. However, Thruway Bus service was restricted to ticketed Amtrak train passengers which results in underutilization of bus capacity and high operating costs. Opening key segments of Thruway Bus service to non-rail passengers could reduce operating expenses, increase ticket revenue, increase public and environmental benefits, and complement/augment local and regional bus services.

To accomplish this, SJJPA successfully worked with Senator Allen, RailPAC, Central Valley Rail Working Group, and San Joaquin Valley Regional Planning Agencies' Directors' Committee on getting legislation (SB 742) passed and signed by the Governor that enables bus-only tickets to be sold on state-supported Thruway Bus services. SJJPA is working in coordination with private intercity bus providers and public local and regional bus providers to implement the provisions of SB 742. SJJPA is also pursuing partnerships with public and private operators that

would allow San Joaquins passengers to utilize intercity bus services of other agencies/companies, while allowing non-Amtrak passengers to utilize the same services. By increasing the load factor on connecting bus services (i.e. the number of seats filled on each bus), SJJPA anticipates a significant reduction in operating expenses and higher ticket revenue. As required by SB 742, SJJPA submitted a “Report to the Legislature” on December 27, 2022, regarding the progress of the implementation of the provisions of this bill and its impacts on private intercity bus carriers which is available on the SJJPA website.

Partnership with the Shasta Regional Transportation Agency on the “North State Intercity Bus System”

Shasta Regional Transportation Agency (SRTA) is planning a new express bus service (Salmon Runner) between Redding and Sacramento as part of the proposed North State Intercity Bus System. To fund the necessary capital investments (including several electric buses), SRTA received a TIRCP award in 2018. SJJPA, SRTA, and the Redding Area Bus Authority (RABA), have formed a partnership that would allow San Joaquins passengers currently traveling on Amtrak Thruway Buses from Sacramento to Red Bluff or Redding to utilize the new Salmon Runner service instead, which will provide much faster travel times between Sacramento and Redding as the new line would run along I-5 corridor rather than the more circuitous SR 99 corridor..

As a first step to this express service, SJJPA entered-into an MOU with RABA in 2024 as the local transit operator to implement an interim service before the express route is operational. This interim service allows for the planned service change for Route 3 at Chico to occur, with the RABA service continuing north to Red Bluff and Redding, and with the benefit to RABA of proving longer distance service as viable for their operations. The MOU between the two agencies outlines the parameters of SJJPA's financial support, while ensuring San Joaquins passengers have seamless access/ticketing on the new RABA-run interim service and the future Salmon Runner service. SRTA initiated a bus-rail study in 2024 that will revisit and update implementation planning for the Interstate 5 express bus service between Redding and Sacramento, which may require procurement of additional motor coaches, along with close coordination to ensure that RABA is ready to operate the service. SJJPA continues to plan for the Salmon Runner service to be implemented within the next 1-2 years.

Potential Partnerships with North Coast Stakeholders to Optimize Thruway Bus and Other Bus Services

Stakeholders in Marin and Sonoma Counties and farther north along the North Coast have expressed a strong interest in optimizing the Thruway Bus service (Route 7) that currently operates between Arcata and Martinez. SJJPA has engaged in initial discussions with representatives in various cities, State Senator McGuire's office, and officials from Sonoma-Marin Area Rail Transit (SMART) on developing strategies for improving utilization of the existing Thruway Bus service and to provide connecting Thruway Bus service to SMART trains. In 2023, SJJPA, Greyhound, local/regional agencies and other interested stakeholders along the corridor completed work on a Caltrans led study for service integration and improvement along the North Coast (Route 7 Corridor) to increase the usefulness of intercity bus services and other connecting bus services in the North Coast Corridor. Based on the findings of this effort, SJJPA took action to open all bus stop pairs along Route 7 for bus-only ticketing.

Throughout 2024, SJJPA coordinated with stakeholders in Solano and Humboldt Counties to modify service in low-ridership stops in Leggett and Laytonville, and eliminated the Great America stop in American Canyon. On September 20, 2024, the SJJPA Board voted to approve those changes that were made to help make Route 7 trips to Eureka faster and facilitate transfers with the Humboldt Transit Authority North State Express at Ukiah. In late 2024, SJJPA started engaging with transit partners to better coordinate local, regional, and statewide travel through Marin and Sonoma Counties. Through the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS), transit service should be streamlined to connect Bay Area riders to SMART trains and other local and regional partners.

In 2025, SJJPA will work to enhance transit access and integration by collaborating with Sonoma and Marin transit agencies through MASCOTS, as well as working with Caltrans and local and regional agencies along Route 7 to improve service and strengthen connectivity with other transit networks.

Implementation of SB 742 Provisions

SB 742 (Allen) was signed by Governor Newsom on October 8, 2019, and its provisions became law on January 1, 2020. The implementation of SB 742 needs to be phased in over time. SJJPA approved bus-only ticketing for Routes 10 (Bakersfield-Oxnard-Santa Barbara) and Route 12 (Bakersfield-Lancaster-Victorville) at the January 24, 2020 SJJPA Board Meeting and Route 1c (Bakersfield – West Los Angeles), Route 19 (Bakersfield – Inland Empire) and Route 40 (new route between Merced and San Jose) at the March 27, 2020 SJJPA Board Meeting. As specified in SB 742, before offering bus-only tickets on Thruway bus routes, SJJPA consults with and considers local and regional public transit operators to determine if a local or regional public transit operator can provide the planned service and attempt to avoid conflicts with existing public transit services. SJJPA also makes a good faith effort to coordinate with private motor carrier services to provide timely connections with intercity rail services, including agreements to fund modifications or expansions of existing motor carrier services to better coordinate with existing services. The implementation of SB 742 is expected to enhance existing intercity private bus services and to avoid damage to these services if possible. SJJPA's efforts to implement SB 742 are documented, presented, and available for public comment at applicable SJJPA Board Meetings.

Due to the COVID-19 pandemic, implementation of SB 742 was put on hold as to reserve seating capacity for train passengers while overall seating capacity was reduced on both trains and thruway buses at 50% of normal capacity. SJJPA continued with implementation of SB 742 in late 2021, after restrictions on seating capacity had been lifted and ridership was increasing. At the September 24, 2021, SJJPA Board Meeting, SJJPA took action to provide bus-only ticketing to the new Route 1c terminus stop at Santa Monica, and received a report from staff on the status of SB 742 implementation. Bus-only ticketing was made available on most routes by December 2021 (1c, 7, 9, 10, 15, 16, 19, and 40). At the November 19, 2021, SJJPA Board Meeting bus-only ticketing was approved for Route 7 (Martinez – Santa Rosa – Arcata) for bus-pairs not served by Greyhound, and subsequently for all bus-pairs along Route 7 at the July 21, 2023 SJJPA Board Meeting. At the January 26, 2024 SJJPA Board Meeting, Route 3 stops were opened for all Redding and Red Bluff bus-pairs upon RABA implementing their operations of the route between Chico and Redding. Staff will continue work to open all bus-pairs for Routes 3 and 6. Route 3 in particular will remain a priority to open all bus stop pairs for bus-only ticketing regardless of the future operator. Approval for Route 1 is expected to be sought at future SJJPA Board Meetings, but this may occur after the focused work with RABA and SRTA for express service along the I-5 corridor.

Thruway Bus Changes to Create a More Cost-Effective Network

As highlighted in Chapter 2, based on detailed analysis provided by staff, SJJPA took action to make some significant changes to the San Joaquins Thruway bus network in order to create a much more cost-effective network at the May 29, 2020, Board Meeting during most severe effects of the pandemic. Pre-pandemic data from Amtrak showed that several of the San Joaquins Thruway Bus routes were not meeting the state's standards for cost-effectiveness even prior to the pandemic. On September 24, 2021, SJJPA took additional action to maintain many of these measures for the foreseeable future in order to promote a more viable Thruway Bus Network. These changes save the state millions of dollars annually:

- Truncating Route 19 at San Bernardino
- Truncating Route 1c and adding a new terminus stop at Santa Monica
- Not running Route 1b (between Los Angeles Union Station and San Pedro), Route 12 (between Bakersfield and the Antelope Valley); and Route 34 (between Stockton and San Francisco)
- Eliminating the McKinleyville and Rio Dell Scotia stops along Route 7 and adding a new terminus stop at Humboldt State University in Arcata
- Having Routes 10 (Bakersfield to Santa Barbara), Route 9 (Bakersfield – Las Vegas), and Route 18 (Visalia – Hanford – San Luis Obispo – Santa Maria) be provided by private operators with interline agreements with Amtrak. These interline agreements eliminate much of the annual costs to the San Joaquins for these routes since they are based on revenue-sharing to subsidize the service rather than annual fees paid by the state. Operational costs are shifted to the bus vendor in exchange for a portion of the bus revenues generated from these routes

SJJPA intends to initiate connecting Thruway bus improvements tied to restoration of the 7th round-trip in FY 2025/26. Longer-term optimization of the Thruway bus network operated by SJJPA will be identified in the Thruway Bus Network Optimization Plan to be completed in coordination with Caltrans in this timeframe.

Coordination of Operations with Future High-Speed Rail Service

Recognizing the complimentary nature of the San Joaquins and the future high-speed rail system, a Joint Policy Statement was adopted by CHSRA, SJJPA, and Caltrans in 2013 that ensures cooperation and input of local communities on all decisions related to any changes in the San Joaquins and consistent planning between these agencies. As required by the enabling legislation for SJJPA, this 2025/26 SJJPA Business Plan Update is consistent with the 2024 California State Rail Plan (DCSRP) and the CHSRA's 2024 Business Plan.

With California's phased approach to implementing the State's high-speed rail (HSR) project, conventional rail services are particularly critical to the success of the interim service of the proposed HSR system. The San Joaquins (including the Thruway Buses), with its desirable rail connectivity to the Bay Area, Sacramento, and the northern San Joaquin Valley, provides strong support for the proposed HSR Early Operating Segment (EOS), which would run from Merced to Bakersfield. With well over \$30 billion being invested in the California HSR project between Merced and Bakersfield, the improvement and expansion of the San Joaquins as a feeder network should be a very high priority for SJJPA, California High-Speed Rail Authority (CHSRA), the State, the regions, and the FRA, in consultation with the BNSF and UPRR.

SJJPA, along with CalSTA, Caltrans, and the Central Valley Rail Working Group worked cooperatively on the CHSRA's "Merced to Sacramento Connected Corridors North Study." The purpose of this study was to identify elements of an integrated investment program that aligns the goals of rail-planning efforts by SJJPA and the region more closely with the phased implementation of the High-Speed Rail (HSR) program. By collaborating to align regional goals, better passenger rail service can be delivered to the Northern San Joaquin Valley Region, from Merced to Sacramento, than would not be possible with uncoordinated efforts. The Study concluded that an incremental and well-coordinated approach to service expansion and capital investment leading to full HSR deployment will allow the region to achieve better, faster, and more-frequent service, sooner than would occur if each agency pursued their interests independently. The Connected Corridors North Study and CHSRA's coordination with SJJPA resulted in an approach for phased regional investment which is fully consistent with SJJPA's planning for service improvements. This collaborative effort enabled CHSRA to strongly support the joint SJJPA/SJRRC 2018 TIRCP application for providing additional passenger service to Sacramento which will serve as a complementary "feeder" service to HSR and is an important first step towards bringing direct HSR service to Sacramento.

SJJPA strongly supports Governor Newsom's and CHSRA's proposed Merced-Bakersfield HSR EOS with intermediate stops at Fresno, Madera, and Kings/Tulare. SJJPA has been working with SJRRC, CHSRA, Caltrans, CalSTA, and the CHSRA's Early Train Operator (ETO) on planning for integrating the San Joaquins and ACE services with the Merced-Bakersfield HSR EOS. Both the San Joaquins and ACE rail services would directly connect with HSR services at a multi-modal station in downtown Merced. For the San Joaquins, this will require a new track connection between the BNSF and UPRR mainlines known as the Merced Intermodal Track Connection (MITC) Project (see Figure 4.1). In coordination with CHSRA and the City of Merced, the proposed multi-modal station at Merced would be elevated and have a western boundary at "R" Street. SJJPA is taking the lead in the environmental clearance/detailed design for the MITC Project (CHSRA is environmentally clearing the Merced Multimodal Station). To most efficiently integrate the San Joaquins and the EOS HSR service, Merced will become the southern terminus for San Joaquins rail service once operations begin on the HSR infrastructure during the envelope between 2030 - 2033. SJJPA is coordinating with SJRRC to plan and environmentally clear a layover and maintenance facility for ACE and San Joaquins services in Merced as part of the MITC Project (see Figure 4.1). The environmental review process for MITC formally began on January 5, 2023, with the release of the Notice of Preparation (NOP), the draft EIR was released for public comment in July 2024, and the Final EIR will be adopted in 2025. More information for this important project is available on the SJJPA website.

In partnership with CalSTA and CHSRA, SJJPA has taken the lead to ensure that the Madera HSR Station is implemented in advance of the initiation of HSR EOS service (when the San Joaquins truncate at Merced). The Madera HSR Station was a late addition to the HSR system by CHSRA in 2016. As a result, this station was not environmentally cleared by CHSRA, nor was it included in the CHSRA funding plans. SJJPA has accepted the responsibility to environmentally clear, secure funding, and implement the Madera HSR Station. SJJPA is implementing the Madera HSR Station in three distinct phases. The first phase is to relocate the existing San Joaquins Station to a new location on the BNSF line in the vicinity of Avenue 12. The second phase is to implement the improvements needed for the station to become the Madera HSR Station for the EOS – this includes the HSR platform on the east side of the mainline HSR tracks, HSR stopping track that connects to the mainline tracks, expanding the access road to the station, and constructing additional parking. The third phase (Full Build Madera HSR Station) is to build the HSR platform on the west side of the mainline HSR tracks, HSR stopping track that connects to the mainline HSR tracks, and a pedestrian overcrossing to connect the two side platforms. SJJPA completed CEQA for the first two phases in early 2021. Construction of the relocated Phase 1 San Joaquins Madera Station is anticipated to begin in 2025. SJJPA worked with CalSTA and Caltrans to secure the \$134 million in funding necessary for Phase 2. In partnership with Caltrans, SJJPA was able to get \$80 million included in the 2024 Interregional Transportation Improvement Program (ITIP) for Phase 2 and was awarded \$54 million by the FRA to complete the Phase 2 project.

The San Joaquins and ACE rail services will be key feeder services for the Merced-Bakersfield HSR EOS, providing important connectivity to the Northern San Joaquin Valley, Sacramento and to the Bay Area. In addition, the extensive San Joaquins Thruway Bus Network, will provide equally important connectivity to Southern California and the rest of the state (see figure 4.2). The initiation of the Merced-Bakersfield HSR EOS will lead to substantially improved intercity passenger rail service throughout California, with much higher frequencies of service, shorter travel times, better on-time performance, reduced emissions and GHG, improved safety, higher ridership and reduced state subsidies. SJJPA is committed to continuing to work with CHSRA, Caltrans, CalSTA and SJRRC to implement a fully integrated statewide intercity service which utilizes the HSR infrastructure between Merced and Bakersfield that will bring great benefits to the state, demonstrates electrified HSR operations, and leads to the expansion of the statewide HSR network. To help move the implementation of HSR in California forward, SJJPA approved an initial MOU with CHSRA and CalSTA at the November 20, 2020 SJJPA Board Meeting in which each agencies committed on working toward the goal of having SJJPA be the operating agency for the Merced-Bakersfield HSR Interim Service.

Key points from the MOU include:

- CHSRA would be responsible for implementing and providing access to, and maintenance for the HSR infrastructure (including track and railway systems, bridges, platforms) and HSR trainsets.
- SJJPA would act as the operator (indirectly, by contract) of the Interim HSR Service. SJJPA will identify and propose a delegate “Operator”, to be approved by CHSRA, to operate trainsets and stations.
- SJJPA would pay CHSRA a System Access Fee for usage of CHSRA infrastructure and related assets in an amount sufficient to cover the portion of CHSRA’s maintenance and overhead costs that are related to the Interim Service.
- SJJPA would work to have a joint Operator for ACE, San Joaquins and HSR.
- CalSTA will work with SJJPA on the best approach for its business plan under this new model. CalSTA will review and approve SJJPA business plans that include plans and budgets for SJJPA to operate Related Services after ensuring that all legal requirements have been met.

In FY 2025-26, and FY 2026-27, SJJPA will continue to work with CHSRA and CalSTA on more detailed agreements, and planning for network integration, interim HSR stations and connectivity, and service operations for the Merced-Bakersfield HSR EOS. In FY 2022-23, SJJPA received funding needed to environmentally clear (CEQA & NEPA) the full-build Madera HSR Station and is the CEQA lead for this effort that began in 2023, with the draft EIR is expected to be released in the spring of 2025. SJJPA is requesting \$500,000 in FY 2025-26 to complete full-build Madera HSR Station CEQA/NEPA and 15% design.

SJJPA continues to execute its tasks related to the joint SJJPA/CHSRA/CalSTA MOU. SJJPA has initiated several coordinating tasks and projects to ensure that progress is made over time with the strategic goal of being prepared to operate initial Central Valley Segment operations. Tasks and projects underway and requiring funding include:

- Ticketing Integration – Technical to support to prepare ticketing for San Joaquins which builds upon work by SJRRC for ACE. Coordination work between SJJPA and CHSRA to prepare technical ticketing documents to support fare integration and ticketing integration in the future.
- Preparations for Universal Operator – Work to prepare for Universal Operator consistent with the intentions of the SJJPA/CHSRA/CalSTA MOU.
- Support for Grants to Complete Capital Program and Operations – Support to continue to apply for grants and various funding opportunities related to completing the capital projects, procuring and upgrading equipment/facilities, and securing operating funds necessary to deliver the joint service plan. The support also includes grants management and compliance post-award.
- Operational Preparedness Support – As SJJPA prepares to perform operational oversight, technical support is required to ensure operation preparedness is structured and progressing, including coordination support with CHSRA, CalSTA, Caltrans, and ETO.
- Service Plan Coordination – As SJJPA continues to coordinate the delivery of the San Joaquins future expanded service, the Service Plan Coordination initiative will work toward the needed service coordination items to ensure the San Joaquins are prepared to initiative coordinated service with other partners.
- Product and Market Development – In preparation for High-Speed product introduction, planning work needs to take place to ensure appropriate passenger experience and necessary market development insight to ensure continuity of service and potential advanced market stimulation.

Table 4.2

High Speed Rail/Early Train Operator Coordination Support (FY 2024/25 - FY 2026/27)			
Expense Category	FY 2024/25 (Approved)	FY 2025/26 (Requested)	FY 2026/27 (Projected)
ZE Transition Plan	\$400,000	-	
Ticketing Integration	\$600,000	\$250,000	\$250,000
Preparations for Universal Operator	-	-	\$800,000
Service Plan Coordination	-	\$500,000	\$500,000
Grants Support	\$900,000	-	-
Operational Preparedness	-	-	\$700,000
Product and Market Development	-	-	\$700,000
Total	\$1,900,000	\$750,000	\$2,950,000

Figure 4.1 – Merced Intermodal Track Connection (MITC) Project

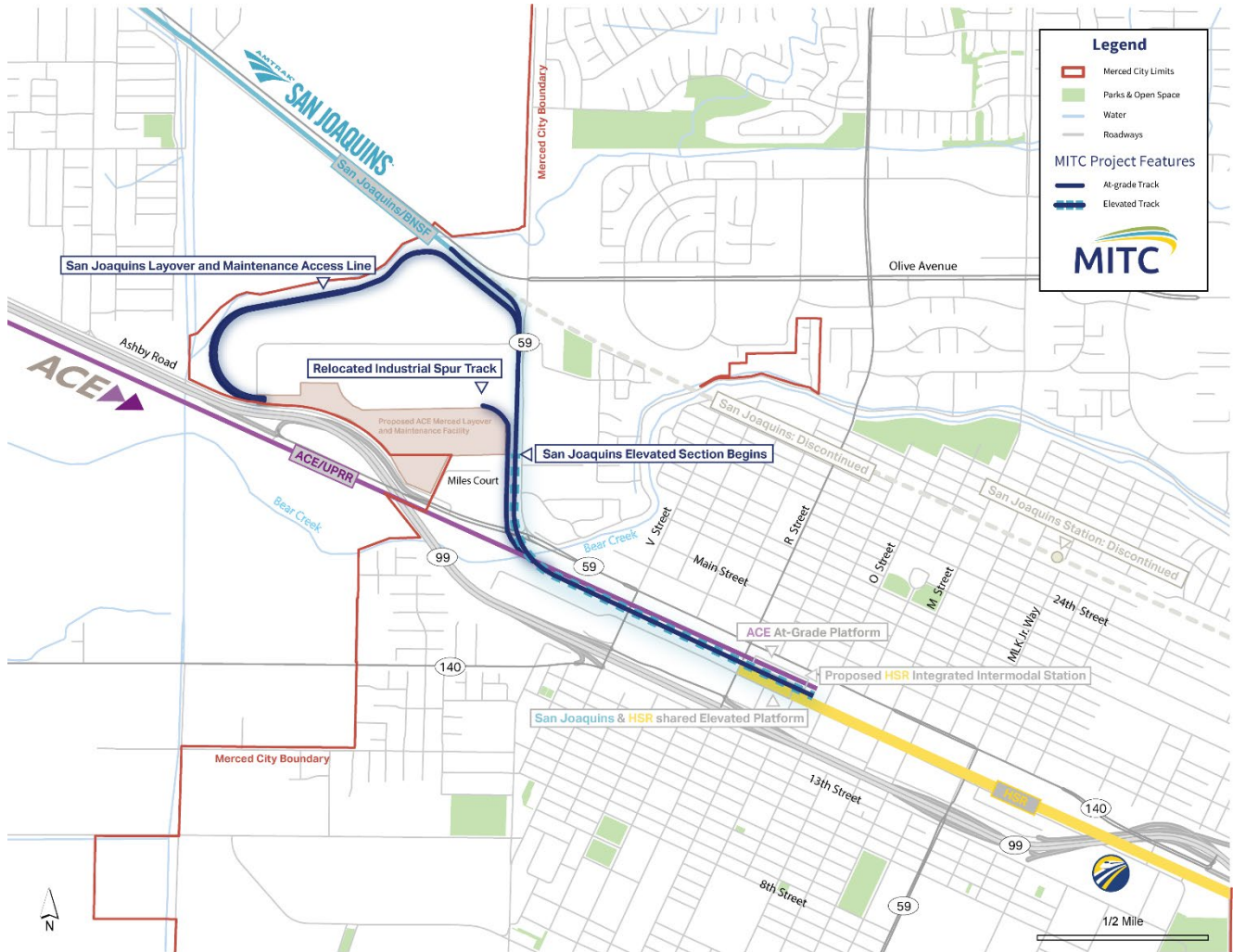


Figure 4.2 - Statewide Intercity Rail and Thruway Bus Network



5. SHORT-TERM AND LONGER-TERM CAPITAL IMPROVEMENT PROGRAMS

A key goal of SJJPA is to build upon the State's efforts to improve the performance and increase the frequency of the San Joaquins and expand ridership through increased awareness of the service and the development of new ridership markets. In 2018, the Transit and Intercity Rail Capital Program (TIRCP) awarded the San Joaquin Regional Rail Commission (SJRRRC) and SJJPA \$500.5 million in funding for the joint "Valley Rail" program. Valley Rail is an integrated expansion of San Joaquins intercity and Altamont Corridor Express (ACE) commuter rail services. As part of Valley Rail, SJJPA has developed an "Estimated 10-Year Capital Improvement Program" to expand the capacity of the San Joaquins Corridor and prepare the San Joaquins to best complement and integrate with future HSR service. This chapter details SJJPA's strategies to deliver the Valley Rail Program to expand the capacity of the San Joaquins corridor, as well as identifying specific projects in SJJPA's Short-Term and Longer-Term Capital Programs.

The Valley Rail Program

Valley Rail improves geographic equity by better connecting the Central Valley counties of Sacramento, San Joaquin, Stanislaus, and Merced to not only each other, but also to the Bay Area. With future High-Speed Rail connections, first between Merced and Bakersfield, and then to San Jose, Valley Rail is poised to become a crucial link to the greater California passenger rail network. This transformative, megaregional project helps further the State's vision for an integrated rail network, with enhanced thruway bus connections, and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California. Valley Rail implements new daily roundtrips for the San Joaquins service to better connect San Joaquin Valley travelers with the Sacramento Area, and an extension of ACE between Sacramento and Merced.

Challenges Associated with the Implementation of the Valley Rail Program

Scope and Scale - The size and complexity of the Valley Rail Program, built within the confines of the freight railroad right of way, is unprecedented in the Central Valley. The capital improvement program, including planned extensions, currently consists of 78 projects, totaling approximately \$3.5B+. Many utilities exist within the freight rail corridors due to their linear nature and thus require miles of relocation to accommodate the new track necessary for passenger service. The sheer volume of engineering submittals, utility reviews and relocations, and construction contracts is an immense challenge for not just SJJPA, but all associated stakeholders.

Schedule Delay - The Valley Rail Program consists of several project segments that improve rail service on ACE and the San Joaquins for the San Joaquin Valley, Sacramento, and the Bay Area. The project segments include Lathrop to Ceres Extension, Sacramento Extension, Ceres-Merced Extension, Stockton Diamond Grade Separation, the Merced Intermodal Track Connection (MITC) project, Madera HSR Station, and Oakley Station. Thus, simultaneous reviews and approvals are required by UPRR and BNSF for the entire Valley Rail Program.

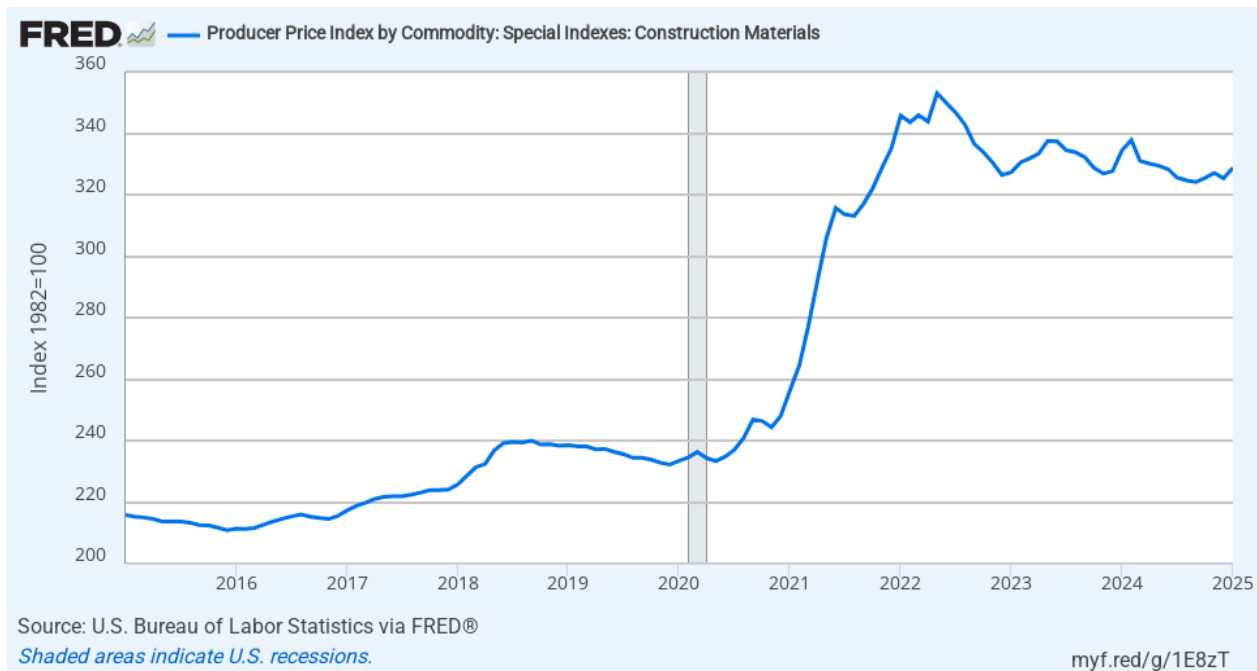
At the beginning of the program, the project delivery schedules assumed engineering review and approval times consistent with historical project timelines when SJJPA was implementing only two to three projects at a time. Since then, the program has expanded to include many more projects, with the quantity of design review submittals increasing proportionally. In 2024, the Valley Rail Program submitted 152 design packages to the host railroads, and in 2025 the program expects to submit 180. This high volume of design review submittals is being reviewed by firms with finite staff capacity, and delayed reviews have impacted the delivery schedule of the entire Valley Rail Program. Despite this challenge, the Valley Rail program staff have worked proactively with contracted design firms and the host railroads to reduce the average submittal review duration by 48% between 2023 and 2024, from 62.5 days to 32.7 days.

The delays in getting final design approved for utility relocations has caused a negative impact on nearly all projects within the Valley Rail Program. Many of the utilities that are being relocated are well over seventy-five years old and are layered and integrated among, and within each other. Redesigning these utilities has been more time consuming than anticipated. The speed of utility relocation is entirely subject to the utility owner’s control. Again, due to the large number of projects and submittals occurring simultaneously, it is a challenge for the companies to perform so many reviews and/or designs in a timely manner.

Cost Increase - Many projects experienced significant cost increases in the design phase. Over the past few years. UPRR and BNSF have modified their design standards for track, sidings, platforms, and layover facilities. Additionally, the host railroads require that their operations are not constrained by project delivery, leading to complex phasing of construction projects to avoid impacts. These design and construction standards are requirements with which SJJPA must comply and changes are not negotiable. This has resulted in cost increases and the need to request supplemental funds to comply with the new design standards.

Since the pandemic, inflation has also increased the cost of all phases of Valley Rail projects, but the impact is even greater for the construction phase. The cost escalation from supply chain issues, labor costs, labor shortages, reduced competition (specifically in rail industry), and rising interest rates are a well-known challenge across many different industries and are being discussed and evaluated nationally and globally in many forums. Inflation has risen by approximately 30%, cumulatively, since the onset of the pandemic in late January 2020. Figure 5.1 below shows this cost escalation from the past 10 years, as reported by the U.S. Bureau of Labor Statistics.

Figure 5.1: 10-Year Construction Materials Cost Escalation



These Challenges associated with schedule delays and cost increases contribute towards substantial increase in the FY25/26 funding request, as outlined in Chapter 10. SJJPA acknowledges and understands that given the constraints with the state budget, the full requested amount may not be provided. SJJPA will continue to work with CalSTA, Caltrans and other funding partners to pursue supplemental and new funding opportunities to capitalize professional services and administrative costs necessary to deliver the Valley Rail Program.

Coordination with San Joaquin Regional Rail Commission (SJRRRC) for Valley Rail Program Delivery

As previously stated in Chapter 1, SJRRRC serves as the Managing Agency for SJJPA and provides the staffing and consultants necessary to oversee planning, operations, and project delivery related to the San Joaquins. In addition, SJRRRC is designated as the lead agency to secure and administer funding, negotiate with the host railroads, and execute all contracts in the shared service corridor between Stockton and Natomas. This helps mitigate any schedule delays on the agency side by eliminating the need for multi-agency approvals for the numerous project contracts and submittals. Additionally, SJRRRC established a Valley Rail Stations and Facilities Committee to further streamline the Board actions on project delivery. This four-member Committee includes two members from SJRRRC Board and two members from SJJPA Board, representing Sacramento, San Joaquin, and Stanislaus Counties and is empowered to approve all strategies and contracts related to the engineering and construction within the shared services corridor. SJRRRC has also built up a dedicated Capital Project Delivery Team consisting of in-house staff as well as seconded staff to focus solely on the Valley Rail Program and support the Stations and Facilities Committee. In FY 25/26, more key staff will be added to the Capital Project Delivery Team.

Figure 5.2: San Joaquins Train at Fresno Station



Valley Rail Planned 10-Year Capital Improvement Program

In coordination with the State, BNSF, and UPRR, SJJPA is in the process of implementing its planned 10-Year Capital Improvement Program, which will transform the San Joaquins Corridor into one that will not only vastly improve intra-Central Valley and inter-Central Valley-Bay Area travel, but also performs as an efficient feeder service to the State's future high-speed rail (HSR) system. The improvements for this program will benefit multiple agencies and other rail services, including freight, and are consistent with the 2024 California State Rail Plan and the 2024 CHSRA Business Plan. A major feature of the Valley Rail program is the creation of a new passenger rail corridor along UPRR's Sacramento Subdivision between Sacramento and Stockton, on which San Joaquins trains are envisioned to share tracks and stations with the ACE rail service. Improvements associated with Sacramento Subdivision are consistent with CHSRA's Connected Corridor North Study to bring early implementation of HSR to Sacramento. The Valley Rail 10-Year Capital Improvement Program also maintains and

optimizes service to the Bay Area and improves safety and security along the San Joaquins Corridor. This program of improvements is designed to allow for seven intercity round-trips from Sacramento to Merced, enable increased intercity service to the Bay Area on the existing San Joaquins route and via the Altamont Corridor, extend some service north of Sacramento to Chico, and provide direct connectivity with the Merced-Bakersfield HSR Early Operating Segment along the BNSF route through the implementation of the MITC Project.

Elements of the Valley Rail 10-Year Capital Improvement Program include:

Corridor Capacity Enhancements for Additional Daily Round-Trips: This program includes the improvements needed for the 8th and 9th Daily Round-Trips, which are detailed in the Short-Range Capital Improvement Program. It also includes improvements for additional round-trips to enable eight daily intercity round-trips between Sacramento and Merced and additional intercity trips to the Bay Area, which are discussed in the Longer-Term Capital Improvement Program. SJJPA completed a service planning study in early 2025 at the request of BNSF for service above 7 Round-Trips, which clarified infrastructure requirements for service up to 9 Round-Trips, subject to review and microsimulation modeling by the railroad.

New Maintenance and Layover Facilities: To support the 8th and 9th Daily Round-Trips, two layover facilities will be needed as part of the Short-Term Capital Improvement Program. To provide additional service between Sacramento and Merced (eventually hourly), a new maintenance facility, and an expanded Stockton Regional Maintenance Facility, will be needed as part of the Longer-Term Capital Improvement Program.

Safety and Improvements: SJJPA is in the process of planning and implementing projects that will improve safety throughout the San Joaquins Corridor, including station lighting upgrades, improved pedestrian crossings at the tracks, new fencing along sections of the corridor with high incident rates, etc. Additionally, SJJPA is working with Amtrak and the host railroads to reduce trespasser and vehicle/crossing incidents along the corridor.

New Stations: As part of the 8th and 9th Daily-Round Trips and establishing service along the Sacramento Subdivision, the SJJPA is currently working to implement up to six new stations north of Stockton, including Lodi, Elk Grove, and four in Sacramento (City College, Midtown, Old North Sacramento, and Natomas). A new station in Oakley is also being implemented, as is a relocated station in Madera. These are contained in the Short-Term Capital Improvement Program. New stations are also being planned for as part of any extension of service north of Sacramento (Plumas Lake, Marysville-Yuba City, Gridley, and Chico). SJJPA is also implementing numerous station enhancement and parking projects to ensure a high-quality passenger experience.

New Equipment: To enable additional round-trips and extensions of service, additional trainsets will be necessary beyond what is currently being procured by the State of California. In the Short-Term Capital Improvement Program, additional trainsets are included for the 8th and 9th Daily Round-Trips. To reach hourly service between Sacramento and Merced, additional trainsets will be needed (see the Longer-Term Capital Improvement Program).

Service Extensions: In conjunction with the 8th and 9th Daily Round-Trips, SJJPA is working to extend service along the Sacramento Subdivision to new locations in Sacramento. Details are contained in the Short-Term Capital Improvement Program. In the longer-term, extensions north of the Sacramento Region (to serve Yuba, Sutter, and Butte counties) and to provide additional intercity round trips via the Altamont Corridor which would terminate at a new Union City/BART Station are being planned. A future extension of service to the Oakland Coliseum/Airport will also be considered as a longer-term possibility.

During implementation of this capital improvement program, SJJPA will continue to work with the State to:

- Secure funding for cost escalation and future projects;
- Prioritize the delivery of key projects;
- Minimize the construction impacts of projects;
- Maximize the benefits of projects on overall service performance; and

- Coordinate with CHSRA regarding MITC Project and Merced Intermodal Station, the Madera Relocated Station, and grade separations or improvements being done to the BNSF track as a result of the implementation of the initial construction of the HSR system.

The Estimated 10-Year Capital Improvement Program consists of a Short-Term Capital Improvement Program (0-5 years) and a Longer-Term Capital Improvement Program (5+ years), both of which are detailed below.

Valley Rail Short-Term Capital Improvements

SJJPA is currently focused on implementing a substantial Valley Rail Short-Term Capital Improvement Program over the next five years. The Program contains four areas of improvement: 8th and 9th Daily Round-Trips based on the service plan requested by the BNSF Railway for service above 7 Round-Trips, Other Station Projects, and Corridor and Other Projects. Each of these four areas of improvement are described below and specific Short-Term project and costs are summarized in Table 5.1.

Table 5.1

San Joaquins Corridor - Short-Term Capital Projects (\$ Millions Construction Year)					
Improvement Program/Project (0-5 yrs)	Project Cost	Funding Secured	Funding Sources	Lead Agency	Status
Short-Term Service Improvements					
Cabral Station Expansion	\$18.02	\$17.71	Measure K / SGR / SRA	SJJPA / SJRRC	Construction 2025
Minor Capital – Station/Service Enhancements	\$.50	\$.50	PTA	SJJPA	Ongoing Minor Capital
8th and 9th Daily Round-Trips					
Track Improvements - BNSF Stock. Sub	\$35.76	\$27.36	TIRCP / SRA	SJJPA / BNSF	Design Select Construction 2025
Valley Rail North (Stations/Track, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas)	\$537.20	\$415.21	TIRCP / SB132 / ITIP / STA / AHSC	SJRRC / SJJPA / UPRR	Design Select Construction 2025
Track Extension (RMF to Cabral Station)	\$70.56	\$24.05	Prop 1A / CMAQ / FTA 5307 / FTA 5309/ 2016 Earmark / Measure K	SJRRC / UPRR	On Hold
Modesto and Turlock-Denair Double Platforms*	Managed by Caltrans		ITIP	Caltrans / BNSF	Design
San Joaquin St. Layover Project	\$8.10	\$7.00	ITIP	SJJPA	Design Pending
Other Station Projects					
Madera Station Relocation/Expansion	\$49.23	\$49.23	TIRCP / SRA / SB125	SJJPA	Construction 2025
Madera HSR Station EOS Build	\$134.53	\$134.53	SB125 / MEGA / ITIP	SJJPA	Design
New Oakley Station Platform	\$8.28	\$8.28	TIRCP/SRA	SJJPA	Construction 2025
Hanford Station	\$2.74	\$2.64	SRA	SJJPA	Design
Corridor and Other Projects					
Stockton Wye	\$18.71	\$18.71	SRA	UPRR	Construction 2025
Platform Accessibility for High-Floor Cars	TBD	\$0.50	STIP	Caltrans / SJJPA	Construction
Cal PIDS Replacement/Upgrade	\$2.10	\$0.70	CalOES / PTA	SJJPA / CCJPA	Design
Stockton Diamond Grade Separation	\$501.00	\$396.50	BUILD / ITIP / TCEP / TIRCP / SB132 / Measure K / CMAQ	SJRRC / SJJPA / UPRR / BNSF	Design Construction 2025
UPRR South Stockton Yard Crossovers	\$17.00	\$17.00	SRA / TCEP / TIRCP / UPRR	SJRRC / SJJPA / UPRR	Construction 2025
Stockton Rail Maintenance Facility Expansion	\$30.23	\$30.23	ITIP / SJJPA SRA / Caltrans SRA / Prop 16 / CalOES	SJRRC / SJJPA	Close-Out

Source: Caltrans Division of Rail and Mass Transportation and SJJPA, 2025.

8th and 9th Daily Round-Trips

The deployment of the 7th Daily Round-Trip between Oakland and Bakersfield on June 20th, 2016 was the first step in increasing San Joaquins service frequency. As the 7th Daily Round-Trip was suspended during the COVID-19 Pandemic, and will be reinstated in 2025, SJJPA is continuing focus on improvements needed to increase the frequency of service to Sacramento, with the next step being the implementation of the 8th and 9th Daily Round-Trips that are initially planned to be implemented between Sacramento and Stockton, providing connections to Bay Area to Bakersfield trains, then subsequently extended to Merced when service on the High Speed Rail Early Operating Segment is initiated.

Many of the required capacity improvements for the 8th Daily-Round Trip will be completed between Stockton and Merced within the next ten years. These improvements consist primarily of double-tracking projects (see Table 5.2). There are also plans to install second platforms at four stations over the next few years, which will reduce holdouts, thereby increasing capacity.

Determining improvements needed between Sacramento and Stockton for the 8th and 9th Daily Round-Trips has been more complicated. Running additional passenger trains on this section of the UPRR's Fresno Subdivision would be very difficult. Given this situation, SJJPA began exploring the option of utilizing the Sacramento Subdivision, a parallel UPRR-owned rail corridor to the west in coordination with CalSTA, CHSRA, Caltrans, SJRRC, and the Central Valley Rail Working Group. Feasibility studies by SJJPA/SJRRC and CHSRA determined that the Sacramento Subdivision was the most viable alternative for expanded passenger rail service from the San Joaquin Valley to Sacramento, and UPRR indicated there is potential to provide passenger service on this corridor. In 2017, SJJPA's Board adopted the Sacramento Subdivision as the preferred corridor to pursue future service expansion to Sacramento.

SJJPA was engaged in planning and environmental work to determine needed improvements to establish passenger rail service along the Sacramento Subdivision as part of the development of the 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application. SJJPA worked in partnership with SJRRC on the TIRCP application, as the SJRRC-managed Altamont Corridor Express (ACE) rail service would share the tracks and stations along the Sacramento Subdivision with San Joaquins trains between Sacramento and Stockton. On January 12, 2018, SJJPA and SJRRC submitted the joint TIRCP to CalSTA. On April 26, 2018, CalSTA announced that the SJJPA/SJRRC Valley Rail application was awarded \$500.5 million to expand San Joaquins and ACE services.

The following improvements related to the 8th and 9th Daily Round-Trips (see Table 5.1) were developed and included in the TIRCP application:

- Track Improvements (UPRR Sacramento Subdivision);
- New Stations (six along the Sacramento Subdivision, including Natomas, Old North Sacramento, Midtown, City College, Elk Grove, and Lodi);
- Track Extension (Stockton Cabral Station to the ACE Maintenance Facility);
- Layover Facilities (in Natomas for the Northern Terminus, in Merced, and a temporary facility in Fresno for the Southern Terminus of the expanded service);
- TIRCP application also included Capital Access Fees.

Since the TIRCP funds were awarded, SJJPA-SJRRC has been moving forward toward constructing improvements and stations for the Stockton-Sacramento segment along the Sacramento Subdivision. These improvements will also lay the groundwork for additional round-trips to Sacramento in the future for the San Joaquins and ACE services.

On January 31, 2023, CalSTA awarded SJJPA and SJRRC an additional \$142 million for the Valley Rail Program. These additional funds will ensure the completion of three project areas, encompassing nine individual components, including: (1) Natomas, Elk Grove, North Lathrop, Manteca, Modesto, Ceres, and Madera Valley Rail stations, (2) the Stockton Diamond Grade Separation, and (3) ACE platform extensions at Lathrop/Manteca,

Tracy, Vasco Rd, Livermore, and Pleasanton stations. The projects awarded funding in this TIRCP cycle received grants in previous TIRCP cycles. The additional state resources will help fill funding gaps created by supply chain and inflationary pressures to complete construction while protecting and leveraging significant federal and local investments.

Since 2023, the Valley Rail program has been awarded competitive grant funding from various sources, demonstrating the importance and viability of the program. SJJPA and SJRRC have been awarded an additional \$290 million in state, local, and federal funds from 10 different sources. Federal funding consists of \$55 million from the highly competitive MEGA Grant program for the Madera high-speed rail station. State funding included \$85 million via ITIP, \$71 million via TIRCP, and \$38 million via TCEP, all for various projects. Local funding includes \$13 million SB 125 funding from StanCOG for Modesto and Ceres stations, \$13 million SB 125 funding from Madera CTC for the Madera station relocation and high-speed rail stations, and \$14 million CMAQ funding from SJCOG for Stockton Diamond.

Other Station Projects

In addition to the station projects associated with the 8th and 9th Daily Round-Trips, SJJPA is currently involved in several other station projects.

Relocated Madera Station: SJJPA is working with CHSRA, Madera County, Madera CTC and the City of Madera to relocate the Amtrak station in Madera County. A new station location off Avenue 12 is being implemented to support the potential for greater ridership and transit-oriented development, improve connectivity and accessibility for transit and automobiles. The new station has been designed and environmentally cleared to enable future high-speed rail operations at this location. Funding for the Relocated Madera Station (Phase 1 for the Madera HSR Station) was included in the 2018 and 2023 TIRCP awards. SJJPA also worked with Madera County Transportation Commission (Madera CTC) to secure \$12 million in SB 125 funding in early 2024 to account for cost escalation and fully fund this project. The formal CEQA environmental review process for the relocated station was certified at the January 22, 2021 SJJPA Board Meeting. Construction of the relocated station is expected to begin in 2025. While the CEQA process included clearance for the improvements needed for HSR Early Operating Segment (EOS), CHSRA requested that SJJPA take the lead in getting environmental clearance for the full-build Madera HSR station which began in 2023. CHSRA is expected to be the NEPA lead for this process using its NEPA delegation from the FRA.

New Oakley Station: SJJPA, in coordination with the City of Oakley, Amtrak, and BNSF Railways, will be completing the design phase of the project in 2025. Construction is slated to begin for the Oakley Station Platform Project in mid-2025.

SJJPA included and was awarded the station platform and trackwork in its portion of the 2018 TIRCP application. The City of Oakley is providing matching funds for parking and other station facilities.

Other Station Enhancement Projects Include:

- Lighting
- Signage
- Landscaping
- General repairs
- Parking

Corridor and Other Projects

Stockton Wye: This project will provide a new wye connector track between the UPRR Fresno Subdivision and the BNSF Stockton Subdivision, which will enhance train movement within the busy rail environment of Stockton. Construction will occur in conjunction with the Stockton Diamond Grade Separation project, as the wye is located in the northwest side of the existing diamond. This project supports SJJPA goals of increasing capacity in the San Joaquins Corridor and the frequency of San Joaquins trains.

Platform Accessibility for High-Floor Cars: With the historical operations of the single-level Comet Cars and the launch of the Siemens Venture Cars both of which have high-floors, SJJPA is working on solutions to improve passengers' experience boarding/deboarding the cars that require passengers to utilize steep stairs. The high-floor cars limit accessibility and slow boarding, increasing the dwell time of trains at stations. To improve accessibility and speed boarding for existing and future high-floor passenger cars, SJJPA is currently working to install modular Mini-High Platforms (small sections of the platform that are raised to the same height as the high-floor rail cars and accessible via a ramp from the lower part of the platform) at all existing and planned San Joaquins stations. The stations on the BNSF corridor will be the first to be installed with the UP stations following behind as SJJPA continues to work through the installation designs with the railroad.

Stockton Diamond Grade Separation Project: This project elevates the Union Pacific (UP) Fresno Subdivision tracks over the BNSF Stockton Subdivision, where they currently intersect at the Stockton Diamond. This intersection is the most heavily congested freight bottleneck in California. In addition to substantial freight and environmental benefits, this project will enable future expansion of ACE and San Joaquins services. In partnership with the SJJPA, SJRRC and Caltrans pursued and received \$120 million in state and federal funding in 2020 to implement this critical project, Valley Rail funding will be used as matching funding. ITIP and SB132 funds support the environmental, detailed design and right of way. SJRRC certified the environmental impact report (EIR) on June 4, 2021. The EA for NEPA clearance was released on July 29, 2022, and was completed in August 2022. The project cost has increased significantly due to various factors, such as market escalations, longer project durations related to track and signal construction phasing, as well as municipal and third-party utility costs escalations. SJJPA was able to secure an additional \$101M from TCEP, TIRCP 2024, and SJCOG's CMAQ. However, the project is still not fully funded, and SJJPA plans to aggressively pursue additional funding prior to the allocation deadline/construction start date. Construction is expected to commence in the Summer of 2025 pending approval of all funding partners.

Cal PIDs Replacement/Upgrade: The legacy CA PIDS was originally implemented in the early 2000's, and both the hardware and software components of the system have reached the end of useful life. In 2019, SJJPA and CCJPA terminated its CalPIDS Agreement with Amtrak. SJJPA agreed with CCJPA's request to lead procurement of new PIDS hardware and software for multiple rail agencies in California. CCJPA has rescheduled the implementation of the upgraded CalPIDS system for the San Joaquins and ACE stations to begin in FY2025, instead of the originally planned FY2021. The upgrade is currently delayed due to the vendor selection process managed by CCJPA, impacting the overall project timeline and postponing the deployment of the enhanced passenger information systems. SJJPA understands how important the CalPIDS project is and will explore ways to expedite the project implementation.

Safety Improvement Projects (Lighting, Security Cameras, Fencing, At-Grade Crossing Safety Improvements, and Grade Separations): SJJPA will continue collaborating with Amtrak and the host railroads, Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF). This initiative aims to identify specific opportunities to enhance safety measures at designated locations and grade crossings. Our approach includes a comprehensive evaluation of existing grade crossings alongside analyzing traffic patterns. Potential improvements may involve upgrading signage, enhancements to visibility, installing advanced warning systems, and physical modifications to the crossings and access points. The primary objective of this initiative is to mitigate the risk of trespasser strikes and near misses, thereby improving public safety and identifying additional safety enhancements.

Accidents involving intercity passenger rail services and vehicles predominantly occur at "at-grade" crossings, where railroad tracks and roads intersect at the same level. There are hundreds of such at-grade crossings along the San Joaquin Route. The San Joaquin Joint Powers Authority (SJJPA) will conduct comprehensive risk assessments as part of our System Safety Plan and Risk-Based Hazard Analysis Program. We will collaborate with the Rail Commission Joint Safety Committee and establish small working groups comprising representatives from BNSF, UPRR, the Capitol Corridor Joint Powers Authority (CCJPA), Amtrak, and Caltrans to formulate a plan and establish priorities for at-grade crossing improvements.

This initiative will encompass an inventory of all previous incidents at grade crossings along the route, potential enhancements, and identifying key crossings that should be prioritized for future grade separation. Enhancements to grade crossings will contribute to increased safety and improve the operational efficiency of the San Joaquins and freight services.

Federal Railroad Administration Corridor Identification and Development Program

The Corridor Identification and Development Program (Corridor ID) will serve as the basis for prioritizing and funding intercity passenger rail projects included in the SJJPA capital program in future Annual Business Plans. The Corridor ID program was created by the Federal Railroad Administration (FRA) in 2023, which is a requirement of the Bipartisan Infrastructure Law to establish a pipeline of priority projects for federal funding of intercity passenger rail corridors. The program dedicates federal funding for distinct service planning, environmental review and preliminary design stages for corridors accepted by the FRA into the program, following an initial scoping stage to determine inventory and review the status of planning and project development activities in each corridor, and to determine the level of corridor readiness relative to program requirements.

FRA released a call for corridor nominations to be accepted into the initial Corridor ID Program in early 2023. Caltrans prepared and submitted an application on behalf of the SJJPA for the San Joaquins corridor, including extensions to Chico and Redding, which the FRA accepted into the program with an initial funding award to begin scoping the corridor for the program – all corridors were accepted into the initial program at the initial scoping stage, requiring participating States and corridor stakeholders to receive approval from FRA to advance into and complete subsequent Service Development Planning, Environmental, and Preliminary Design stages. The SJJPA will coordinate with Caltrans in 2025 to initiate development of an FRA-approved Service Development Plan that is expected to be complete by 2027.

Valley Rail Longer-Term Capital Improvements

SJJPA is developing a comprehensive program of improvements to increase the frequency of trains beyond the 8th and 9th Daily Round-Trips, reduce travel time, increase ridership, and improve service reliability of the San Joaquins. Longer-term improvements are identified below. The development of these projects will require further review by SJJPA and is subject to approval from the State, Union Pacific, BNSF, local and regional agencies, and other interested parties. In partnership with SJRRC, SJJPA is focused on delivering these improvements and service increases in advance of the initiation of service on the HSR EOS (now expected between 2030-2033).

Expanded Service between Sacramento and Merced

SJJPA aims to continue to increase intercity service between Sacramento and Merced. The purpose of this increase in frequency is twofold: 1) accommodate increasing demand for business travel and leisure day trips; and 2) provide a connection from Sacramento and Northern San Joaquin Valley to the high-speed rail system at the Merced Station. While improvements being planned as part of the 8th and 9th Daily round-Trips will help prepare the corridor for the future, additional infrastructure projects will be needed for additional intercity round-trips providing connections to service being planned for the High-Speed Rail Early Operating Segment.

SJJPA has established a long-term goal of implementing up to 12 Roundtrips (service provided approximately every hour) on the San Joaquin Corridor. Capital requirements assumed for achieving this long term service goal include: increasing the capacity of Robert J. Cabral Station in downtown Stockton, constructing the grade separation of the Stockton Diamond (i.e. the intersection of UPRR Fresno Subdivision and the BNSF Stockton Subdivision), construction of double-tracking projects as necessary based on the service plan for corridor expansion, the MITC Project to enable the multi-modal connection with the Merced-Bakersfield HSR Interim Operating Segment, construction of a new maintenance facility, and the procurement of additional rolling stock. One of the additional intercity round-trips is expected to utilize one of the slots from the ACE extension to Merced

along the UPRR between Stockton and Merced. The full extent of improvements required to reach long-term goals are still being determined, which also assumes additional improvements and/or capital access fees along the Sacramento Subdivision. Optimization of both scheduling and equipment has the potential to reduce the need for physical infrastructure. In addition to optimization, capital access fees are being considered as an approach for implementing service in lieu of constructing infrastructure directly.

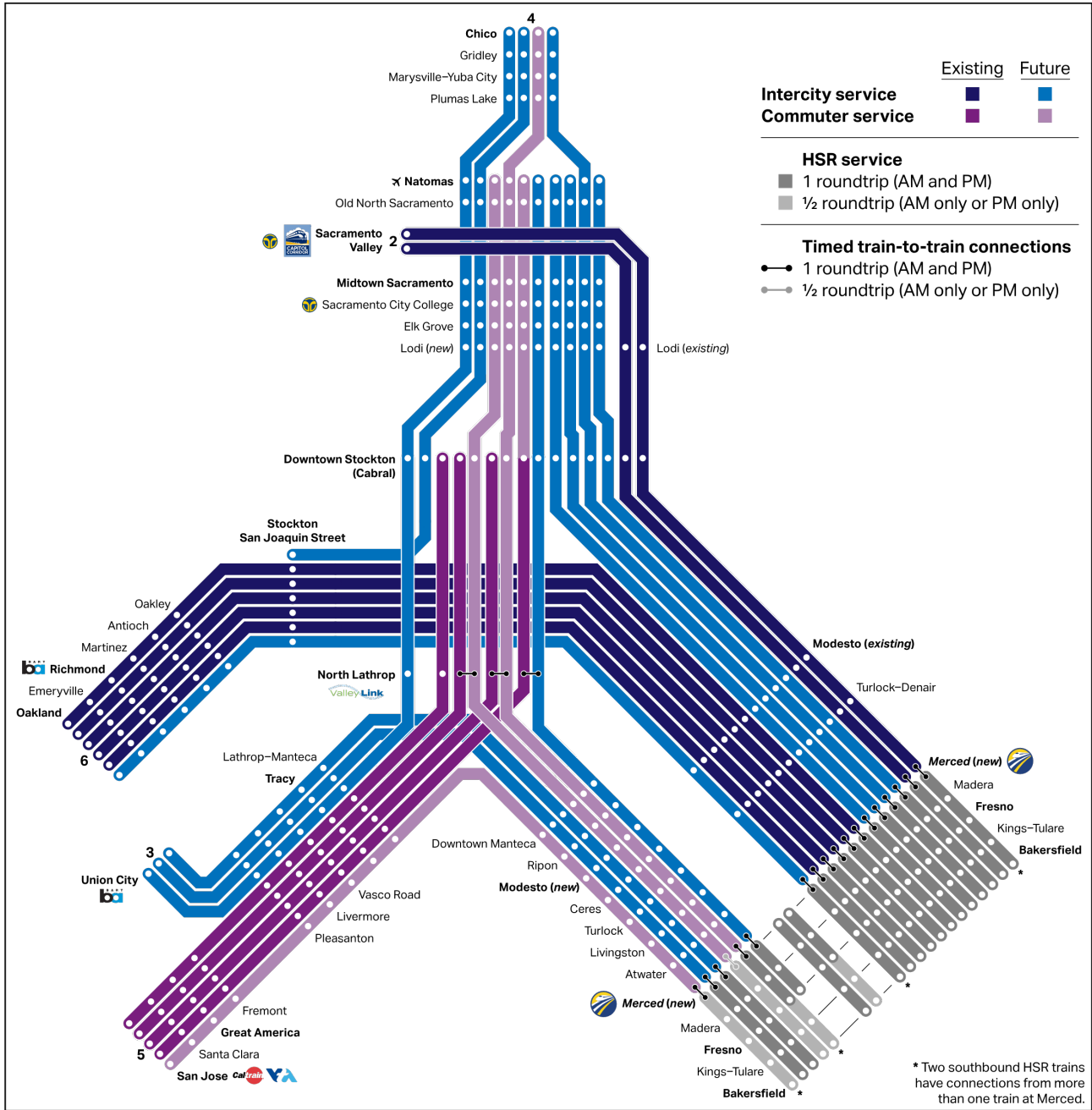
Corridor Capacity Enhancements between Stockton and Oakland

Additional track improvements between Stockton and Oakland would improve the reliability of existing service as well as possibly allow for an increase in the number of daily round-trips from the five that operate today. Caltrans has previously identified a variety of improvements between Oakley and Port Chicago that SJJPA is considering. Significant investment would also be required between Port Chicago and Oakland for improvements to allow additional train service to Oakland (from Martinez) for either the San Joaquins or Capitol Corridor. Additional specific projects still need to be identified to understand the full extent of the improvements needed. SJJPA will work with Caltrans, CCJPA, BNSF, and UPRR to determine the needs that remain beyond the current projects identified and will be continuing to work with CCJPA and UPRR on the Caltrans led study effort for determining what improvements would be needed in order to be able to make Martinez a future transfer station (so some additional round-trips might terminate at Martinez in the future). SJJPA is planning for one additional San Joaquins round-trip between Stockton and Oakland by the time the HSR EOS is operational (2030-33).

Merced Intermodal Track Connection (MITC) Project and Merced Layover

As described in Chapter 4, the MITC Project includes a new track connection from the BNSF corridor to the proposed integrated HSR station in downtown Merced between R and O Streets. The connection with the HSR EOS at Merced will also require the expansion of the approved ACE Merced Layover and Maintenance Facility to include new and upgraded tracks for San Joaquins trains and joint use of the initial facility for both ACE and San Joaquins trains.

Figure 5.3: Estimated 10-Year Capital Improvement Program Service Goals



Longer-Term Projects Beyond 10-Year Program (Under Development)

Beyond the ten-year planning horizon, SJJPA will consider pursuing an extension of the San Joaquins to Butte County (Chico). SJJPA partnered with the Butte County Association of Governments (BCAG), Caltrans, and SACOG on initial planning work that could lead to service north of Sacramento. The 2024 State Rail Plan identifies a San Joaquins Extension to Chico as a potential “long-term” expansion of the San Joaquins, and SJJPA is working with Caltrans, and local and regional partners to continue to further examine this possibility through the state’s Corridor ID planning effort. The Corridor ID effort will include investigating the infrastructure needed to allow for future service to directly link between Valley Rail service (and extended service to Chico) along the Sacramento Subdivision with Sacramento Valley Station (SVS).

As an expansion of the Valley Rail Program, SJJPA will continue to work with SJRRC, Caltrans and local and regional partners to plan for having some intercity service utilize the Altamont Corridor to bring additional connectivity for the HSR EOS to Northern San Joaquin Valley and Bay Area markets (Southern Alameda County the Silicon Valley). Having intercity service along the Altamont Corridor has been a service expansion goal of the SJJPA for many years. SJRRC partnered with MTC and Caltrans on planning for the connection to Union City/BART, which is included in the 2024 State Rail Plan as a long-term project. In addition, SJJPA is coordinating with SJRRC, Caltrans District 10, San Joaquin COG, and the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link) on the potential for a new shared-use passenger infrastructure in the Altamont Corridor. SJJPA and SJRRC will also seek opportunities for private sector funding in the development of a substantially improved Altamont Corridor alignment.

In the future, SJJPA may consider an extension from the current terminus at Oakland Station to the Oakland Coliseum/BART Station (currently served by Capitol Corridor trains). Extending the service just five additional miles to this station would provide another direct link between the San Joaquins and BART, as well as new connections to the Coliseum complex and the Oakland Airport via the BART to OAK Automated Guideway Transit service (formerly called the Oakland Airport Connector).

Another project that could be considered beyond the ten-year planning horizon is to consolidate Stockton's two rail stations at Cabral Station, which would enable Stockton to be served by a single station, providing a safer environment for passengers, more secure parking, a direct connection to Sacramento –San Joaquin Valley trains, ACE commuter trains, and promote transit-oriented development. An alternative that could be investigated for Stockton is relocating the "San Joaquins Street" station to a location in the vicinity/east of the Stockton Diamond Grade Separation Project. This alternative would enable this relocated station to provide direct service to both the Bay Area and to Sacramento.

6. PERFORMANCE STANDARDS AND ACTION PLAN

Pursuant to AB 1779, the Secretary of CalSTA submitted a set of uniform performance standards on June 30, 2014, for all state-supported intercity passenger rail corridors. These standards require the administrators and operators of these intercity services to control costs and improve efficiency. SJJPA adopted the CalSTA performance standards on September 27, 2014.

CalSTA identified three uniform performance standards measures to be used for the State supported intercity passenger rail services: usage, cost efficiency, and service quality.

Usage – measured by passenger miles and ridership.

Cost Efficiency – measured by farebox recovery and total operating cost per passenger mile.

Service Quality – measured by endpoint on-time performance, all-station on-time performance, and operator responsible delays per 10,000 train miles.

In support of the State's performance standards, SJJPA has developed measures to continuously monitor the financial, operational, and ridership performance, as well as outreach effectiveness of the San Joaquins. Additionally, SJJPA already has and will continue to develop strategies to maintain successful performance of the San Joaquins. Due to the COVID-19 pandemic, public transit across the United States has experienced a precipitous decline in ridership and revenue. In response to the COVID-19 ridership and revenue environment, SJJPA, along with CalSTA, Caltrans, CCJPA and LOSSAN JPA, have focused on monitoring performance of the intercity passenger rail system, developing strategies for cost control (including service ramp-up from suspensions), and continually moving the system toward ridership and revenue recovery. In addition to the CalSTA performance standards, SJJPA has focused on the environmental impact of the San Joaquins and its role in helping to create a more sustainable California. Increases in San Joaquins ridership benefit the environment by reducing air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development. It is estimated that in FY 2019, San Joaquins passengers (including those on Thruway Buses) traveled over 240 million passenger miles, resulting in a significant net reduction in CO2 emissions. Starting in 2022, all new RFPs for the thruway bus program will require renewable diesel and all routes currently use either renewable diesel or renewable diesel 99. Additionally, SJJPA has now fully transitioned to renewable diesel fuel in all locomotives, which further reduces emissions, while also looking ahead to the planned 8th and 9th Daily Round-Trips and other proposed service increases.

FY 2024/25 and 2025/26 Action Plan

For FY 2024/25 and FY 2025/26, SJJPA will continuously develop action plans with service criteria and objectives to increase ridership, control costs, improve quality, increase the benefits of the San Joaquins Corridor, and better integrate all corridor-serving public transit systems with the San Joaquins (including dedicated Thruway Bus services). Each action will be part of SJJPA's overall management of the San Joaquins as a transportation product in a highly competitive travel market. The following is a list of areas to be covered :

- Negotiate additional revisions to the Amtrak operating agreement to improve performance reporting and decrease operating costs. Plan to reinvest these savings to improve service.
- Work with CalSTA, Caltrans, Amtrak, BNSF and UPRR to restore San Joaquins service to pre-COVID-19 levels.
- Continue to work jointly with the CHSRA, Caltrans, and CalSTA to develop viable strategies and solutions to support phased implementation of high-speed rail and to meet the needs of the San Joaquins and the stakeholder communities of the San Joaquins Corridor. This includes continuing Network Integration planning, EOS operations planning and detailed agreements, and coordination to support the success of the Merced-Bakersfield HSR EOS.

- Complete the environmental and detailed design work for the MITC Project.
- Coordination with Caltrans as an essential stakeholder in the Federal Railroad Administration's (FRA) Corridor ID Program for the intercity service envisioned in the SJJPA's 10-year capital improvement program, Valley Rail, and North Valley Rail.
- Support the California Integrated Travel Program (CallTP) efforts and the early deployment of a pilot program that would include California's intercity and commuter rail services.
- Implement Valley Rail improvements needed for the planned 8th and 9th Daily Round-Trips in conjunction with UPRR, BNSF, Amtrak, and the State, and seek funding for improvements to enable further expansion of the San Joaquins between Merced and Sacramento to increase connectivity to HSR EOS.
- Contribute to the ongoing fleet analysis being conducted by Caltrans, which is examining ways to maximize deployment and scheduling efficiencies along the San Joaquins and Capitol Corridors, allowing for increased capacity for rail service and more efficient utilization of equipment.
- Support state efforts to transition to a zero-emission fleet for rail services as the first corridor to run hydrogen-powered trains for intercity passenger rail service in the United States.
- Participate in the Statewide Working Group Fleet Management focus group that will address issues such as the retirement of the Comet Cars from regular service and the deployment of the new Siemens rolling stock (including any additional infrastructure associated with the new equipment).
- Continue SJJPA's Marketing and Outreach efforts.
- Develop the SJJPA Business Plan Update for FY 2026/27.
- Work with Caltrans and CCJPA to develop a funding plan and timeline for implementation for enabling trains to be turned at Martinez. Continue to coordinate with UPRR, BNSF, and Amtrak on schedule and train performance .
- Conduct market research to solicit feedback from passengers and potential riders to understand existing ridership markets and to identify emerging markets.
- Monitor and report on the status of Business Plan commitments.
- Continue to refine SJJPA's Capital Improvement Program.
- Work to improve coordination of fares and service schedules with connecting transit systems.
- Continue to evaluate measures to improve train and Thruway Bus performance, including modifications to existing service routes and opening more routes and city-pairs for bus-only ticketing.
- Coordinate with state and regional partner agencies to advance planning and implementation of express intercity bus service along the Interstate 5 Corridor between Redding and Sacramento to replace intercity bus connections operated by RABA between Chico and Redding
- Implement a pilot program for an additional Thruway Bus route to serve passengers from Southern San Joaquin Valley and Southern California via Merced to Silicon Valley terminating in San Jose with stops at Los Banos and Gilroy.
- Continue to explore new partnerships with public or private bus operators and implement the provisions of SB 742 with the goal of allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquins trains to save on operations costs.
- Monitor and expand the programs with transit agencies to improve and promote connectivity between the trains and local transit services, and encourage cities, regional governments, and transit agencies to pursue additional Caltrans Sustainable Planning grant(s) to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations.

- Partner with SJRRC, SACOG, Sacramento Regional Transit (Sac RT) and the City of Sacramento on a grant-funded planning effort near the planned Old North Sacramento station of the Valley Rail Program to enhance connectivity and land use compatibility around this critical station area.
- Explore implementing a business class section and/or “Quiet Car” on trains.
- Work with Amtrak to increase performance tracking through detailed monthly reports on ticketing (including e-Ticketing), delays, and food service.
- Work with UPRR, BNSF, Amtrak, and State to grow ridership and revenue by improving reliability, adjusting the service plan, and/or implementing projects that add capacity and reduce travel times.
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements.
- Continue planning and environmental work related to additional service to Sacramento in coordination with BNSF, UPRR, CHSRA, CalSTA, and the Central Valley Rail Working Group.
- Continue the deployment and marketing of new Venture Car trainsets.
- Coordinate with Caltrans and Amtrak to identify and implement equipment modifications to increase reliability, improve passenger amenities, and improve service.
- Coordinate with Caltrans and the Statewide Intercity Passenger Rail Working Group to identify rolling stock needed for increased service levels.
- Develop and work to establish a program to provide subsidies for residents of disadvantaged communities within the San Joaquins Corridor who cannot afford the regular fares.
- Continue to work with CHSRA, Amtrak, the City and County of Madera, and CalSTA to relocate the Amtrak Madera station at Avenue 12 (Madera HSR Station Phase 1) that would provide a seamless connection between the San Joaquins and future high-speed rail service, as well as improved access over the existing Madera Amtrak Station.
- Complete CEQA/NEPA clearance for the full-build Madera HSR Station (Phase 3). Continue to support Madera County and City of Madera efforts to carry out their successful Caltrans Sustainable Transportation grant award to develop a specific plan for the station area and much of southern Madera County.

7. ESTABLISHMENT OF FARES

SJJPA will work with Caltrans and Amtrak to develop fares ensuring the service is attractive and competitive with other modes of transportation along the corridor. Available ticket types on the San Joaquins are: one-way, round-trip, 10-ride tickets, and monthly passes. The multi-ride tickets, and tickets purchased by seniors, students, veterans, military personnel, the disabled, and children under the age of 15 are sold at a discounted rate. In February 2023, Amtrak removed the restriction of one discounted child per fare-paying adult. Now, children 15 and under are 50% off up-to-7 children for a fare-paying adult. Additionally, Amtrak provides reduced fares for groups of more than 15 people. A “Friends and Family” discount program has been established for the San Joaquins, enabling small groups of 2 to 6 passengers to travel for less every day of the week with the exception of a few black-out dates during peak travel periods. Passengers that buy one full-fare ticket save 50% on up to five companion fares with the Friends and Family discount.

In 2018, with an initiative aimed at upholding long-established discounts for riders, the three California JPAs (CCJPA, LOSSAN, and SJJPA) collaborated to create California Everyday Discounts. Seniors, students, military (veterans and active duty), and passengers with disability are able to receive a 15% discount for any trip across the three services. This came after a decision from Amtrak to reduce the discount under their national tariff fares for these passenger types to 10%, which all three JPA's were against. Since that time, the California Everyday Discount program remains well-supported by each agency and sees regular usage from passengers, despite the fact that they required to use a discount code.

The current fare policy for the San Joaquins is reserved ticketing with no revenue management. The reserved ticketing policy requires a passenger(s) to purchase a ticket(s) for a specific train/thruway bus for a specific date of travel. Reserved ticketing helps operations better control the inventory of available seats to prevent standing conditions, especially during high traffic periods. The San Joaquins have a single, “one-bucket” fare grid with a peak fare plan for high traffic periods. The fare grid utilizes a distance-based methodology with a descending per mile rate as the length of the trip increases. A 5% overbooking policy is in place to ensure no undue sold-out situations occur on short segments of the corridor. Reserved ticketing alerts ticket purchasers of “at-capacity” trains to help encourage them to purchase tickets for a less impacted train or another date.

SJJPA will investigate other opportunities to increase fare revenue, including but not limited to:

- Diversify product offerings by adding a Business Class;
- Institute regular fare increases
- Promote and educate the community on use of bus-only trips in the corridors unlocked due to SB 742;
- Explore State or JPA controlled ticketing technology provided it can be incorporated into the Amtrak reservation and capacity technology;
- Continue and expand the transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services;
- Increase public awareness of the Service to increase ridership and revenue;
- Encourage new riders by promoting discounts for group travel and families; and
- Partner with established events to promote untapped ridership (i.e. Battle of the Bay, Allensworth State Historic Park, Hanford Winter Wonderland, Farm to Fork, etc.)
- Explore establishing a program to subsidize tickets for residents within disadvantaged communities along the San Joaquins Corridor who cannot afford to pay regular San Joaquins fares.

8. SERVICE AMENITIES AND FOOD SERVICE

The San Joaquins boasts many great amenities that are integral to the attraction, satisfaction, and retention of riders as they are key marketable features of the service that add value to the customer experience program. To ensure that amenities align with rider expectations and with what is available in the market, SJJPA conducts ongoing research, surveys, and performance measurements to assess the overall health of the customer experience program as well as to identify opportunities to elevate the existing offerings. SJJPA collaborates closely with Caltrans, Amtrak, and the other JPAs to advance program initiatives that can be expanded throughout the state. The customer experience program includes service amenities such as:

- Complimentary Wi-Fi on Trains and Thruway Buses
- Onboard Entertainment Package
- Bicycle Storage
- Comfortable and Versatile Seating
- Food and Beverage Service

Onboard Wi-Fi and Entertainment

All coaches in the Northern California Fleet offer complimentary Wi-Fi to riders, allowing them the opportunity to remain productive during their trip, or explore the diverse entertainment media available via the Wi-Fi portal. The FY 20/21 Wi-Fi system upgrade allowed for the introduction of the portal which boasts content such as blockbuster films, television shows, digital books and magazines, as well as a marketplace to feature San Joaquins and partner promotions. Usage of the portal has seen a steady growth of about 15% for FY 24/25 compared to FY23/24 . Management of the Wi-Fi service is performed in coordination with SJJPA, CCJPA, Caltrans, and contracted services. SJJPA is working with CCJPA and contractors to expand the entertainment package to Thruway Bus services as part of a pilot program.

Bicycle Storage

With many popular bikeable destinations located along the San Joaquins route, bicycle storage is promoted as an important amenity. Bi-level coaches have bicycle storage units that hold three bicycles on the lower level of the car. In addition, 14 first generation California Cab Cars (8300-series) have undergone a retrofit to hold 13 bicycles as opposed to 7 bicycles. The five Surfliner Cab Cars (6000-series) have storage space for up to 13 bicycles in the lower baggage area. The Siemens Venture cars hold 3 bicycles per train car in a convertible luggage storage rack.

Comfortable and Versatile Seating

The bi-level and Venture coaches feature comfortable seating that help distinguish train travel from other forms of transportation, offering passengers a travel experience without a middle seat, ample leg room, and plenty of overhead storage. Additionally, the San Joaquins provide free checked bag service at select stations for up to two bags, and passengers permitted two carry-on and one personal item. With power plugs available at each seat, passengers can keep their devices connected and fully charged throughout their entire journey. Seating versatility is another option for the San Joaquins service, as coach cars provide two options for individual and group seating. Individual seats have drop-down, lap trays for items such as food and laptops as well as footrests. Group seating can accommodate up to four passengers with a shared table for food, work, games, and more. The Venture car equipment not only matches but expands upon the seating comfort and versatility from that of the bi-level coaches. Power outlets have been moved between seats, so passengers sitting in the aisle have equitable access, shared tables include a personalized retractable section that creates better ergonomics for the use of laptops, and moveable armrests allow for maximum relaxation

Food and Beverage Service

The positive evolution of the food and beverage program remains a top priority for SJJPA, while at the same time being able to address initiatives related to escalating program costs, new equipment, and overall passenger experience. Recent programs modifications that have been introduced or will soon be rolled out are:

- Providing complimentary snack boxes for two daily trains without Cafe Car (2021)
- Creating Snack Stations for four daily trains with Venture Car equipment (2024)
- Onboarding a third-party provisioner for food and beverages (2025)
- Transitioning all San Joaquins over to complimentary snack service (2025)

With the delay in the implementation of the vending solution onboard Venture Cars, SJJPA leveraged an existing model of providing passengers with a complimentary snack box. Having monitored the strategy and considered passenger feedback, though the complimentary snack box was appreciated, many of the items within the box were left uneaten, causing unnecessary waste. To evolve the complimentary service, SJJPA introduced the 'Snack Station', a single item grab 'n' go service onboard the Venture Cars. This new version provided passengers with several options to choose from while maintaining similar and at times lower costs than the snack boxes.

Transitioning to full complimentary service not only creates cost savings over trying to retain full Cafe Car service on some trains, but it also supports having equitable experience for all passengers regardless of which train or equipment they board. To achieve this, as part of a pilot program, SJJPA is working directly with a third party provisioner that can supply the items used for complimentary service in Bakersfield. This new program will also help SJJPA establish a business case in the market for provisioners to work directly with transportation agencies on similar projects, including vending machines, which has been a challenge in prior procurement attempts.

The next phase of the program will be for SJJPA to introduce vending machine equipment onto the Venture Car trains. In addition to satisfying compliance standards, there will be vending car modifications that include creating a storage area and kiosks, all of which will allow for the return of onboard, attended sales on all trains. Additional interim solutions will continue to be explored that align with improving rider satisfaction, including other projects such as introducing Business Class to the service. SJJPA is requesting \$2,340,000.00 for program costs.

9. MARKETING AND OUTREACH

The San Joaquins integrated train and Thruway Bus service spans nearly the entirety of the State of California and into Nevada, and is comprised of 18 stations, 9 bus routes, has a marketing footprint of 10 designated marketing areas (DMAs), and connects riders to over 100 destinations along the route. To support the ridership growth and retention for seven daily trains—five operating between Bakersfield and Oakland and two between Bakersfield and Sacramento—along with more than half of riders of the Thruway Bus service, the SJJPA passenger experience and marketing department employs a mix of marketing program strategies that include:

- Brand Management and Advertising
- Communications and Public Relations
- Community and Stakeholder Outreach
- Destination and Organizational Partnerships
- Passenger Appreciation and Engagement
- Market Research and Data Analysis
- Marketing Program Funding

Marketing Program Funding

SJJPA is requesting a yearly allocation of \$1,750,000, equivalent to what was requested last year, to facilitate marketing and advertising to the entirety of the San Joaquins corridor. This allocation will enable SJJPA's marketing and outreach program activities to keep pace with the rising inflationary costs that impact direct expenses such as paid media and digital advertising. Additionally, as initiatives related to critical programs such as Valley Rail and zero emission locomotive conversions advance, there will need to be an expanded requirements for public relations and public outreach, which is accounted for in this funding request.

Marketing Program Activities

Brand Management

As the managing agency for the San Joaquins, in addition to ensuring the successful operation of the service, SJJPA is responsible for developing a program and budget necessary to manage the brand and grow ridership. Under the operating agreement with Amtrak, SJJPA can use the Amtrak San Joaquins service name and marks in its promotion of the service; however, all rights are owned by Amtrak, unlike CCJPA which owns the trademark for the Capitol Corridor. In recent years, SJJPA has been taking on more direct responsibility for the operations of the San Joaquins and that, coupled with the advancement of the Valley Rail program and California High Speed Rail, the need to proceed with rebranding the Amtrak San Joaquins service has become critical.

Rebranding Project

SJJPA has laid the groundwork necessary for the huge undertaking of rebranding the service, which has included: qualitative and quantitative market research; working with focus groups; auditing our website, social media, and advertising performing; and rider testimonials. Beyond creating a new name for the service, a brand architecture was developed to ensure that SJJPA would be effectively positioned to manage a service that lives up to its Mission, delivers with the right Tone in its messaging, and accurately reflects its Vision. During this process, SJJPA aimed to address current challenges and with new, more accurate desires.

Table 9.1

Current Brand Challenges	New Brand Desires
Difficult to spell	Represent California – San Joaquins serves almost the entire state.
Limits assumed scope of services	Encompass both Train and Bus
Investment does not match ownership	Keep flexible for future integrations and plans

Finally, as with any strong brand, it must accurately reflect riders' key reasons to believe, which can be summed up in SJJPA's promise to keep affordability, connectivity, passenger-centric focused solutions, and enjoyment of the service top of mind. With the support of the SJJPA Board of Directors, Amtrak, and Caltrans, SJJPA will be adopting a new name for the service in FFY25 and bringing it to market in early FFY26. The successful launch of the rebranding will require and encompass updating a large swath of assets, including digital (website, social media), physical (train equipment, bus livery, station signage, bus stop signage), and communication (advertising, marketing collateral, outreach) elements as well as effective coordination with Amtrak. As this effort is above and beyond the traditional scope of the marketing program, which will be running concurrently, to manage all aspects of this project an additional rebranding allocation is being requested in the amount of \$1,500,000.00. Those funds would be used as follows:

Table 9.2

Rebranding Budget Request	FY25/26	FY26/27	FY28/29
Equipment Repainting <i>Venture Car Decals</i> <i>Bi-Level Restriping</i> <i>Thruway Buses</i>	\$700,000.00	\$700,000.00	\$700,000.00
Signage and Passenger Information <i>Stations, Onboard, & Bus Stops</i> <i>Accessible Boarding Technologies</i>	\$350,000.00	\$300,000.00	\$250,000.00
Marketing and Advertising <i>Website Design</i> <i>Graphic Design</i> <i>Paid Advertising</i> <i>Public Service Communications</i>	\$275,000.00		
Outreach and Engagement <i>Outreach Materials</i> <i>Community and Stakeholder Activations</i> <i>Media Events</i>	\$175,000.00		
Total	\$1,500,000.00	\$1,000,000.00	\$950,000.00

Advertising, Communication, and Public Relations

SJJPA engages in targeted advertising campaigns through both digital and traditional advertising channels. The advertising program utilizes a multi-touch methodology wherein multiple mediums are employed to reach a broad base of current and prospective riders with key messaging about the service, destinations, and offers. Digital advertising tactics include display ads, paid search, digital radio, social media, and pre-roll video advertising. SJJPA has been able to refine targeting efforts to reach audiences with the most conversion potential by leverage data collected through market research, rider engagement, and owned channels such as the website and email lists. Traditional advertising channels such as television, radio, print, billboards, and sponsorships remain a viable means for increasing brand awareness more broadly.

In addition to being a source for centralized service-related communications, SJJPA's owned channels allow for the establishment and deepening of relationships with current and prospective riders. Current communication

channels include email, social media accounts, and the website. These channels are essential for being able to engage with riders, as SJJPA does not own customer information, as that lives with Amtrak; however, with the plans to introduce a new ticketing system, SJJPA will not only be able to maintain data, but leverage that information improve rider experience by creating direct feedback loop, encourage frequency of ridership with personalized offers, establish a loyalty program, and develop more relevant content to improve channel performance.

SJJPA's social media portfolio includes Facebook, Instagram, Twitter, YouTube, TikTok, and most recently Pinterest. Strategic development of a variety of paid and organic content for these platforms is essential to reach a broad audience based on demographics such as age, gender, location, and income. In addition to using content creation as a means to reach new audiences, SJJPA has also begun working with macro- and micro-influencers, college student ambassadors, and destination partners.

Over the next several years, SJJPA will be heavily engaged with service expansion, new station launches, project kickoffs, and network integration. To support these initiatives and various program milestones, staff have been working strategically to ensure that proper funding sources are in place. These combined efforts, which are accelerating, requires SJJPA to take an even more proactive role in its storytelling and building a larger strategy around, while at the same time ensuring that community engagement and representation remains intact and is elevated. SJJPA intends to expand its suite technological resources to allow for better insights into earned media and tracking for public engagement.

Outreach, Stakeholder Engagement, and Partnerships

SJJPA contracts with qualified Outreach Teams to develop creative strategies for stakeholder engagement, community partnerships, tabling at events, university and college outreach, media relations, and partner development. Each Outreach Team is geographically located throughout the state to be an on the ground presence for the San Joaquins and as content experts for engaging with communities in their markets.

- Stakeholders are vital to promoting the service, improving local presence, and activating communities to ride the train. Stakeholder education meetings and presentations have been a successful way to create champions from organizations like; chambers of commerce, bicycle coalitions, university Alumni Associations, League of California Cities, and California State Association of Counties. SJJPA also coordinates and hosts regular meetings of the San Joaquin Valley Rail Committee (SJVRC), a technical advisory committee composed of a diverse group of rail advocates from various backgrounds and affiliations. Committee members represent all the counties through which the San Joaquins operate, as well as Thruway Bus regions including Los Angeles, San Francisco, and Northern California. SJVRC members provide critical feedback to SJJPA on how to improve the San Joaquins from the perspective of ordinary citizens.
- Service education and awareness is an important grassroots marketing principle. To educate corridor communities and stakeholders, Outreach Teams frequently give presentations to community groups, organizations, school groups, businesses, and others to grow awareness of the service and cultivate community ambassadors and to identify opportunities for group travel along the route. With Hispanics comprising 37% of California's population, recent data supports that 46% of San Joaquin riders are Hispanic. SJJPA and Outreach Teams will continue tailoring outreach strategies, providing promotional materials in Spanish, and utilizing new informational outlets that reach the high-density Hispanic Community locations throughout the San Joaquins corridor, such as the Mercado program.
- There are many colleges and universities accessible by the San Joaquins service. SJJPA has invested in making travel more affordable for students by offering a variety of discounts that are ideal for their anticipated travel needs. Outreach Teams are responsible for developing and managing relationships with key educational partners to promote the service, provide marketing collateral, educate them on the service area, and look for opportunities for them to market to students on our behalf. Explore

opportunities to develop and nurture relationships with student ambassadors as additional resources to help promote the service to different audiences. For deeper penetration of brand awareness on campuses, the Student Ambassador program provides an opportunity for current students to help promote the service via their own social media channels and at on campus events. The success of the program continues to build year-after-year with over 80 applicants submitted for the 24-25 academic year, of which 10 were selected to be ambassadors.

- To meet current and prospective riders in their communities, SJJPA and Outreach Teams table at local community events in the corridor to hand out service information, promote key destinations and discounts, provide train safety information, and listen to the community's feedback on the service. Event tabling is an important strategy for reaching Hispanic and disadvantaged communities, allowing Outreach Teams to meet these communities in their contexts with materials adapted to their language. Additionally, Outreach Teams employ or contract bi-lingual service ambassadors for SJJPA.
- Outreach Teams assist with media relations, utilizing their established relationships with local and regional media contacts to help schedule interviews, facilitate press conferences, and ensure that SJJPA press releases and media advisories are successfully delivered.
- Marketing partnerships are an important strategy to amplify brand reach, enhance market presence, and reach shared partner goals. SJJPA and the Outreach Teams engage target destination, travel, sports, and event partners to establish mutually beneficial relationships that promote the San Joaquins through partner advertising channels such as email, website, digital and printed ads, etc. To offset costs, a partnership toolkit with asset valuation has been developed to leverage SJJPA owned advertising channels for trade partnership marketing.

Rider Appreciation and Engagement

Rider retention is critical to the ongoing success of the San Joaquins. In a traditional marketing environment where there would be access to passenger information and data, unique offers and rewards could be leveraged with passengers to increase frequency of ridership or to recommend alternative destinations. With this information being owned by Amtrak, SJJPA has been able to develop an augmented approach at showing appreciation to riders and engaging with them. Throughout the year, station events and activities are planned to surprise and delight passengers with holiday or partner themed informational items and activities. SJJPA also collaborates with destination partners with incentives that highlight partner offerings and the accessibility from the service.

Market Research

To learn more about the onboard passenger experience for San Joaquins trains and Thruway Buses, as well as to gain insight in the key markets along the route, SJJPA conducts bi-annual passenger and market surveys. As this research is conducted every other year, there will be no onboard nor market surveys for FY 25/26.

10. ANNUAL FUNDING REQUIREMENT

The annual State budget includes a line item for the operating costs of the three State-supported intercity rail services. For each service, the State budget provides funding for intercity train operations, a marketing budget, minor capital projects, and the administrative staff budgets. The California Legislature approved the FY 2023/24 State budget that continues this support.

A primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the San Joaquins for agreed-upon service levels. This chapter documents ridership and revenue projections; FY 2023/24 financial numbers (actuals); operating, marketing, and administrative funding requests of SJJPA for FY 2025/26 to FY 2026/27. Also documented are operating cost analysis and cost savings due to management decisions and proposed uses for these funds per the Interagency Transfer Agreement (ITA) or otherwise as coordinated with the State. The FY 2025/26 plan identifies the various ongoing multi-year service and program initiatives for FY 2025/26 and those anticipated for FY 2026/27. See Table 10.4 for a summary of service and program initiatives.

The FY 2024/25 year has generated unprecedented momentum between SJJPA and the State to achieve a long-term financially sustainable service. Significant efforts have been made to right size the States investment for intercity passenger rail and thruway service through focused and achievable actions with full implementation in key areas for the FY 2025/26.

SJJPA acknowledges the limited financial capacity of the State and looks forward to working to ensure that any necessary budget constraints are applied to lower priority projects to adjust. In the event that projects cannot be fully funded at this time, SJJPA requests approval of the overall scope of work within the annual business plan, and the ability to adjust accordingly within projects. SJJPA looks forward to working with the State throughout the fiscal year as financial resources become available, or opportunities arise for funding to be adjusted between Other Operations Projects based on service needs. See Table 10.5 for the summary funding requests by major category.

State Ridership and Revenue Projections

San Joaquins has continued its growth pattern over the recent fiscal years. San Joaquins is forecasted to continue to grow through marketing activities, destination partnership expansion, and the reintroduction of the 7th round-trip.

Table 10.1

Ridership and Revenue Actuals and Forecasts (FY 2024 - FY 2026)				
Federal Fiscal Year (OCT – SEP)	Ridership	YoY % Change	Revenue	YoY % Change
FY 2024 (Actuals)	909,555	7%	\$31,160,828	4%
FY 2025 (Forecasted)	927,675	2%	\$31,718,229	1.8%
FY 2026 (Forecasted)	949,989	2%	\$32,219,864	1.6%
* SJJPA revenue forecast is lower due to the expected loss of Food & Beverage revenue. With the Venture Cars growing their percentage of fleet, the lack of Café Cars will lower the opportunity for Food and Beverage revenue. This will have a correlative decrease in on-board labor and associated costs within the Amtrak contract.				

FFY 2023/24 Operating Fiscal Report (Actuals)

The net operating costs (expenses less revenue) for Amtrak to operate the San Joaquins for FFY 2023/2024 was \$59,059,086 for 6 round trip service levels, which was satisfied with the allocation for the FFY 24. The other operating costs incurred outside of Amtrak contract for FY 24 were \$4,240,237 for maintenance of State-owned equipment, station leases, insurance, and host right of way maintenance projects.

FY 2023/24 Administrative Fiscal Report (Actuals)

The net administrative costs for SJJPA to manage and administer the San Joaquins for FY 2023/24 was \$4,125,568.

Operating Cost Analysis and Management Actions Resulting in Operating Cost Reductions/Revenue Enhancements

Per the ITA, SJJPA is currently planning to program any potential cost savings realized as a result of ongoing management actions to service improvements. Cost savings at this time have been from investment income, realignment of thruway service, revenue over annual budget, and other accumulated funds are being held for future operations payments or otherwise as coordinated with the State. A list of potential items that could utilize these cost savings is outlined below.

Potential Cost Savings Utilization

- California Passenger Information Display System (Cal PIDS) Upgrade – SJJPA portion of the project;
- New Station and Parking Improvements - Land acquisition and construction costs;
- Accessibility improvements to various San Joaquins stations;
- Contribute to the SJJPA's Operating Surplus account according to the Interagency Transfer Agreement;
- Costs associated with San Joaquins rebranding effort;
- Increase required Self-Insured requirements as required by Insurance Policy.

Operating Funding Request (FY 2025/26 and FY 2026/27)

The financial performance of the San Joaquins is dependent on several institutional arrangements. The most important arrangement is the contract with Amtrak to operate the service and maintain any assigned equipment and facilities.

San Joaquins operating expenses that fall under the Amtrak contract include:

- Full return to 7 round trip service, subject to equipment availability;
- Onboard labor;
- Railroad performance incentives;
- Train fuel and power;
- Property insurance for state-owned rolling stock operated (maintained by Amtrak);
- Liability insurance and indemnification;
- Lease of Amtrak equipment;
- Commissary and station costs;
- Terminal yard costs;
- Police presence;
- Support of Amtrak's regional and national supervision;
- Connecting bus service and other operating expenses.

The CTC allocated SJJPA \$49,984,806 in operating funding for FY 2024/25, This balance was utilized for the Amtrak contract. SJJPA was awarded \$4,515,000 for truck overhauls, direct passenger provisioning, insurance, stations lease obligations and other direct expenses. SJJPA was also awarded \$27,795,125 for maintenance of State-Owned Equipment that is accepted and in current revenue service. The funding request for FY 2025/26 is \$54,964,851 for 7 round trip service for the Amtrak contract, \$35,900,000 for State Owned Equipment in State supported revenue service, and \$7,461,200 for the non-Amtrak operational items (see Table 10.2). Any amounts above operational uses will be applied to approved projects prior to requesting reimbursement. For FY 2026/27 the San Joaquins projected funding request is \$56,613,797 for the Amtrak contract, \$37,695,000 for State-Owned Equipment deployed in revenue service and \$7,079,460 for non-Amtrak operational items.

Difference between the Amtrak State Payment Forecast and the Operations Budget

The Amtrak State Payment Forecast will not exceed the Approved Operations Budget.

Other Operations Funding Request (FY 2025/26 and FY 2026/27)

FY2025/26 affirms that increased day-to-day operational oversight improves the service in a way that directly speaks to passenger concerns. These relevant and strategic initiatives are meant to improve service performance, lower overall costs, and maximize current and future economies of scale. Priority focus areas that require other operations include evolving the food and beverage program to be an equitable experience across all equipment; transitioning maintenance of State-Owned equipment to a third-party with an unprecedented level of commitment to revenue service equipment that safeguards the passengers and employees. Efforts are underway to improving on time performance by working in close collaboration with host railroads and the train operator to address dispatching, turnaround, interference and overall train slot scheduling. Each of these operational components has taken time to move from a conceptual framework to full implementation and the funding provided by the State has facilitated impressive momentum. The comprehensive list of items included in Other Operations are below:

- **Station Leases and Facility Expenses** – As SJJPA takes a more active role in the oversight of the San Joaquins stations and facilities funds are required for station leases and other facility maintenance costs.
- **Contingent Railroad Liability Insurance Premiums** – SJJPA is responsible for Contingent Railroad Liability Insurance Premiums outside of the Amtrak contract and for State Owned Equipment (Ventures and Legacy) and these funds are required annually.
- **Passenger Services and Amenities Operations** – In an effort to introduce a program that creates an equitable experience on new and existing equipment; identify a pathway to reduce escalating program costs associated with the Café Car; and to improve overall passenger experience, SJJPA is taking a proactive and innovative lead in the evolution of its Food and Beverage program. These initiatives are being advanced by working directly with a local, third-party provisioner to contain operating costs; piloting out the vending solution on Venture Cars, which opens the possibility of expanding this model to legacy equipment benefitting all State-Owned equipment; and modifying the Venture vending cars to accommodate needed storage and kiosks to introduce on board sales. For more information on the Vending Solution and program overview see Chapter 8.
- **San Joaquins Rebranding** – Service rebranding for the Amtrak San Joaquins is a necessary next step in ensuring that the service can properly align with the vision of the State Rail Plan for a seamlessly integrated network. Additionally, this would remove restrictive barriers of having an Amtrak owned brand, and position SJJPA to have autonomous oversight of a service that is representative of the vast geographic region being serviced by its train and bus routes. For more information on the Service Rebranding see Chapter 9.
- **Host Railroad Right of Way Maintenance** – SJJPA continues to work directly with the Host Railroads to assess cleanup efforts along the corridor and safety and security activities aimed at reducing at-grade passenger interference. For more information on Safety and Security projects see Chapter 12.

- **State Owned Equipment Maintenance** – In 2024 SJJPA entered into an agreement with the State for the commissioning and annual maintenance of State-Owned Venture Cars based on its progressive placement into service. Beginning in March of 2025 SJJPA further transitioned mechanical oversight for the entire Northern California State Owned Equipment pool. This should result in long-term cost efficiencies and an improved condition of equipment under the Other Direct Operations allocation. Through this transition SJJPA and the States ultimate goal to improve equipment utilization will be realized as State Owned assets are maintained with the highest commitment to safety, federal regulations and industry best practice. For more information see Chapter 3.
- **Equipment Wreck Repair** – SJJPA is requesting other operations allocation for the Equipment Repair Fund for State-Owned revenue service equipment to continue to meet the future costs associated with a growing equipment pool and phased acceptance of multiple types of rolling stock.
- **State-Owned Rolling Stock Technology and VSS** – State-Owned Venture cars have a required cost for Video Surveillance System technology that historically flowed through the Operating Agreement with Amtrak for handling the video data for standard and/or emergency service calls to Stockton and/or Oakland for the video downloads/offloads from the Venture cars.
- **Zero Emission Multiple Units** – SJJPA is requesting \$5,000,000 over 4 years for additional resources necessary for mobilization activities related to the Caltrans ZEMU procurement. Since the ZEMUs will be utilized throughout California, SJJPA will submit a funding request via separate letter to Caltrans outside of SJJPA Annual Business Plan approval process.

Table 10.2

Other Operations - Detail (FY 2024/25 - FY 2026/27)			
Expense Category	FY 2024/25 (Approved)	FY 2025/26 (Requested)	FY 2026/27 (Projected)
Station Leases and Facility Expenses	\$100,000	\$79,200	\$79,200
Contingent Railroad Liability Insurance Premiums	\$900,000	\$2,500,000	\$2,500,000
Service Rebranding	-	\$1,500,000	\$1,000,000
Passenger Services and Amenities Operations	\$100,000	\$2,340,000	\$2,457,000
Host Railroad Right of Way Maintenance	\$1,000,000	\$500,000	\$500,000
State Owned Equipment Maintenance	\$25,095,125	\$35,900,000	\$39,490,000
Equipment Wreck Repair	\$500,000	\$500,000	\$500,000
State Owned Rolling Stock Technology and VSS	\$100,000	\$42,000	\$43,260
Total Other Operations	\$27,795,125	\$43,361,200	\$44,774,460

Administrative Funding Request (FY 2024/25 and FY 2025/26)

Funds are required for the SJJPA to provide administrative functions for the San Joaquins. For FY 2025/26, SJJPA administrative costs are estimated at \$6,740,047. In 2024/25 SJJPA continued to deliver measurable progress in concentrating on organizational needs to meet the ever increasing responsibilities assumed under the ITA. Various initiatives and joint efforts between SJJPA and the State have evolved to account for the steady increase of within key areas of administration. SJJPA welcomes the increased role and responsibilities of administration and recognizes that financial resources must continue to yield tangible betterment for the service

and stabilize in future years. Key areas that continue to experience increased activity include contracts and procurement, grants, programming, legal and rail specific professional services, operational and passenger facing services. See Table 10.5 for a summary of these administrative costs alongside operations, marketing, service and program initiative costs. See Table 10.3 for a summary of budgeted administrative costs.

Table 10.3

Administrative Budget for the San Joaquins - Detail (FY 2023/24 - FY 2026/27)			
Expense Category	FY 2024/25 (Approved)	FY 2025/26 (Requested)	FY 2026/27 (Projected)
Salaries/Benefits/Contract Help	\$4,335,610	\$4,620,670	\$4,759,290
Office Expenses/Postage/Memberships, etc.	\$49,335	\$54,810	\$55,906
Computer Systems	\$5,250	\$5,460	\$5,569
Communications	\$33,376	\$4,200	\$4,284
Motor Pool	\$34,300	\$18,753	\$19,128
Transportation/Travel	\$15,750	\$45,000	\$45,900
Training	\$5,402	\$9,917	\$10,115
Audits/Regulatory Reporting	\$45,750	\$47,580	\$48,531
Professional Services - Legislative	\$260,000	\$270,400	\$275,808
Professional Services - Legal	\$132,000	\$167,280	\$170,625
Professional Services - General	\$199,231	\$440,650	\$449,463
Software Integration & License Fees	\$33,000	\$5,000	\$5,100
Professional Services - Operations	\$121,939	\$125,000	\$127,500
Professional Services - Grants & Programming	\$145,000	\$254,800	\$259,896
Professional Services - Planning	\$330,000	\$120,000	\$122,400
Communications - Operations	\$15,105	\$15,105	\$15,407
Publication/Legal Notices	\$12,500	\$12,500	\$12,750
Maintenance of Headquarters	\$195,047	\$221,424	\$225,852
Insurance - Administration	\$87,725	\$91,983	\$93,822
Insurance - Railroad	\$66,275	\$78,449	\$80,017
Insurance Management Fees	\$8,250	\$10,000	\$10,200
Security Services/Safety Programs	\$94,697	\$121,066	\$123,487
Total Administration	\$6,225,542	\$6,740,047	\$6,874,843

Marketing Funding Request (FY 2024/25 and 2025/26)

SJJPA is requesting a yearly allocation of \$1,750,000, equivalent to what was requested last year, to facilitate marketing and advertising to the entirety of the San Joaquins corridor. This allocation will enable SJJPA's marketing and outreach program activities to keep pace with the rising inflationary costs that impact direct expenses such as paid media and digital advertising. This funding will also support the state-wide marketing strategies and tactics developed in collaboration with the State and the California Joint Powers Authorities to continue to grow ridership; enhance the passenger experience; advocate for local, state, and federal funding and rail policies; and to improve rail safety along our corridors. Additionally, as initiatives related to critical programs such as Valley Rail and zero emission locomotive conversions advance, there will need to be an expanded requirements for public relations and public outreach, which is accounted for in this funding request.

Minor Capital Funding Request (FY 2024/25 and FY 2025/26)

SJJPA is requesting \$500,000 per year provided for "Minor Capital" projects (projects valued at \$388,000 or less in total project cost) for FY 2025/26 and FY 2026/27. This amount is consistent with the approved amount in the FY 2024/25 annual business plan. In SJJPA's management of these funds, the "Minor Capital" program has been successful in keeping the San Joaquins Corridor in a state of good repair, as well as making small service improvements. In recent years, due to increases in construction and material costs, and inflation, funding has been insufficient to complete the generated project list, however a modest project list is still advancing.

SJJPA Service and Program Initiatives

In addition to direct current service costs, SJJPA, in coordination with Caltrans and CalSTA, are leading and coordinating on various efforts to improve the service in the near and long term. The FY 2025/26 funding request has been modestly reduced from the FY 2024/25 projected amount to achieve a financially sustainable and achievable program. Below are a list of current projects and funding requests:

- **Marketing Analysis** - To learn more about the onboard passenger experience for San Joaquins trains and Thruway Buses, as well as to gain insight into the key markets along the route, SJJPA conducts bi-annual passenger and market surveys. For more information see Chapter 9.
- **High-Speed Rail/Early Train Operator (ETO) Coordination Support** – SJJPA has several ongoing efforts with CHSRA and the ETO to accomplish its role and responsibilities as a party to the joint MOU and as a partner to the project. For more information see Chapter 4.
- **Program and Project Management Services for Capital Projects** - SJJPA has several ongoing capital projects that require specific assistance for track construction and related requirements between hosts, the FRA, and the various jurisdictions. Technical support will ensure timely project advancement. For more information on the various track projects see Chapters 4, and 5.
- **Madera Station High-Speed Rail CEQA/NEPA** – SJJPA is leading the Madera Station effort on behalf of the State and in coordination with CAHSR. For more information on project status see Chapters 4, and 5.
- **State Owned Rolling Stock Overhaul Work** – SJJPA and the State have entered into an agreement to address a backlog of truck overhauls and café car overhaul/upgrades at the Stockton Rail Maintenance Facility. For more information see Chapter 3.
- **Visalia to Hanford Connector (Kings/Tulare)** – SJJPA is providing leadership and support for the Cross Valley Corridor. This effort is in conjunction with the ETO's requirement to coordinate with connecting transit for High-Speed Rail. For more information see Chapters 4 and 13.
- **Zero Emission Multiple Unit Study for Central Valley Service (CVS)** – SJJPA is leading the feasibility study to use ZEMUs for the CVS.

Table 10.4

SJJPA Service and Program Initiatives - Detail (FY 2024/25 - FY 2026/27)			
Expense Category	FY 2024/25 (Approved)	FY 2025/26 (Requested)	FY 2026/27 (Projected)
Marketing Analysis	\$300,000	-	\$300,000
High Speed Rail/Early Train Operator Coordination Support	1,900,000	\$750,000	\$2,950,000
Project Management Support	\$500,000	\$500,000	500,000
Madera Station High Speed Rail CEQA/NEPA	1,000,000	\$500,000	500,000
State Owned Equipment Truck Overhaul	\$1,000,000	-	-
Visalia to Hanford Connector (Kings/Tulare)	\$115,000	\$75,000	\$75,000
Total SJJPA Service and Program Initiatives	\$5,815,000	\$1,825,000	\$4,325,000

Table ES.1/10.5

SJJPA State Funding Request for the San Joaquins (FY 2024/25 - FY 2026/27)			
Expense Category	FY 2024/25 (Approved)	FY 2025/26 (Requested)	FY 2026/27 (Projected)
Operating			
-Amtrak Contract	\$48,399,538	\$54,964,851	\$56,613,797
-Direct Operations and Mechanical	\$27,795,125	\$43,361,200	\$44,774,460
Administrative	\$6,225,542	\$6,740,047	\$6,874,843
Marketing	\$1,750,000	\$1,750,000	\$1,750,000
Minor Capital Program	\$500,000	\$500,000	\$500,000
SJJPA Service and Program Initiatives	\$5,815,000	\$1,825,000	\$4,325,000
Total Request	\$90,485,205	\$109,141,098	\$114,838,100

11. SEPARATION OF FUNDING

As identified in the Joint Exercise of Powers Agreement (JEPA) for the SJJPA, the Controller of the Managing Agency of the SJJPA shall perform the functions of Auditor and Controller of the SJJPA, and the Treasurer of the Managing Agency of the SJJPA shall perform the functions of Treasurer of the SJJPA. SJJPA has selected SJRRC as the Managing Agency for the SJJPA during the term of the ITA. SJRRC utilizes the Auditor-Controller and the Treasurer of the County of San Joaquin. SJRRC has established the appropriate accounting and financial procedures to ensure that the funds appropriated and otherwise secured during FY 2025/26 and FY 2026/27 for SJJPA to support the San Joaquins are solely expended to operate, administer, and market the San Joaquins.

The ITA includes language confirming that the State shall perform audits and reviews of financial statements of the SJJPA with respect to the San Joaquins. In addition, per the Managing Agency Services Agreement between the SJJPA and the SJRRC, SJJPA will require an annual

independent audit of the accounts of SJJPA is performed (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

The County of San Joaquin Auditor Controller and Treasurer are the official Auditor Controller and Treasurer of SJJPA. The County of San Joaquin maintains separate funds for all financial activities of SJJPA and provide monthly reports to SJJPA. Day-to-day accounting transactions are performed by the SJRRC Fiscal Department under the direction of the Controller and Director of Fiscal Services. The SJRRC/SJJPA Controller will provide for an annual independent audit of the accounts of SJJPA (pursuant to Section 6506 of the Government Code) within six (6) months of the close of the applicable fiscal years.

12. SAFETY AND SECURITY

SJJPA Safety and security are primary concerns that affect all activities associated with every phase of the service, including planning, design, construction and expansion, testing, operations, and maintenance of the rail system. All management and employees are responsible for ensuring the safety of passengers, themselves, property, and the public that encounter the system.

As the managing agency and administrator, SJJPA oversees the San Joaquins passenger rail service operating on the Union Pacific Railroad (UPRR) and the Burlington Northern Santa Fe Railroad (BNSF) owned territory. SJJPA contracts with Amtrak to provide onboard staffing (train and engine crews, cafe services), customer service, ticket agents, and the required management personnel to operate the San Joaquins. SJJPA, through its managing agency (SJJRC), will maintain the State-owned Venture car fleet as the vehicles are placed into revenue service. Amtrak's CFR 270 System Safety Plan (SSP) encompasses all elements mandated by the Federal Railroad Administration (FRA). It outlines explicitly that Element 6, the Maintenance, Repair, and Inspection Program, is designated under the ACE CFR 270 SSP. Amtrak, as the designated operator under contract with the San Joaquin Joint Powers Authority (SJJPA), carries out all operational responsibilities.

SJJPA collaborates with Amtrak, host railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, the focus is on:

- Vehicular and pedestrian safety at highway/rail grade crossings, including private crossings in rural areas of the San Joaquin Valley;
- Pedestrian safety along the railroad right-of-way;
- Security inside and around stations and at Thruway Bus stops;
- Passenger safety onboard trains and on Thruway Buses; and
- Emergency preparedness training and exercises with first responders in coordination with Amtrak, host railroads, state and federal regulatory agencies.

Components of the Program include:

- Requiring a robust communications protocol, including cooperation among all SJRRC managers, departments, employees and contractors relative to matters of safety and security;
- Continuous coordination with Amtrak, BNSF and UPRR;
- Pursuing an aggressive safety and security program of capital improvements; and
- Identifying relationships and responsibilities with local, state, and federal agencies that are responsible for and have governance over the San Joaquins Service, including the Federal Railroad Administration (FRA), National Transportation Safety Board (NTSB), California Public Utilities Commission (CPUC), and Transportation Security Administration (TSA).

SJJPA collaborates with Amtrak, host railroads, and regulatory partners to identify and fully address safety concerns. As part of this collaboration, SJJPA participates in:

- Corridor Improvement Team (CIT) meetings;
- Northern California Rail Safety Team activities;
- Partnership Performance Action Teams (PPAT);
- Regional Transit Strategies Working Group (RTSWG);
- Northern California Emergency Preparedness Task Force meetings; and
- Joint Terrorism Task Force meetings.
- Cybersecurity Task Force meetings
- Bay Area Urban Areas Security Initiative (UASI)
- San Joaquin Multi-Agency Homeless Strike Force Team

SJJPA will continue to work with Amtrak, BNSF and UPRR to identify safety and security issues, develop remediation strategies, and to secure grant funding to expand and enhance safety and security programs onboard all trains and Thruway buses, and along the railroad right-of-way.

Safety and Security Program for 2025/2026 and 2026/2027

The primary goals of the SJJPA's Safety and Security Program for the fiscal years 2025/26 and 2026/27 are twofold. First, the program aims to maintain a robust and comprehensive suite of educational initiatives designed to raise awareness and promote best practices in safety and security among all stakeholders. Second, it seeks to aggressively pursue capital improvement projects that will effectively address and eliminate unsafe conditions within the system. SJJPA is committed to creating a safer environment for passengers and staff through these efforts.

Safety and Security Educational Activities

SJJPA's educational efforts focus on increasing public awareness of rail safety and security along the San Joaquins Corridor. To increase awareness of the public, a wide range of populations and stakeholders will be targeted, including the existing base of employees, non-English speakers, agriculture and seasonal workers, school groups, community audiences, professional drivers, law enforcement officers, and emergency responders. To this end, SJJPA will continue to leverage a network of rail safety education resources through California Operation Lifesaver (CAOL) to inform communities about safe behavioral practices around the San Joaquins Rail Corridor.

Educating railroad personnel is as critical as raising public awareness. SJJPA will continue to take advantage of Department of Homeland Security (DHS) training resources and safety and security grant programs to build upon related activities already underway and to develop and implement new programs. Specific training efforts include but are not limited to the following:

- Emergency Preparedness Training for rail corridor first responders;
- Rail security awareness training for train crews, maintenance staff, bus operators, and station staff;
- Disaster simulations to ensure employee and first responder readiness; and
- Emergency Preparedness Training for passenger operations that connect to the San Joaquins.

Safety and Security Capital Improvements

An important aspect of safety and security are implementing physical improvements that will improve the safety and security of the Corridor and of train operations. In an effort to identify needed physical improvements, SJJPA will continue to conduct a systematic risk assessments of the conditions along the railroad right-of-way and in and around San Joaquins stations (including parking lots and platforms), as well as onboard trains. Important capital projects that SJJPA is currently implementing or currently pursuing include:

- As part of the comprehensive fencing upgrade initiative, the annual allocation request for 2025/26 will be specifically for phases 3 and 4 of the Fresno project and enhancements related to the Stockton Intermodal project.
- Inspections will be conducted bi-yearly at the beginning of the fiscal year using the Risk-Based Hazard Analysis and assessment Program.
- Risk assessments will be promptly conducted for any reported hazards or safety concerns. We will document mitigation efforts and share them with our partners for transparency and accountability.
- Fencing projects at locations identified based on incident hot spots and high numbers of near misses;
- Opportunities to improve pedestrian grade crossings and construction of pedestrian grade separations;
- On January 28, 2022, the SJJPA Board of Directors approved a-not-to-exceed \$1,000,000 agreement with BNSF to install fencing to deter trespassers from accessing the railroad right-of-way. BNSF has installed nearly one mile of fencing, with an additional mile slated for installation over the next year;

- Increased lighting at stations, and parking lots; and
- Improved safety and security-related signage, including messaging around suicide prevention and railroad safety.

A critical capital improvement being implemented is Positive Train Control (PTC), which is an advanced railroad communication system, consisting of signaling and other equipment along tracks as well as on-board trains. PTC increases the operational safety of passenger trains (and freight trains) by preventing the following:

- Train-to-train collisions;
- Over-speed derailments;
- Incursions into established work zone limits; and
- Movement of a train through a main line switch in the improper position.

Other activities SJJPA will employ to improve safety and security include:

- Attending listening sessions with station personnel to help identify safety/security concerns and suggestions for improvements/solutions;
- Embracing the Transportation Security Administration's (TSA) offer to conduct threat / vulnerability assessments and station security profiles;
- Work with host railroads to ensure the corridor is kept clear of homeless encampments, and other unauthorized activities.
- Conduct thorough risk assessments along the right of way, at stations, and within facilities to identify and address safety and security issues. Partner with local teams to effectively mitigate encampment trespassing.
- Continue to engage in detailed discussions and collaborative efforts with the Amtrak Western Commander and Inspector to enhance sa
- fety protocols and implement adequate security measures.

13. STATION AREA DEVELOPMENT AND CONNECTIVITY

Numerous benefits can be realized when encouraging increased development densities near San Joaquins stations and improving connectivity with other modes of transportation. In addition to potential benefits from minimizing land consumption associated with new growth/greenfield development, increased densities and residential development near San Joaquins stations concentrates activity to be conveniently located near these transportation amenities. This promotes increased use of the San Joaquins, generating additional ridership and revenue to benefit the State. It also accommodates new growth on a smaller footprint, benefiting the local jurisdiction from a business tax, mobility & access improvement, and essential service perspective. A dense development pattern can also better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve these communities. Local governments will determine which mechanisms best suit each community and which specific efforts could be implemented to improve connectivity and promote station area development.

Applying transit-oriented development (TOD) measures around rail stations is a strategy that not only works for large, dense urban areas, but also downtowns of smaller cities and suburban areas. Local governments play a significant role in implementing station area development by adopting plans, policies, zoning provisions, and incentives for higher densities, and by approving a mix of urban land uses. TOD measures are typically applied to areas within about one-half mile of stations.

Connectivity with modes other than the automobile is particularly important for first and last-mile trips and to promote equitable transportation to serve disadvantaged/priority communities throughout California. In addition to helping increase ridership, improved transit and micro-transit connections support a more sustainable California by reducing automobile VMT, energy consumption, and greenhouse gas emissions.

Implementation Strategies for TOD at San Joaquins Stations

While the responsibility and authority needed to focus growth and station area development near San Joaquins stations reside primarily with local government, SJJPA can help ensure that the San Joaquins become an instrument for encouraging implementation of station area development principles the in following ways:

- Encourage local governments to prepare/update and adopt station area plans, amend city and county general plans, and promote TOD in the vicinity of San Joaquins stations.
- Assist local governments and developers in securing grants/funding for planning and implementing TOD around San Joaquins stations.
- Work with communities and organizations to support TOD and with developers to implement TOD.
- Require new San Joaquins stations be developed as a multi-modal transportation hubs.
- Encourage the location of potential new San Joaquins stations in traditional city centers and/or areas with high potential for TOD.
- Encourage planning consistent with SB 375 (Sustainable Communities Strategy), transit priority areas, infill development, and TOD.
- Prepare station areas for potential changes in first- and last-mile access including the growth of micro-mobility, and shared, connected, electric, and automated vehicles.
- Encourage transit agencies and cities to align with policies that enhance connectivity to transit, consistent with many regional plans found in the San Joaquins service area.

Transit Oriented Development Around San Joaquins Stations

The San Joaquins serves 18 rail stations, most of which are multi-modal transportation hubs located in traditional city centers. Table 13.1 presents the existing amenities and services at San Joaquin stations, as well as a preliminary assessment of their potential for new TOD. TOD opportunities are considered low at San Joaquins

stations that are located in outlying areas away from the city centers/downtowns. The highest potential for new TOD at San Joaquins stations is likely to be in the larger cities along the corridor. To encourage TOD, SJJPA is working to improve the usability of stations and Thruway Bus stops. Comprehensive assessments have begun with the objective to update and improve signage at and near stations and stops to enhance the experience of riders, with new signage and bus stop locations being recently upgraded and implemented respectively.

There are several large TODs that have developed or are being developed in the vicinity of San Joaquins stations or planned new stations. There are also opportunities to encourage TOD at several other stations. In addition to encouraging TOD, SJJPA is working with local and regional governments to improve transit connectivity at the stations described below, along with other stations.

Sacramento TOD

SJJPA's plans for four new stations in Sacramento provide a great opportunity to not only leverage TOD that is already underway (especially around the planned Midtown Station), but to encourage TOD near new San Joaquins/ACE rail station locations. In addition to Midtown, Old North Sacramento, and City College hold promise for TOD in the immediate vicinity of the planned station sites. Near the Midtown Station, the San Joaquin Regional Rail Commission (SJRRRC) in 2021, partnered with the Capitol Area Development Authority and EAH Housing on two affordable housing development projects in competing for funding from the Affordable Housing and Sustainable Communities (AHSC) Program. EAH Housing's On Broadway 140-unit affordable housing project was awarded a \$29 million AHSC grant on January 26, 2022. The On Broadway project will be located on Broadway, less than a mile from Midtown Station. The AHSC grant has \$10 million for transportation improvements that includes street improvements, \$6.1 million for two new ACE railcars, and \$1.9 million for improvements to Midtown Station. SJJPA worked with a developer on a successful 2023 AHSC grant for a 124-unit affordable housing project in the vicinity of the future Old North Sacramento Station (440 Arden Way) which included \$6 million to convert an ACE locomotive to have zero-emissions. In 2024, SJJPA worked with developers on another successful AHSC grant for an affordable housing project named Sakura. This project, located near the Midtown Station (2000 16th Street), will provide \$5 million in funding for a ZEMU car and \$2 million for Midtown Station. SJRRRC and SJJPA will continue to seek other future affordable housing developments to partner on providing TOD near future Valley Rail stations.

In 2023, SACOg was awarded a Caltrans Sustainable Transportation Planning Grant, with SJRRRC and SJJPA as sub-recipients, and in partnership with the City of Sacramento and Sac RT. This grant will fund an action planning effort in the area that includes the Old North Sacramento Station and two Sacramento light rail stations along Del Paso Boulevard. This work will begin in earnest in mid-2025 with initial outreach to the immediate community around the station area and various stakeholders near the Old North Sacramento Station site. This action plan will focus on immediate steps to enhance safety and security near the station, address multi-modal infrastructure needs to increase connectivity of the neighborhood and to the nearby Globe Light Rail Station, and encourage new TOD.

Immediately north of the existing Sacramento Valley Station, which San Joaquins trains currently share with Capitol Corridor trains, the 244-acre mixed-use TOD called The Railyards is currently being developed as an entirely new urban district of Sacramento. Plans call for a mix of housing types, a large retail component of over one million square feet, a significant level of office space at 2.3 million square feet, along with other uses such as a hotel, recreational, and cultural land uses. SJJPA supports The Railyards development as a way to activate the environment surrounding the station and believes it will engender additional rail and transit ridership.

Stockton ACE Station (Cabral Station) TOD

The Robert J. Cabral Station (Cabral Station), serves as the Downtown Stockton Station for the San Joaquins. This station serves all San Joaquins trains to/from Sacramento. The City of Stockton has expressed interest in highlighting the rail connections available at the station. SJJPA is very supportive of the City's efforts to encourage development in downtown Stockton as it will not only improve connectivity and walkability to the station, but will greatly improve the surrounding neighborhood, likely leading to ridership increases on the San

Joaquins. In support of furthering development around the station, SJRRC received a grant in the amount of \$2 million for a streetscape improvement project along East Channel Street, which directly connects the Cabral Station to new developments and greater downtown, as well as San Joaquin Regional Transit District's Downtown Transit Center, and is expected to begin construction in 2024. In early 2023, the City of Stockton partnered with the SJRRC, SJJPA, San Joaquin COG, and SJ RTD on a Strategic Partnership – Transit planning grant from Caltrans for TOD in downtown Stockton which will include Cabral Station and the Stockton Transit Center. San Joaquin COG submitted the application, which will be led by the City of Stockton if successful. In late 2024, Caltrans awarded this grant and also requested the planning area to include the San Joaquin Street Station that the San Joaquins also serves for the Oakland-Bakersfield service.

In 2019, SJRRC partnered with Visionary Home Builders and the City of Stockton on their Grand View Village affordable housing development, located 0.50 miles west of Cabral Station. The development was awarded \$17.9 million of funding from the AHSC program, including \$4 million to purchase an additional ACE rail car and \$202,000 for improvements to East Channel Street. The Grand View Village project opened for residents in spring 2024.

In 2021, SJRRC partnered with Service First of California on a successful AHSC application for the Hunter House Project (awarded January 26, 2022). The Hunter House project will be located on the 600 block of North Hunter Street about 0.8 miles from Cabral Station and about 1 mile from San Joaquin Street Station. This 120-unit affordable multifamily housing project for special needs populations will be four stories with a mix of one - and two - bedroom apartments and an underground garage. The \$27 million AHSC grant award has \$9.4 million for transportation improvements that includes street improvements, \$2.5 million for a new ACE railcar, and \$1.35 million for improvements to Cabral and San Joaquin Street stations.

Richmond TOD

The Richmond Station is located in the heart of the city and is a shared facility with BART. On the west side of the BART/Amtrak Station complex, a previously developed TOD spans nearly three city blocks and includes many hundreds of residential units and small retail shops that greet people entering/exiting the station complex. Additionally, other TODs are proposed at the east entrance/exit of the station complex. Additionally, there is a large bus depot at the station, providing excellent connectivity. Richmond is a good case study in TOD for the San Joaquins as it is one of the most developed in the system.

Madera TOD

SJJPA worked with the Madera County Transportation Commission and the City of Madera and County of Madera to find an improved location for a relocated Madera Station. The existing station near the Madera Acres community has limited use, no transit connections, poor access to SR-99, and its location is expected to see only marginal growth in employment and transportation demand.

A relocated Madera station is being implemented by SJJPA at a location just north of the new Avenue 12 High-Speed Rail grade separation as the first phase of the Madera HSR Station to be implemented by SJJPA. Avenue 12 is a primary transit corridor for Madera County and has a direct connection to SR-99. The relocated station north of Avenue 12 will be consistent with the growth of Madera west of the BNSF line; provides the opportunity for TOD in the station vicinity; and will be closer to Madera Community College.

To support this relocated San Joaquins Station and future High-Speed Rail service, SJJPA assisted and supported Madera County and the City of Madera on a successful 2021 Caltrans Sustainable Transportation application. This grant is funding an update to an existing specific planning area to modernize and better orient proposed land uses towards transit-oriented development. This work is crucial as the rail station and services were not contemplated when the plan was originally adopted in the early 1990s in addition to the Madera Community College campus being built. This planning work began in 2023 and SJJPA expects to be a key stakeholder in the updated specific plan's development, adoption, and implementation.

Fresno TOD

While most TOD planning is focused on the immediate vicinity of the future HSR station in Fresno, which lies just under a mile to the west of the San Joaquins Station, SJJPA sees a great opportunity to encourage further development of downtown Fresno between the two stations. Many new developments have already been built or are in the planning phase, with several multi-family housing developments recently being completed or underway within walking distance of the station. SJJPA will continue to support further TOD development in downtown Fresno to support both the San Joaquins and future High-Speed Rail services, in addition to rail planning efforts just getting underway to study both regional rail and light rail services in the County and City respectively.

Oakley TOD

SJJPA has been coordinating with the City of Oakley to implement a San Joaquins station for several years. The SJJPA/SJRRC 2018 TIRCP award included the construction of the station platform and track, requiring SJJPA to coordinate with the City of Oakley, Amtrak, and BNSF Railways. The platform design phase began in 2021, and construction is slated to begin for the Oakley Station Platform Project in late 2024. The City of Oakley has completed the new park and ride lot adjacent to the station. With high-levels of growth taking place in eastern Contra Costa County, it is anticipated the new San Joaquins station will encourage TOD in the vicinity.

Bakersfield TOD

The Bakersfield Amtrak station is very accessible and is adjacent to the heart of downtown. The station is within walking distance to hotels, the convention center and arena, many government office buildings, the county library, the city's ice and aquatic centers, a movie theater, Mill Creek Linear and Central Parks, and numerous affordable and market-rate housing options. This location offers continued opportunities for the station to catalyze transit-oriented development and land uses supportive of the San Joaquins. These uses and the further development of downtown will also encourage similar development near the future High-Speed Rail Station on the north side of downtown.



13.1

Station	Station Ownership	Existing Amenities/Transit Connectivity	Within City Center	New TOD Potential
Sacramento	City of Sacramento	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 165 overnight parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services and Light Rail	Yes	High
Lodi	City of Lodi	Enclosed waiting room, ticket machine, phone, 380 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-ACE (Cabral)	SJRRRC	Enclosed waiting room, ticket machine, phone, 185 parking spaces, Amtrak Thruway Bus, ACE Commuter Rail & Local/Regional Bus Service	Yes	High
Oakland-Jack London Square	Port of Oakland	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 500 short-term and 500 long-term parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services, Ferry	Yes	High
Emeryville	City of Emeryville	Enclosed waiting room, ticket office and machine, restrooms, ATM, 125 shared parking spaces, Amtrak Thruway Bus, Local/Regional Buses	Yes	High
Richmond	Union Pacific	Platform with shelter, ticket machine, phone, 400 shared parking spaces, Local/Regional Bus Services, BART	Yes	High
Martinez	City of Martinez	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 370 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Services	Yes	Medium
Stockton-Amtrak (San Joaquin St.)	BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 24 parking spaces	No	Low
Modesto	City of Modesto	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 187 parking spaces, Local/Regional Bus Service	No	Low
Turlock/Denair	BNSF/Amtrak	Platform with shelter, ticket machine, 45 parking spaces, Local On-Demand Pilot	No	Low
Merced	State of California	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 46 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Madera	Madera County	Platform only, ticket machine, restrooms, 19 parking spaces, Dial-a-Ride	No	Low
Fresno	City of Fresno	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 169 parking spaces, Bus Service	Yes	High
Hanford	City of Hanford/BNSF	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, 47 parking spaces, Amtrak Thruway Bus, Local/Regional Bus Service	Yes	Medium
Corcoran	City of Corcoran	Enclosed waiting room, ticket machine, restrooms, phone, 90 parking spaces, Local/Regional Bus Services	Yes	Medium
Wasco	City of Wasco	Platform with shelter, ticket machine, 35 parking spaces, Bus Services	Yes	Medium
Bakersfield	City of Bakersfield	Enclosed waiting room, ticket office, ticket machine, restrooms, phone, ATM, 347 parking spaces, Amtrak Thruway Bus Services, Bus Services	Yes	High

Connectivity to San Joaquins Stations

The responsibility for providing connectivity to San Joaquins stations resides primarily with local and regional transit agencies. SJJPA coordinates with existing transit services and encourages local and regional transit agencies to improve and expand transit services that connect to San Joaquins stations. SJJPA is also requesting that transit agencies promote their connection to the San Joaquins onboard their transit services, at their stops/stations, and through their respective websites. SJJPA is working to improve the coordination of fares and service schedules with connecting transit services and will seek funding opportunities to Implement transit-transfer programs for San Joaquins passengers. In partnership with local and regional agencies, SJJPA is pursuing Caltrans Sustainable Planning grants in 2025 and 2026 to study increased connectivity at San Joaquins stations focusing on improving service to underserved disadvantaged/priority populations. This planning would include studying new technologies and creative ways to improve service connectivity to disadvantage/priority populations throughout the San Joaquins corridor.

Hanford, Corcoran and Wasco Connectivity

In 2021, SJJPA completed and published the “South of Merced Integration Study”. This work focused investigation on how best to provide continued connectivity to downtown Hanford, Corcoran, and Wasco once the High-Speed Rail Early Operating Segment begins operation (and Merced becomes the San Joaquins southern terminus). SJJPA coordinated closely with local and regional partner agencies on this study. As a result of this effort, SJJPA has entered into an MOU with Kings CAG, Kings County Area Public Transit Agency (KCAPTA), Tulare CAG, Tulare County Region Transit Agency, and Visalia Transit to partner in the development of the Cross-Valley Corridor Phase 1 Bus Service and the planning and implementation of the Cross-Valley Rail Project. SJJPA and other Kings-Tulare local/regional agencies partnered with Tulare County Regional Transit Agency (TCRTA) on their successful \$33.8 million 2022 TIRCP application for electric buses and shuttles for the Cross-Valley Corridor that will initially enhance connections with the San Joaquins (until HSR operations begin). SJJPA is also committed to working with KCAPTA and Visalia Transit to seek state funds to provide increased local/regional transit connectivity for the San Joaquins between Hanford and Visalia to augment and support the Phase 1 bus service. This additional service is expected to show the viability of enhanced transit operations along the Cross Valley Corridor in anticipation of planning and implementation of future rail service that will connect from Huron to Porterville via the Kings/Tulare High Speed Rail station. In the summer of 2024 through a local transit partnership, the Kings Area Regional Transit Agency (KART) implemented a connecting transit service between Hanford and Visalia, with support from SJJPA and approved through the Annual Business Plan. SJJPA intends to continue this support with \$75,000 request to continue this timed connection to the San Joaquins. This service is anticipated to be supplemented in the future with environmental mitigation funds specified in the EIR completed by Caltrans District 6 for State Route 99 improvements.

In 2023, SJJPA also partnered with the City of Hanford, Kings CAG, Tulare CAG, Fresno CAG, Kings County Area Public Transit Authority (KCAPTA), TCRTA, and CHSRA on a Caltrans Sustainable Communities Planning grant for Kings/Tulare HSR station area TOD and connectivity planning and Cross Valley Rail (Porterville – Huron) planning. The City of Hanford is the lead agency for this grant application and project manager for the planning effort where SJJPA will play a key stakeholder role to lead the rail service planning effort for the Cross Valley Corridor. Tulare CAG was also awarded \$59.1 million to initiate the first phase of Cross Valley Corridor bus service that will run from Lemoore in Kings County to Lindsay in Tulare County. Lastly, SJJPA also approved an MOU with Kern Transit to work in partnership to provide increased Kern Transit connectivity between Wasco and the future Bakersfield HSR Station once HSR Interim Service begins operations.

Network Integration Connectivity Study

In 2021, SJJPA undertook a connectivity study focused on the San Joaquin Valley stations and service to disadvantaged communities. This effort included the development of a GIS tool which shows transit routes which provide connectivity to each San Joaquins station, population density, and disadvantaged communities as defined by CalEnviroScreen. Findings of this effort were presented to the SJJPA at the July 22, 2022, Board Meeting and

the report was released July 2022. This work is helping the SJJPA focus on strategies and partnerships with local and regional providers to improve connectivity to San Joaquins stations.

In 2024, SJJPA was awarded a Caltrans Sustainable Transportation Planning Grant for rail and transit network integration work in the San Joaquin Valley and help develop an action plan to support passenger rail, transit, and TOD. This effort will be led by SJJPA in coordination with a working group made up of staff from the 8 San Joaquin Valley Regional Transportation Planning Agencies (RTPAs), and representing the San Joaquin Valley Regional Policy Council. In addition to network integration, this effort will create a valley-wide narrative of the State's investment in rail and transit, highlighting the numerous local and regional services, their important connections to the San Joaquins and future High-Speed Rail, and how current and future transit-supportive land uses help further the State's climate goals while building economically resilient communities that are less car-dependent. The action plan is envisioned to be both a messaging tool and provide guidance to implement positive change in the built environment for stakeholders at all levels.

SAN JOAQUIN JOINT POWERS AUTHORITY

Independent Auditors' Report and
Basic Financial Statements
For the Year Ended June 30, 2024

**SAN JOAQUIN JOINT POWERS AUTHORITY
FOR THE YEAR ENDED JUNE 30, 2024**

TABLE OF CONTENTS

	Page(s)
Independent Auditors' Report.....	1
Basic Financial Statements	
Statement of Net Position	4
Statement of Revenues, Expenses and Changes in Net Position	5
Statement of Cash Flows	6
Notes to the Basic Financial Statements	7
Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	19



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Independent Auditor's Report

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San Joaquin Joint Powers Authority
Stockton, California

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Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the San Joaquin Joint Powers Authority (Authority), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2024, and the changes in financial position and cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

The Authority's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.



In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated January 28, 2025 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
January 28, 2025

SAN JOAQUIN JOINT POWERS AUTHORITY

STATEMENT OF NET POSITION

JUNE 30, 2024

ASSETS

Current Assets:

Cash and cash equivalents	\$ 45,428,044
Receivables	
Interest	477,146
Intergovernmental	6,221,522
Total Current Assets	<u>52,126,712</u>

Noncurrent Assets:

Capital assets, non depreciable	<u>1,345,333</u>
---------------------------------	------------------

Total Assets	<u>53,472,045</u>
--------------	-------------------

LIABILITIES

Current Liabilities:

Accounts payable and accrued liabilities	4,503,893
Due to other governments	2,439,708
Unearned revenues	<u>42,422,270</u>

Total Liabilities	<u>49,365,871</u>
-------------------	-------------------

NET POSITION

Net investment in capital assets	1,345,333
Restricted for:	
Marketing	1,118,994
Transportation	<u>1,641,847</u>

Total Net Position	<u>\$ 4,106,174</u>
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The accompanying notes are an integral part of these financial statements.

SAN JOAQUIN JOINT POWERS AUTHORITY

**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2024**

OPERATING REVENUES

Incentive and assessment revenues	\$ -
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OPERATING EXPENSES

Charges for administrative services	4,125,568
-------------------------------------	-----------

Charges for marketing	1,617,331
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Charges for direct train operations	63,299,323
-------------------------------------	------------

Total Operating Expenses	69,042,222
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Operating Loss	(69,042,222)
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NON-OPERATING REVENUES (EXPENSES)

California State Transportation Agency Grant - State Rail Assistance	1,911,489
----------------------------------------------------------------------	-----------

State of California MFTA Grant - Marketing and Administration	5,274,013
---------------------------------------------------------------	-----------

State of California DOT Grant - Minor Capital Projects	139,450
--------------------------------------------------------	---------

State of California DOT Grant - AMTRAK Operations	59,059,086
---------------------------------------------------	------------

State of California DOT Grant - Other AMTRAK Revenue	880,433
------------------------------------------------------	---------

State of California Outside Services/Mini High	5,366,081
------------------------------------------------	-----------

State of California MFTA Grant - MITC	2,394,369
---------------------------------------	-----------

Other revenues	80,226
----------------	--------

Charges for MITC	(2,394,369)
------------------	-------------

Charges for minor capital projects	(139,450)
------------------------------------	-----------

Charges for state rail projects	(1,768,664)
---------------------------------	-------------

Joint Capital Project Expenditures	(142,825)
------------------------------------	-----------

Charges for outside services	(1,980,415)
------------------------------	-------------

Investment earnings (loss)	1,085,891
----------------------------	-----------

Total Non-Operating Revenues (Expenses)	69,765,315
-----------------------------------------	------------

CHANGE IN NET POSITION

723,093

Net Position - Beginning	3,383,081
--------------------------	-----------

Net Position - Ending	\$ 4,106,174
-----------------------	--------------

The accompanying notes are an integral part of these financial statements.

SAN JOAQUIN JOINT POWERS AUTHORITY

**STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2024**

CASH FLOWS FROM OPERATING ACTIVITIES	
Payments for marketing and administrative services	\$ (5,834,804)
Payments for AMTRAK operations	<u>(59,708,784)</u>
Net Cash Used by Operating Activities	<u>(65,543,588)</u>
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES	
Receipts from grants for marketing and administrative services	5,096,378
Receipts from grants for AMTRAK operations	<u>62,606,302</u>
Net Cash Provided by Non-Capital Financing Activities	<u>67,702,680</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Receipts from grants for transportation activities and asset acquisition	14,067,461
Grant expenses for transportation activities	<u>(5,512,469)</u>
Net Cash Provided by Capital and Related Financing Activities	<u>8,554,992</u>
CASH FLOWS FROM INVESTING ACTIVITIES	
Investment earnings	<u>878,317</u>
Net Cash Provided by Investing Activities	<u>878,317</u>
Net Increase in Cash and cash equivalents	11,592,401
Cash and cash equivalents - beginning of year	<u>33,835,643</u>
Cash and cash equivalents - end of year	<u><u>\$ 45,428,044</u></u>
Reconciliation of operating loss to net cash used by operating activities:	
Operating loss	\$ (69,042,222)
Adjustment to reconcile operating loss to net cash used in operating activities:	
Change in assets and liabilities	
(Increase) decrease in prepaid expense	1,583,653
Increase (decrease) in accounts payable and accrued expenses	1,871,244
Increase (decrease) in unearned revenue	(223,621)
Increase (decrease) in due to other governments	<u>267,358</u>
Net Cash Used by Operating Activities	<u><u>\$ (65,543,588)</u></u>

The accompanying notes are an integral part of these financial statements.

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. The Reporting Entity

In September 2012, Assembly Bill 1779 was passed, which provided for the creation of the San Joaquin Joint Powers Authority (Authority). On June 29, 2015, the Authority entered into a Joint Exercise of Powers Agreement with ten public transportation agencies (Agencies) to establish the San Joaquin Joint Powers Authority (Authority), a public instrumentality of the State of California. The ten transportation agencies comprising the Authority are the Sacramento Regional Transit District (Sac RT), the San Joaquin Regional Rail Commission (SJRRC), the Stanislaus Council of Governments (Stan COG), the Merced County Association of Governments (Merced CAG), the Madera County Transportation Commission (Madera CTC), the Fresno Council of Governments (Fresno COG), the Kings County Association of Governments (Kings CAG), the Tulare County Association of Governments (Tulare CAG), the Kern County Council of Governments (Kern COG), the Contra Costa Transportation Authority (Contra Costa TA), and a transportation agency within Alameda County that have executed this Agreement and that have not withdrawn from the SJJPA. The governing board of the Authority consists of board members from the Managing Agency San Joaquin Regional Rail Commission (SJRRC) and a member and alternate from each of the nine other Agencies. The Authority is responsible for the administration and managing the operation of the existing rail service in the 365 mile San Joaquin Rail service route from Bakersfield to Oakland (San Joaquin Rail Service).

On October 1, 2018, the Authority entered into an Amended Interagency Transfer Agreement (ITA) with the State of California, Department of Transportation (CalTRANS). The ITA provided for the transfer of the responsibility for administration, managing and control of the operation of the San Joaquin Rail Service from CalTRANS to the Authority for an initial three-year term terminating September 27, 2024. On January 27, 2023, an amendment was executed to extend the expiration of the agreement to September 30, 2027.

The Authority receives funding from CalTRANS to operate and improve the San Joaquin Rail Service in order to provide a travel alternative to the Los Angeles-San Joaquin Valley-Sacramento-Oakland intercity passenger rail corridors. The train equipment used in the San Joaquin Rail Service is owned by CalTRANS and the service is operated by the National Railroad Passenger Corporation (AMTRAK) under contract to the Authority on railroad track owned by the Union Pacific Railroad Company (UPRR).

The Authority does not exercise control over any other governmental agency or authority. The Authority is considered a primary government since it has a separate governing body, is legally separate, and is fiscally independent of other State or local governments.

B. Basis of Presentation – Basic Financial Statements

The basic financial statements provide information about the Authority's Enterprise Fund. The basic financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Revenue from grants and related interest is recognized in the fiscal year in which all eligibility requirements have been satisfied.

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The Enterprise Fund, a proprietary fund, distinguishes operating revenues and expenses from non-operating items. The Authority's transportation revenues are generated directly from its transit operations and consist principally of assessment revenues. Operating expenses for the transit operations include all costs related to providing transit services. These costs include charges for train operations and bus feeder services, charges for marketing and administrative services, and other operating expenses. All other revenues and expenses not meeting these definitions are reported as non-operating revenues and expenses.

C. Cash and Cash Equivalents and Investments

For purposes of the accompanying statement of cash flows, the enterprise fund considers all highly liquid investments with a maturity of three months or less when purchased, and their equity in the San Joaquin County Treasurer's investment pool, to be cash equivalents. The Authority participates in the common investment pool of San Joaquin County. Investments are recorded at fair value.

D. Capital Assets

The Authority defines capital assets as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year depreciated using the straight line method, if applicable. All capital assets are to be valued at historical cost or estimated historical cost if purchased or constructed. As of June 30, 2024, the Authority has non-depreciable assets totaling \$1,345,333. Capital projects that are joint ventures with other Agencies and will not meet the criteria of Authority assets at this point in time are presented as period expenditures. Donated capital assets are recorded at the estimated acquisition value at the time of donation.

E. Intergovernmental Receivable

Intergovernmental receivable represents funding for interest related to the period end June 30 and grants that are awarded on a reimbursement basis for capital activity for transportation projects related to the San Joaquins.

F. Due to Other Governments

The Authority receives advance grant funding from CalTRANS for advertising and administration of the San Joaquin track structure. Any unexpended administrative funds at June 30, 2024 are refundable to CalTRANS.

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

G. Net Position

Net position represents the residual interest in the Authority’s assets and deferred outflows of resources after liabilities and deferred inflows of resources are deducted. The net position section on the statement of net position was combined to report total net position and currently presents it in one component: restricted. Net position is restricted when constraints are imposed by third parties or by law through constitutional provisions or enabling legislation and include amounts restricted for debt service and other liabilities. When both restricted and unrestricted resources are available for use, it is the Authority’s policy to use restricted resources first, then unrestricted resources as they are needed. At June 30, 2024, the Authority has \$1,345,333 restricted net position invested in capital assets, \$1,118,994 restricted net position for marketing and \$1,641,847 restricted for transportation.

H. Transportation Revenues and Operating Expenses

Transportation revenues generally result from providing services in connection with the Authority’s principal ongoing operations. The Authority’s transportation revenues include assessment revenues and other revenues such as special promotional train service, recovered incentives reinvested in service, transfer fees, freight tariff fees and other miscellaneous revenues. Assessment revenues are recognized upon assessment of fees for nonperformance with regards to standards set in the AMTRAK operating agreement.

Operating expenses consist of costs associated with train operations and bus feeder services, marketing and administrative expenses, and other operating expenses. Under the operating agreement between the Authority and AMTRAK, the Authority pays AMTRAK monthly based on actual expenses incurred to operate the San Joaquin Rail Service on a year to year basis. The contractual amount is based on AMTRAK’s anticipated costs of operating the San Joaquin service during the fiscal year, net of a projected amount of base passenger fares that will be collected.

Non-operating revenues that are received from CalTRANS in excess of actual Amtrak expense are presented as unearned revenue. Non-operating amounts paid in advance to Amtrak based on the operating agreement are presented as prepaid operations expense.

I. Non-operating Revenues and Expenses

Non-operating revenues include administration, advertising and operating grants received from the State of California, facility improvement grant revenues, and facility improvement grant expenses. Revenues are recognized when the associated expenses are incurred in accordance with the terms of the grant agreement. Grants from the State of California for expenses incurred by AMTRAK and disbursements to other vendors for the design and construction of renovations and improvements to the facilities and track structure of the San Joaquin are recognized at the time when the eligible projects costs are incurred.

J. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Actual results could differ from those estimates.

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 2 – CASH, CASH EQUIVALENTS AND INVESTMENTS

Cash and investments as of June 30, 2024, are reported in the accompanying financial statements as follows:

Statement of Net Position	
Cash and investments	\$ 45,428,044
Total cash and investments	<u>\$ 45,428,044</u>

Cash and investments as of June 30, 2024 consist of the following:

Cash and investments:	
Cash and investments held in San Joaquin County Pool	\$ 45,428,044
Total cash and investments	<u>\$ 45,428,044</u>

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value will be to changes in market interest rates. One of the ways the Authority manages its exposure to interest rate risk is by purchasing a combination of shorter term and longer-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations. The Authority's investment policy, which conforms to the San Joaquin County investment policy, states that investment decisions are made with the intention of retaining the investment until maturity, thereby negating the ill effects of market interest rate fluctuations.

Information about the sensitivity of the fair values of the Authority's investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Authority's investments by maturity:

Investment type	Fair Value	Remaining maturity (in months)		
		12 months or less	13-24 months	25-60 months
Held by fiscal agent:				
San Joaquin County Investment Pool	\$ 45,428,044	\$ 45,428,044	\$ -	\$ -
Total	<u>\$ 45,428,044</u>	<u>\$ 45,428,044</u>	<u>\$ -</u>	<u>\$ -</u>

Disclosure Related to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by the California Government Code, the Authority's investment policy, or debt agreements, and the actual rating as of June 30, 2024, for each investment type:

Investment Type	Standard & Poor's Rating		Not Rated	Total
	AA+	AAAm		
Held by fiscal agent:				
San Joaquin County Investment Pool	\$ -	\$ -	\$ 44,428,044	\$ 44,428,044
Total	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 44,428,044</u>	<u>\$ 44,428,044</u>

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

Investments Authorized by the California Government Code

The table below identifies the investment types that are authorized for the Authority by the California Government Code.

Investment Types Authorized by State Law	Maximum Maturity	Maximum Percentage of Portfolio*	Minimum Quality Requirements
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
State Obligations- CA and Others	5 years	None	None
CA Local Agency Obligations	5 years	None	None
U.S. Agency Securities/Mortgage Securities	5 years	None	None
Bankers' Acceptances	180 days	40%	None
Commercial Paper-Non-Pooled Funds (under \$100,000,000 of investments)	270 days or less	25% of the agency's money	Highest letter and number rating by an NRSRO
Commercial Paper-Non-Pooled Funds (min. \$100,000,000 of investments)	270 days or less	40% of the agency's money	Highest letter and number rating by an NRSRO
Commercial Paper-Pooled Funds	270 days or less	40% of the agency's money	Highest letter and number rating by an NRSRO
Negotiable Certificates of Deposit	5 years	30%	None
Non-negotiable Certificates of Deposit	5 years	None	None
Placement Service Deposit	5 years	50%	None
Placement Service Certificates of Deposit	5 years	50%	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements and Securities Lending Agreements	92 days	20% of the base value of the portfolio	None
Medium-Term Notes/Corporate Bonds	5 years	30%	None
Mutual Funds	N/A	20%	10%
Collateralized Bank Deposits	5 years	None	None
Money Market Mutual Funds	N/A	20%	10%
Mortgage Pass-Through Securities	5 years	20%	None
County Pooled Investment Funds	N/A	None	None
Joint Powers Authority Pool	N/A	None	Multiple
Local Agency Investment Fund (LAIF)	N/A	None	None
Voluntary Investment Program Fund	N/A	None	None
Supranational Obligations	5 years or less	30%	"AA" rating category or its equivalent or better
Public Bank Obligations	5 years	None	None

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

Concentration of Credit

The Investment policy of the Authority contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. The Authority holds no investments in any one issuer (other than U.S. Treasury securities, mutual funds and external investment pools) that represent 5% or more of total Authority investments.

Investment in San Joaquin County Pool

The Authority maintains voluntary cash balances in the San Joaquin County Treasury Investment Pool. The pool is non-SEC registered and is invested in accordance with California State Government Code and the San Joaquin County Treasurer's Investment Policy. California State Government Code requires the formation of an Investment Oversight Committee, which is charged with overseeing activity in the pool for compliance to policy and code requirements. To this end, the Oversight Committee reviews the monthly investment report prior to presentation to the County Board of Supervisors and causes an audit of investments to occur annually. The fair value of the Authority's shares in the San Joaquin County Pool is the same as the value of the pool shares. The Authority had a total of \$45,428,044 invested in the San Joaquin County Investment Pool at June 30, 2024.

Fair Value Measurements

The Authority categorizes the fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements). The three levels of the fair value hierarchy are described as follows:

Level 1 - Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the Authority has the ability to access.

Level 2 - Inputs to the valuation methodology include:

- Quoted prices for similar assets or liabilities in active markets;
- Quoted prices for identical or similar assets or liabilities in inactive markets;
- Inputs other than quoted prices that are observable for the asset or liability;
- Inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Level 3 - Inputs to the valuation methodology are unobservable and significant to the fair value measurement. Unobservable inputs reflect the Authority's own assumptions about the inputs market participants would use in pricing the asset or liability (including assumptions about risk). Unobservable inputs are developed based on the best information available in the circumstances and may include the Authority's own data.

Deposits and withdrawals in governmental investment pools are made on the basis of \$1 and not fair value. Accordingly, the Fund's or Authority's proportionate share in these types of investments is an uncategorized input not defined as a Level 1, Level 2, or level 3 input.

**SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024**

NOTE 3 – INTERGOVERNMENTAL RECEIVABLE

Intergovernmental receivable consists of reimbursements for Agency administration, marketing, minor capital improvement and Transit Intercity Rail Capital Improvement (TIRCP) projects.

NOTE 4 – CAPITAL ASSETS

In the current year the Authority capital asset activity for the Authority for the year ended June 30, 2024, were as follows:

	Balance June 30, 2023	Additions	Retirements/ Transfers	Balance June 30, 2024
Capital assets not being depreciated				
Land	\$ 576,234	\$ -	\$ -	\$ 576,234
Construction in progress	769,099	-	-	769,099
Total, capital assets not being depreciated	<u>\$ 1,345,333</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,345,333</u>

NOTE 5 – AMTRAK OPERATIONS PREPAID/AMOUNT DUE

Advance payments made to AMTRAK for operations of the San Joaquin’s corridor are based on the Interagency Agreement and executed payment schedule Appendix D and resulted in a prepaid asset for the year end June 30, 2024. The subsidy presented below was applied directly to billing statements as a monthly credit. The year-end balance due is derived from the following:

Beginning Operations Prepaid/(Amount Due)	\$ 1,583,653
Actual Billing per AMTRAK (net of credits)	(59,059,086)
Contractual Advance Operations payments to AMTRAK	<u>55,389,457</u>
Ending Operations Prepaid/(Amount Due)	<u>\$ (2,085,976)</u>

NOTE 6 – DUE TO OTHER GOVERNMENTS

At June 30, 2024, unexpended administration funds paid in advance are due to the State of California Department of Transportation. Amounts are also due to the San Joaquin Regional Rail Commission (SJRR).

NOTE 7 – UNEARNED REVENUES

Unearned revenues in the financial statements represent receipts collected by the Authority for which sufficient services have not been provided to meet revenue recognition criteria, as well as interest earnings that have accrued on these funds. These items are also presented as unearned revenues on the Statement of Net Position.

**SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024**

NOTE 7 – UNEARNED REVENUES (CONTINUED)

Unearned revenue at June 30, 2024 consists of the following:

California State Transportation Agency - State Rail Assistance	\$ 29,440,908
State of California MFTA Grants	12,949,664
California Parks Grant	<u>31,698</u>
Total Unearned Revenues	<u>\$ 42,422,270</u>

NOTE 8 – MANAGING AGENCY AND RELATED PARTY TRANSACTIONS

Effective October 4, 2013, the Authority entered into an Agreement with the San Joaquin Regional Rail Commission (SJRRRC) for Managing Agency Services in the Oversight of the San Joaquin Intercity Rail Service (Agreement). Per this Agreement, SJRRRC, as Managing Agency, is engaged to provide marketing and administrative support to the Board for the benefit of the Authority. The Managing Agency is reimbursed by the Authority for actual expenses incurred in excess of those amounts paid directly by the Authority. The Agreement has been extended to September 30, 2027. The Board may then select the current Managing Agency or another rail transit agency to provide marketing and administrative support to the Board.

NOTE 9 – STATE FUNDING FOR MARKETING AND ADMINISTRATIVE SERVICES

In accordance with the ITA, the Authority advance funding from the State for Administrative and Marketing purposes. For the fiscal year ended June 30, 2024, the State awarded the Authority Administrative and Marketing funds of \$5,273,056. Of this total amount, \$1,500,000, was designated for Marketing and \$3,773,056 was designated for Administration. Marketing funds of \$1,118,994 are available for carryover use on projects and campaigns identified in the approved business plan.

	Administration	Administration On-Call	Marketing and Analysis
July 1, 2023 allocation	\$ 3,773,056	\$ -	\$ 1,500,000
Prior Year carryover/adjustments	326,654	-	1,236,325
Fiscal year expenses	<u>(4,099,710)</u>	<u>-</u>	<u>(1,617,331)</u>
June 30, 2024 balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,118,994</u>

NOTE 10 – RISK MANAGEMENT

CalTRANS has named the Authority as named insured with respect to any policy of insurance purchased as required by the ITA and in any indemnity provision and any agreement between CalTRANS and Amtrak. In addition to the primary insurance coverage provided by Amtrak, CalTRANS will maintain in force the following additional insurance and name SJJPA and its Managing Agency as named insured:

- a. General liability insurance coverage for property damage and bodily injury in the amount of \$10,000,000, with a deductible not to exceed \$100,000 per occurrence covering the services to be performed by SJJPA.

**SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024**

NOTE 10 – RISK MANAGEMENT (CONTINUED)

- b. Excess liability insurance coverage for property damage and personal injury in excess of the insurance provided for in Section (a) above in the amount of \$140,000,000, generally covering the services to be provided by SJJPA.

The Authority also carries Public Officials and Employment Practices Liability coverage, with a limit of \$1,000,000. There have been no claims payments related to these programs for the fiscal year ended June 30, 2024.

NOTE 11 – CONCENTRATIONS

The Authority receives substantially all of its funds for operating and capital purposes from the State. The Authority’s net revenues provided by the State were 99.9 percent in fiscal year 2024.

NOTE 12 – CHARGES FOR TRAIN OPERATIONS AND BUS FEEDER SERVICES

Funding sources for train operations and bus feeder services are summarized as follows:

Funding Source - California DOT - Division of Rail and Mass Transportation

San Joaquins Route - Operations	\$ 59,059,086
San Joaquins Route - Mechanical Operations	3,359,804
San Joaquins Route - Station Leases	19,201
San Joaquins Route - Other Operations	861,232
Totals	\$ 63,299,323

Operating expenses consist of costs associated with train operations and bus feeder services. Under the operating agreement between the Authority and AMTRAK, the Authority pays AMTRAK monthly based on projected expenses incurred to operate the San Joaquin Rail Service on a year-to-year basis. The contractual amount is based on AMTRAK’s anticipated costs of operating the San Joaquin service during the fiscal year, net of a projected amount of base passenger fares that will be collected. The reimbursement to AMTRAK by the Authority is based on a fixed amount as mutually agreed to by both parties and amounted to \$59,059,086 for 2023-24 which includes \$17,667,252 for the bus feeder services.

As the Authority is in the process of implementing cost control measures and long-term service sustainability it entered into an agreement with the State of California for funding to contract for mechanical services on the newly accepted Venture Car fleet, which were introduced into service in January of 2024. This agreement with the San Joaquin Regional Rail Commission and Transit America Service, Inc. (TASI) and operating expenses for 2023-24 totaled \$3,359,804. Also included in direct train operations are various contracts for station leases, passenger related charges, insurance and other incurred costs.

**SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024**

NOTE 13 – CHARGES FOR MARKETING AND ADMINISTRATIVE SERVICES

On October 1, 2019, the Authority entered into an amended Interagency Transfer Agreement (ITA) with the State of California, Department of Transportation (CalTRANS). The ITA provided for the transfer of the responsibility for administration, managing and control of the operation of the San Joaquin Rail Service from CalTRANS to the Authority. On January 27, 2023. An amendment was executed to extend the expiration of the agreement to September 30, 2027. Marketing funds are available for carryover use on projects and campaigns identified in the approved business plan. Unused Administration funds at June 30, 2024 must be repaid to the State.

The charges for marketing and administrative services are summarized as follows:

Salaries and benefits	\$ 2,771,527
Advertising	1,617,331
Transportation and travel	30,148
Legal, legislative, accounting and grants	945,483
Dues and subscriptions	7,417
Publications and notices	6,390
Headquarters maintenance and utilities	177,314
Office expense and postage	15,186
Training and seminars	2,184
Insurance	169,919
Total Administration and Marketing	<u><u>\$ 5,742,899</u></u>

NOTE 14 – SUBSEQUENT EVENTS

Subsequent events have been evaluated through January 28, 2025, the date these financial statements have been made available to be issued. There were no subsequent events identified by management which would require disclosure in the financial statements.

NOTE 15 – RECENT ACCOUNTING PRONOUNCEMENTS

Governmental Accounting Standards Board Statement No. 99

In April 2022 the GASB issued Statement No. 99, *Omnibus 2022*: The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during the implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. The Board considered the effective dates for the requirements of this Statement in light of the COVID-19 pandemic and in concert with Statement No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*. The impact of the implementation of this Statement to the Commissions financial statements has not been assessed at this time.

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 15 – RECENT ACCOUNTING PRONOUNCEMENTS (CONTINUED)

Governmental Accounting Standards Board Statement No. 100

In June 2022 the GASB issued Statement No. 100, *Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*: The primary objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The requirements of this Statement are effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter. Earlier application is encouraged. The impact of the implementation of this Statement to the Commissions financial statements has not been assessed at this time.

Governmental Accounting Standards Board Statement No. 101

In June 2022 the GASB issued Statement No. 101, *Compensated Absences*: The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurements guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. Earlier application is encouraged. The impact of the implementation of this Statement to the Commissions financial statements has not been assessed at this time.

Governmental Accounting Standards Board Statement No. 102

In December 2023 the GASB issued Statement No. 102, *Certain Risk Disclosure*: This Statement defines a concentration as a lack of diversity related to an aspect of a significant inflow of resources or outflow of resources. A constraint is a limitation imposed on a government by an external party or by a formal action of the government’s highest level of decision-making authority. Concentrations and constraints may limit a government’s ability to acquire resources or control spending.

This Statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of a substantial impact. Additionally, this Statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. The requirements of this Statement are effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. Earlier application is encouraged.

Governmental Accounting Standards Board Statement No. 103

In April 2024 the GASB issued Statement No. 103, *Financial Reporting Model Improvements*: The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government’s accountability. This Statement also addresses certain application issues. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged.

SAN JOAQUIN JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 15 – RECENT ACCOUNTING PRONOUNCEMENTS (CONTINUED)

Governmental Accounting Standards Board Statement No. 104

In September 2024 the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets: State and local governments are required to provide detailed information about capital assets in notes to financial statements. Statement No. 34, Basic Financial Statements—and Management’s Discussion and Analysis—for State and Local Governments*, requires certain information regarding capital assets to be presented by major class. The objective of this Statement is to provide users of government financial statements with essential information about certain types of capital assets.

This Statement requires certain types of capital assets to be disclosed separately in the capital assets note disclosures required by Statement 34. Lease assets recognized in accordance with Statement No. 87, *Leases*, and intangible right-to-use assets recognized in accordance with Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, should be disclosed separately by major class of underlying asset in the capital as-sets note disclosures. Subscription assets recognized in accordance with Statement No. 96, *Subscription-Based Information Technology Arrangements*, also should be separately disclosed. In addition, this Statement requires intangible assets other than those three types to be disclosed separately by major class.

This Statement also requires additional disclosures for capital assets held for sale. A capital asset is a capital asset held for sale if (a) the government has decided to pursue the sale of the capital asset and (b) it is probable that the sale will be finalized within one year of the financial statement date. Governments should consider relevant factors to evaluate the likelihood of the capital asset being sold within the established time frame. This Statement requires that capital assets held for sale be evaluated each reporting period. Governments should disclose (1) the ending balance of capital assets held for sale, with separate disclosure for historical cost and accumulated depreciation by major class of asset, and (2) the carrying amount of debt for which the capital assets held for sale are pledged as collateral for each major class of asset.

The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged.



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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE
WITH GOVERNMENT AUDITING STANDARDS**

Independent Auditor's Report

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Quality Center*

California Society of
Certified Public Accountants

To the Board of the Authority
San Joaquin Joint Powers Authority
Stockton, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the San Joaquin Joint Powers Authority (Authority) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated January 28, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Report on Internal Control Over Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
January 28, 2025