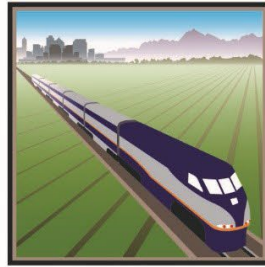


Supervisor **Doug Verboon**, Chair, Kings County
Supervisor **Diane Burgis**, Vice-Chair, Contra Costa County
Supervisor **Patrick Hume**, Vice-Chair, Sacramento County
Supervisor **Vito Chiesa**, Stanislaus County
Mayor **Christina Fugazi**, City of Stockton
Supervisor **Leticia Gonzalez**, Madera County
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

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

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

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

1476 Morris Kyle Dr.
Firebaugh, CA 93622

1010 10th Street
6th Floor
Modesto, CA

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

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin 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.**

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

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.

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 Joaquin 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 |
| 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) | ACTION |
| 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) | ACTION |

8. **San Joaquins Service Restoration of the 7th Roundtrip (Trains 701 and 704 – Sacramento - Bakersfield)**
(Andy Cook) **INFORMATION**
9. **Update and Discussion of Bay Area Marketing and Outreach Efforts for Amtrak San Joaquins**
(Marques Cook/Christian Ollano) **INFORMATION**
10. **Board Member Comments**
11. **Executive Director's Report**
12. **CLOSED SESSION**
CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to Government Code Section 54956.8
Property: 6233, 6336 & 6380 Blacktop Rd., Rio Linda, Sacramento County, CA (APNs 214-0290-003, 214-0290-034, 214-0290-037, and a portion of APN 214-0290-038)
Agency Negotiator: Bill Tanner, Paragon Partners Consultants, Inc.
Negotiating parties: Larane Investments, a Utah limited liability company qualified to do business in California; and Carvana Group, LLC, a Delaware Limited Liability Company qualified to do business in California
Under negotiation: Price and payment terms
13. **Return to Open Session and Disclosure of Action**
(Janice D. Magdich)
14. **Adjournment**
The next regular meeting is scheduled for May 16, 2025 – 1:15 pm

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 Joaquin 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
-----------	-----------------------------	---------------

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.

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.

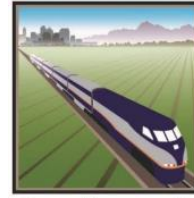
Recommendation:

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/}	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/} 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.					

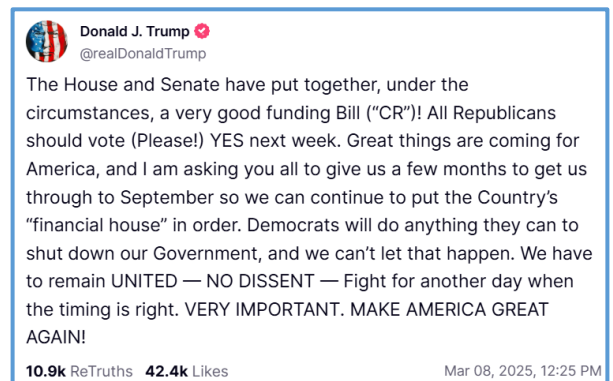
TRUMP - 2025 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

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 Walts (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

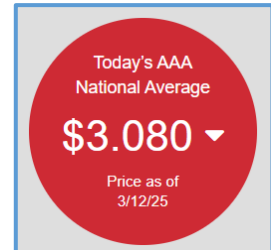
2025

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.”

 TAL GINSBERG & ASSOCIATES, LLC		HOUSE/SENATE Leadership of Transportation-Related Committees of the 119th Congress (1st Session)			
As of 2/22/2025		(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 Ezell	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
WAYS AND MEANS	Jason Smith	R-MO	Richard Neal	R-MA	Debbie Dingell Policy/Comm. Chair D-MI
(Σ) Rep. Mario Diaz-Balart (R-FL) will serve as the Committee's Vice Chairman for the 119th Congress.					
(Ω) Rep. Rick Crawford (R-AR) will serve as the Committee's Vice Chairman for the 119th Congress.					
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	
Sub. on Housing, Transportation & Community Development	Katie Britt	R-AK	Tina Smith	D-MN	Senate Presiding Officials
					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 Alsobrooks	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
FINANCE	Michael Crapo	R-ID	Ron Wyden	D-OR	Elizabeth Warren Vice-Chair of Conference D-MA
					Mark Warner Vice-Chair of Conference D-VA
HOMELAND SECURITY & GOVERNMENT AFFAIRS	Rand Paul	R-KY	Gary Peters	D-MI	Bernie Sanders Chair of Outreach I-VT

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.

TG&A TAI GINSBERG & ASSOCIATES, LLC SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (TG&A SCORECARD for CY 2025)										
3/12/2025		TYPE	NOFO		NOFO \$s	APPLICATION	NOFO \$			
DEPT/AGENCY	NOFO TITLE	(NOFO / AWARD)	ISSUANCE DATE	NOFO URL	MADE AVAILABLE	DEADLINE	AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
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 (ATIIIP)	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 Joaquin 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 Joaquin 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.

SJJP 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

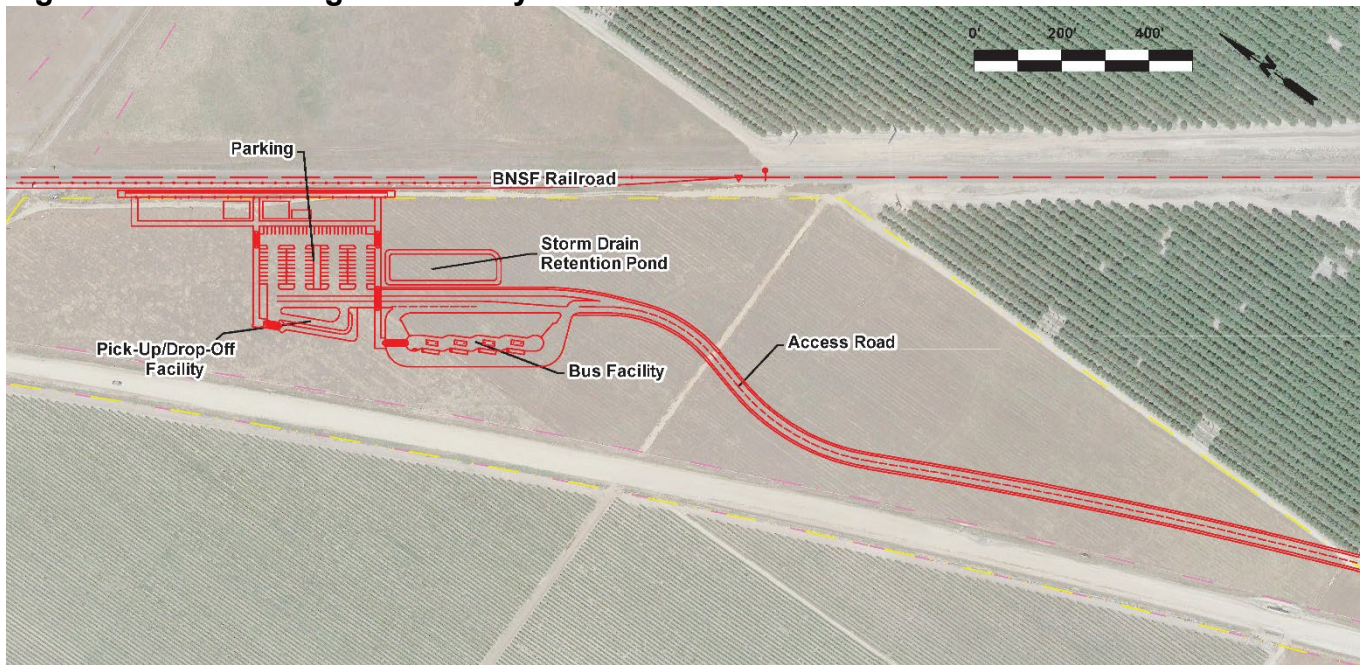
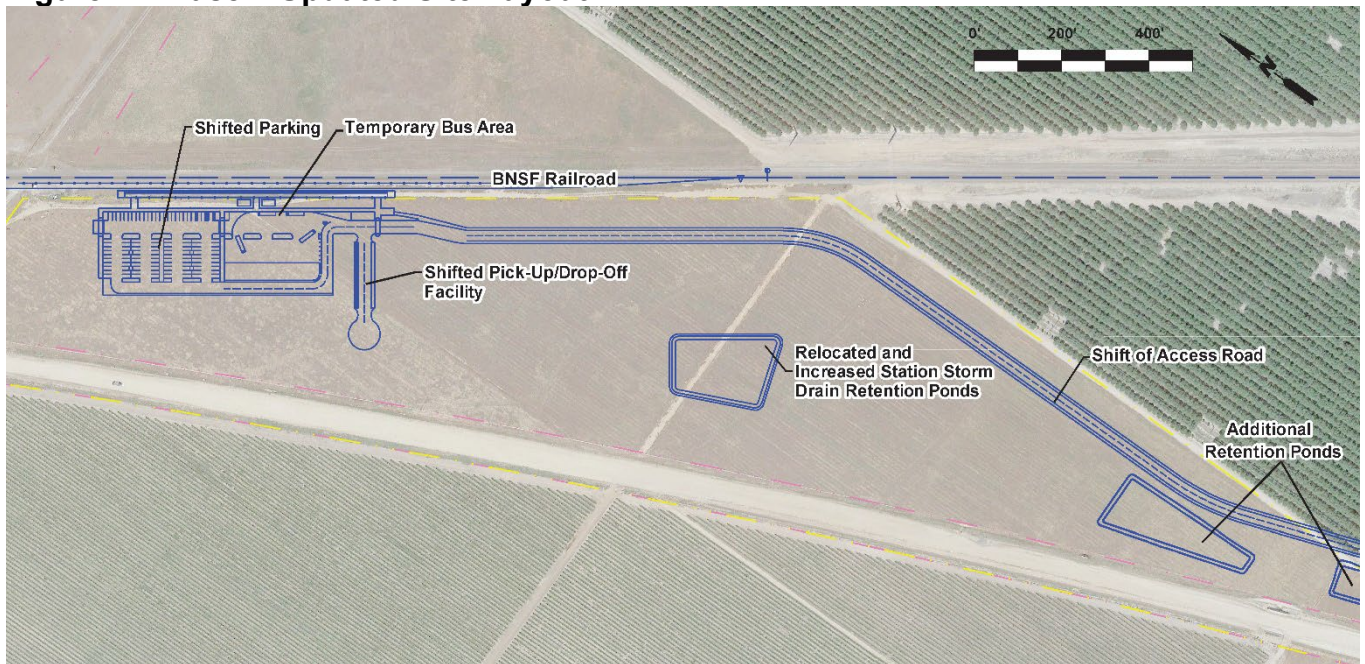


Figure 2. Phase 1 Updated Site Layout



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

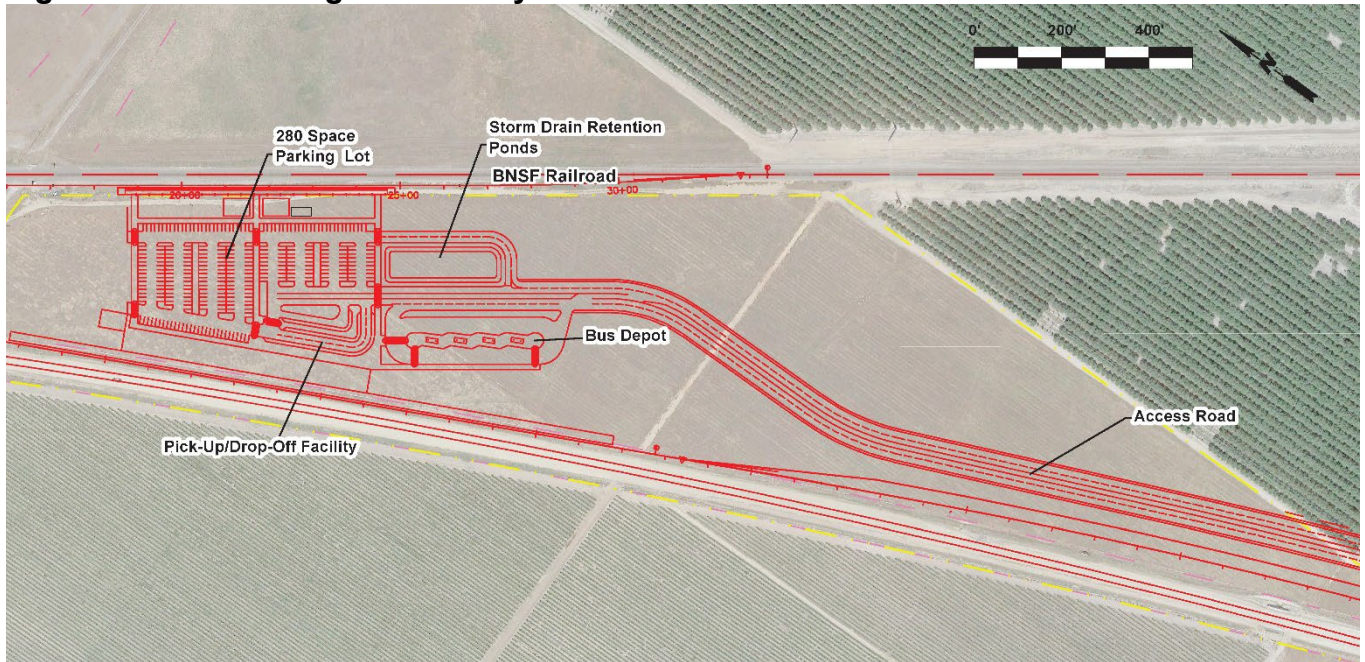
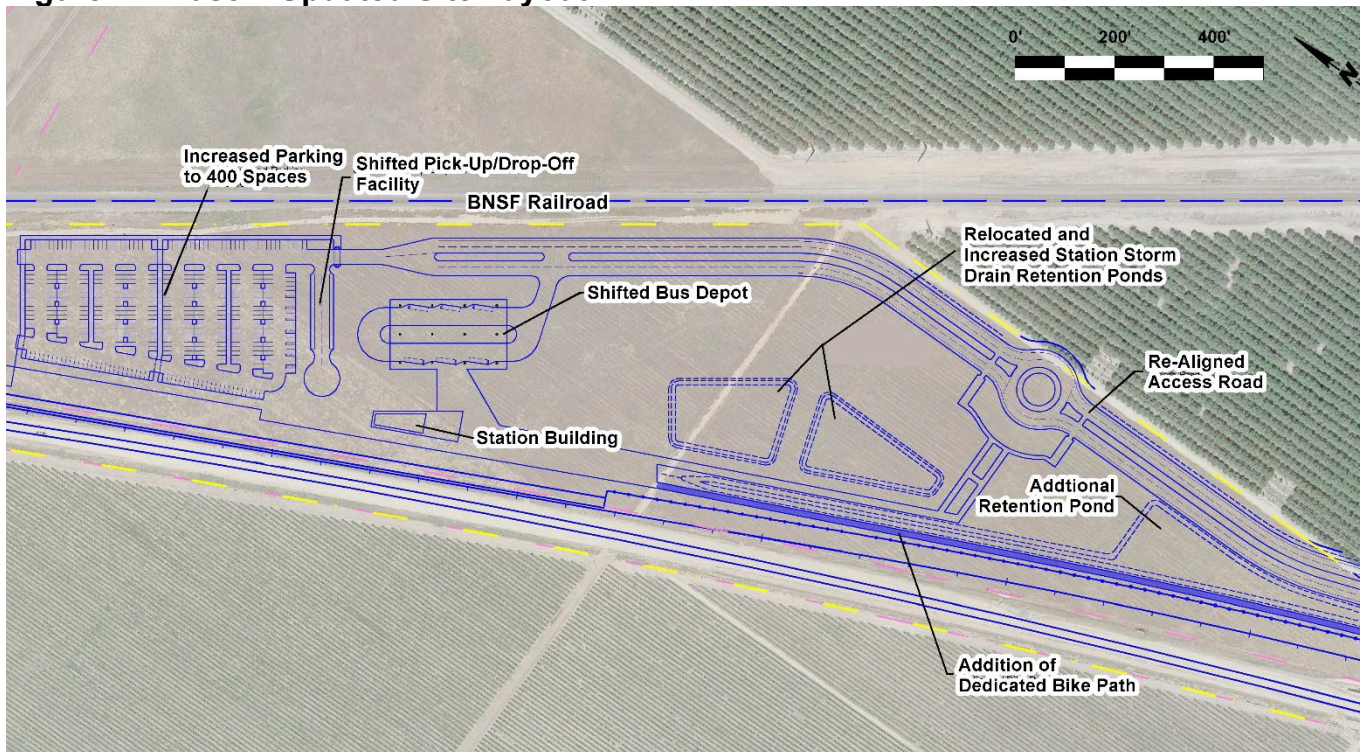


Figure 4. Phase 2 Updated Site Layout



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
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Prepared by:

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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 (SJPA) 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. SJPA 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 SJPA. 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 SJJPA 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 SJJPA 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.

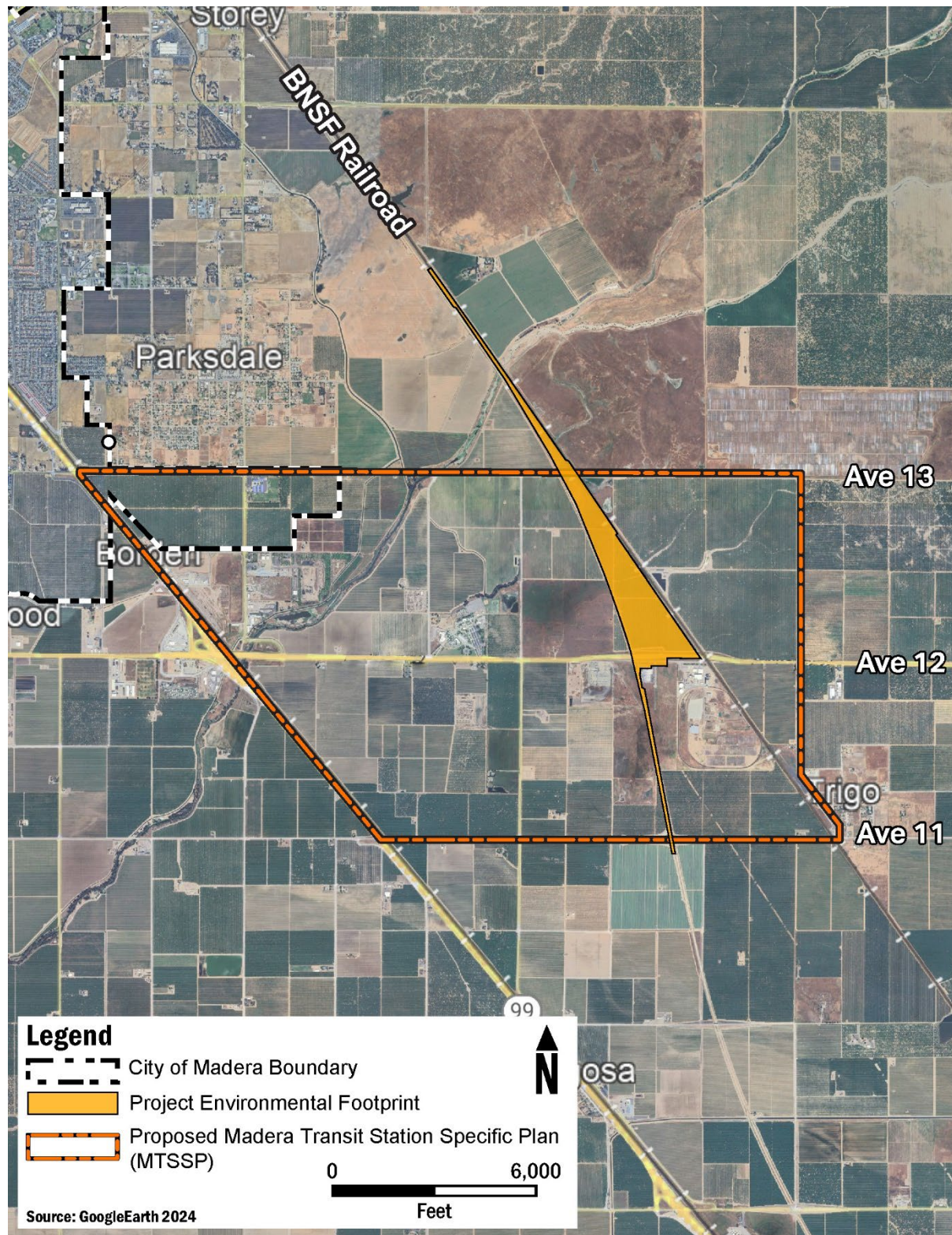
The approved mitigation measures provided in the adopted 2021 IS/MND Mitigation Monitoring and Reporting Program (MMRP) have been incorporated by reference. The mitigation measures do not change the original impact conclusions nor are they considerably different from that analyzed from the 2021 IS/MND.

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

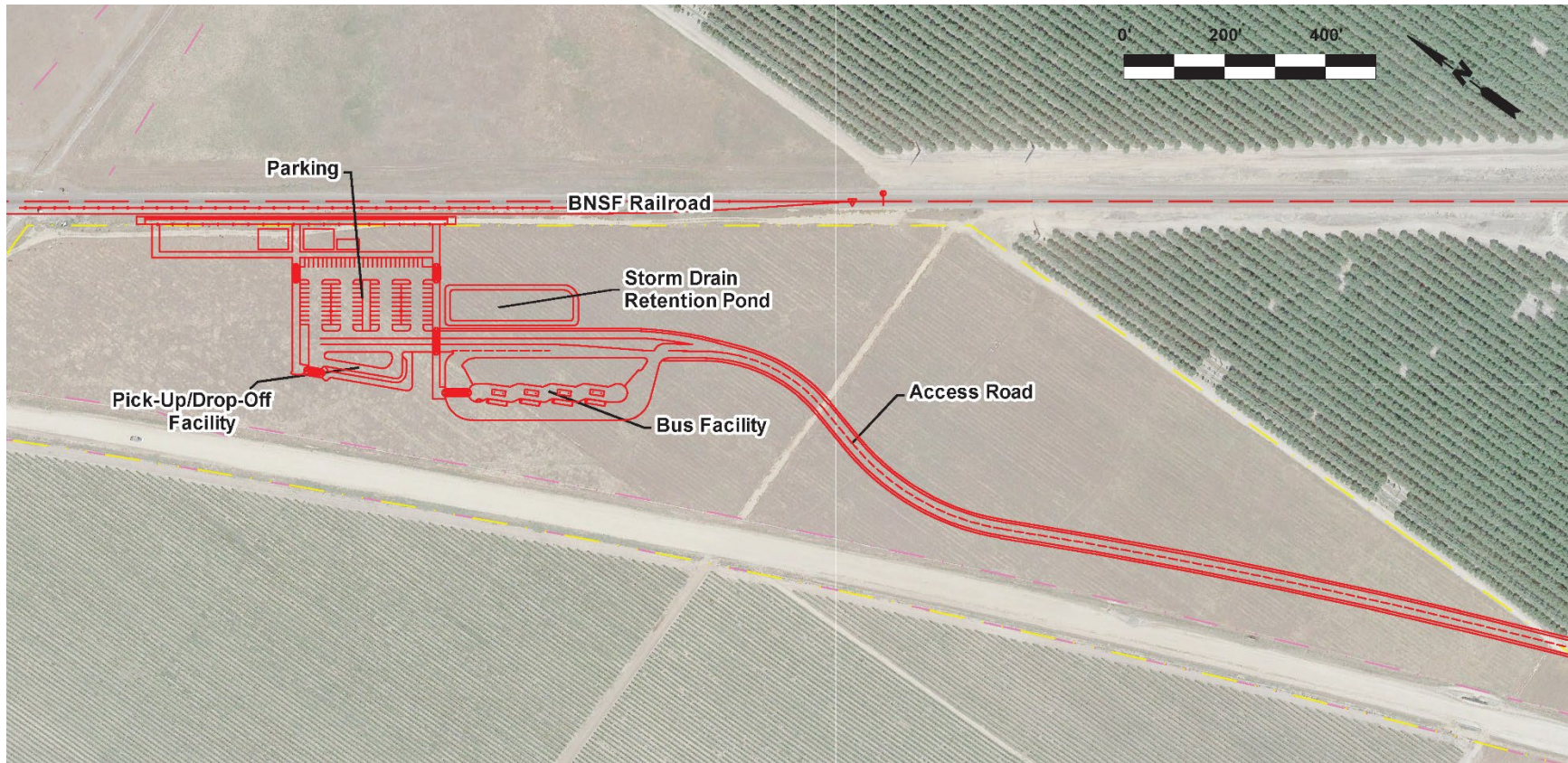


Figure 2-3. Updated Phase 1 Project Elements – Station Overview

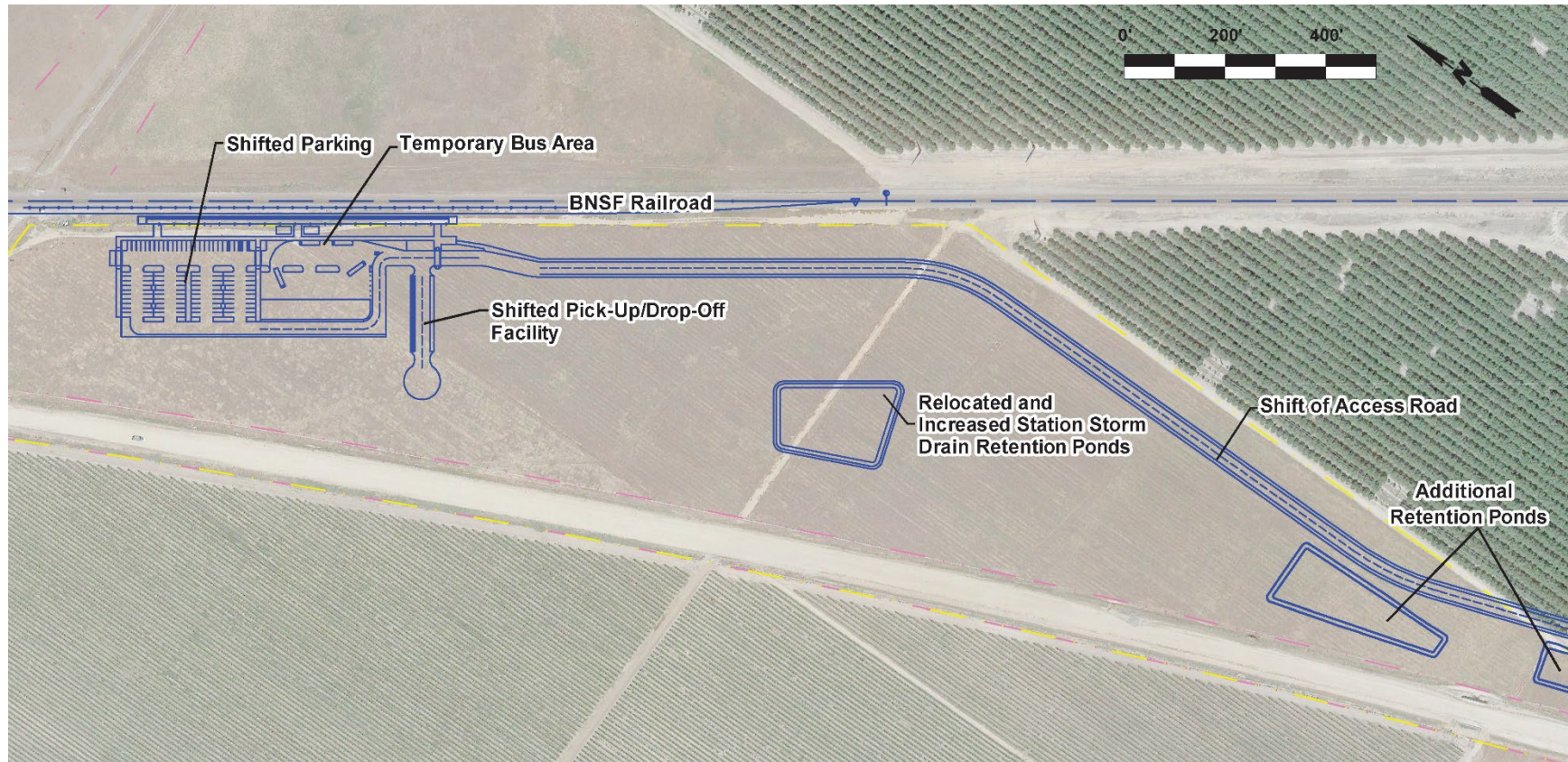


Figure 2-4. Original Phase 1 Project Elements – Access Road



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

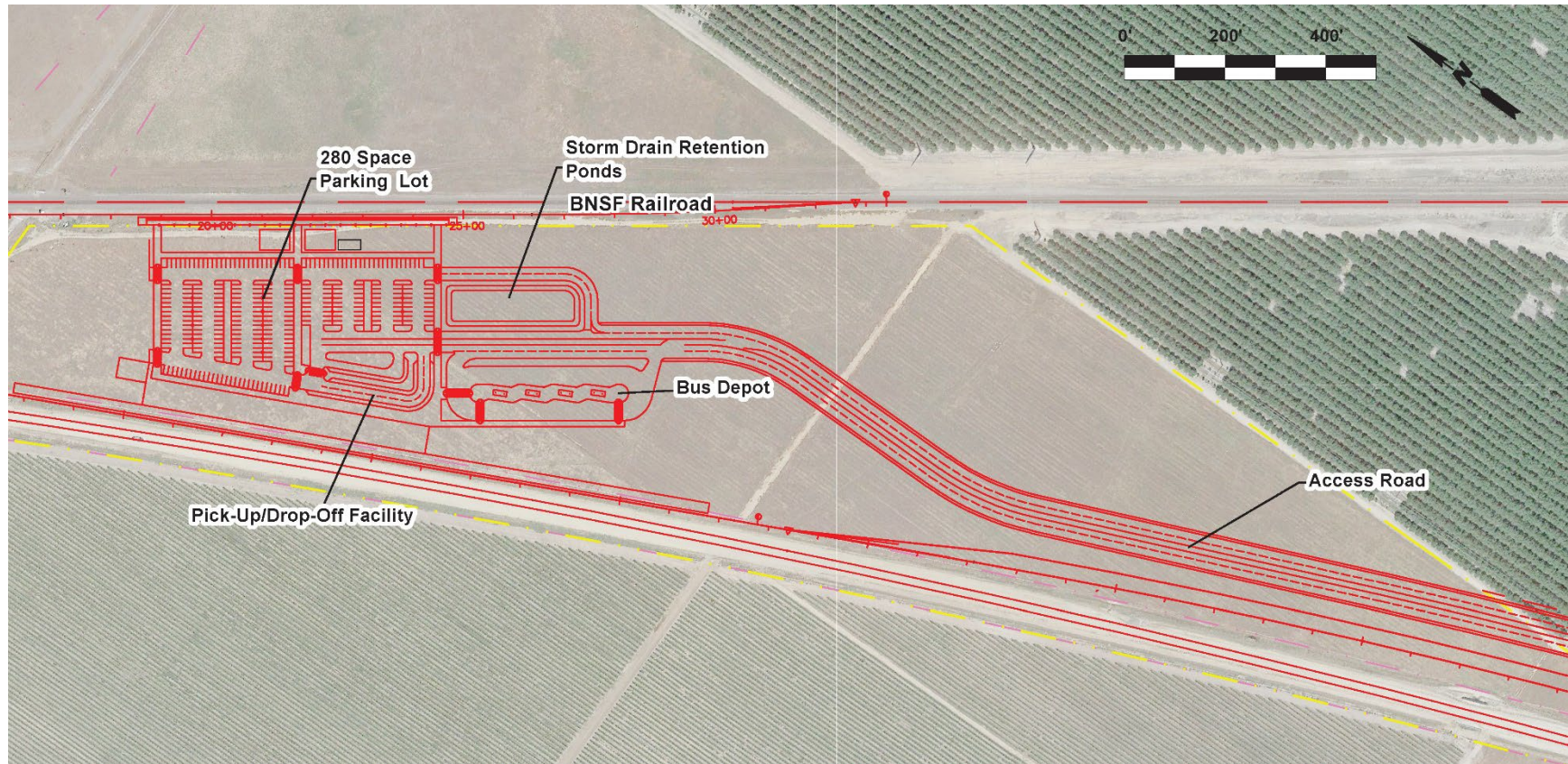


Figure 2-7. Updated Project Elements for Phase 2 – Station Overview

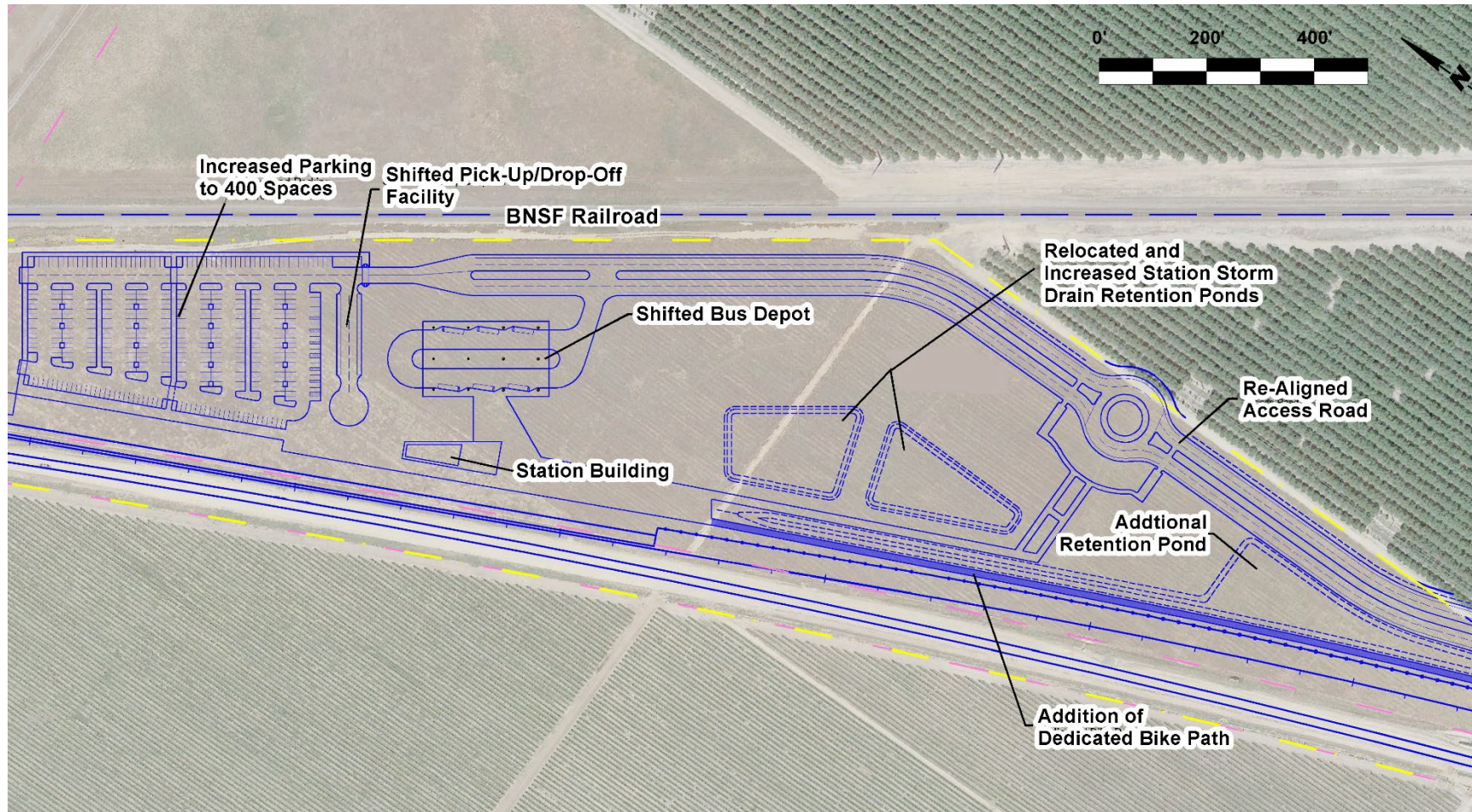


Figure 2-8. Original Phase 2 Project Elements - Access Road

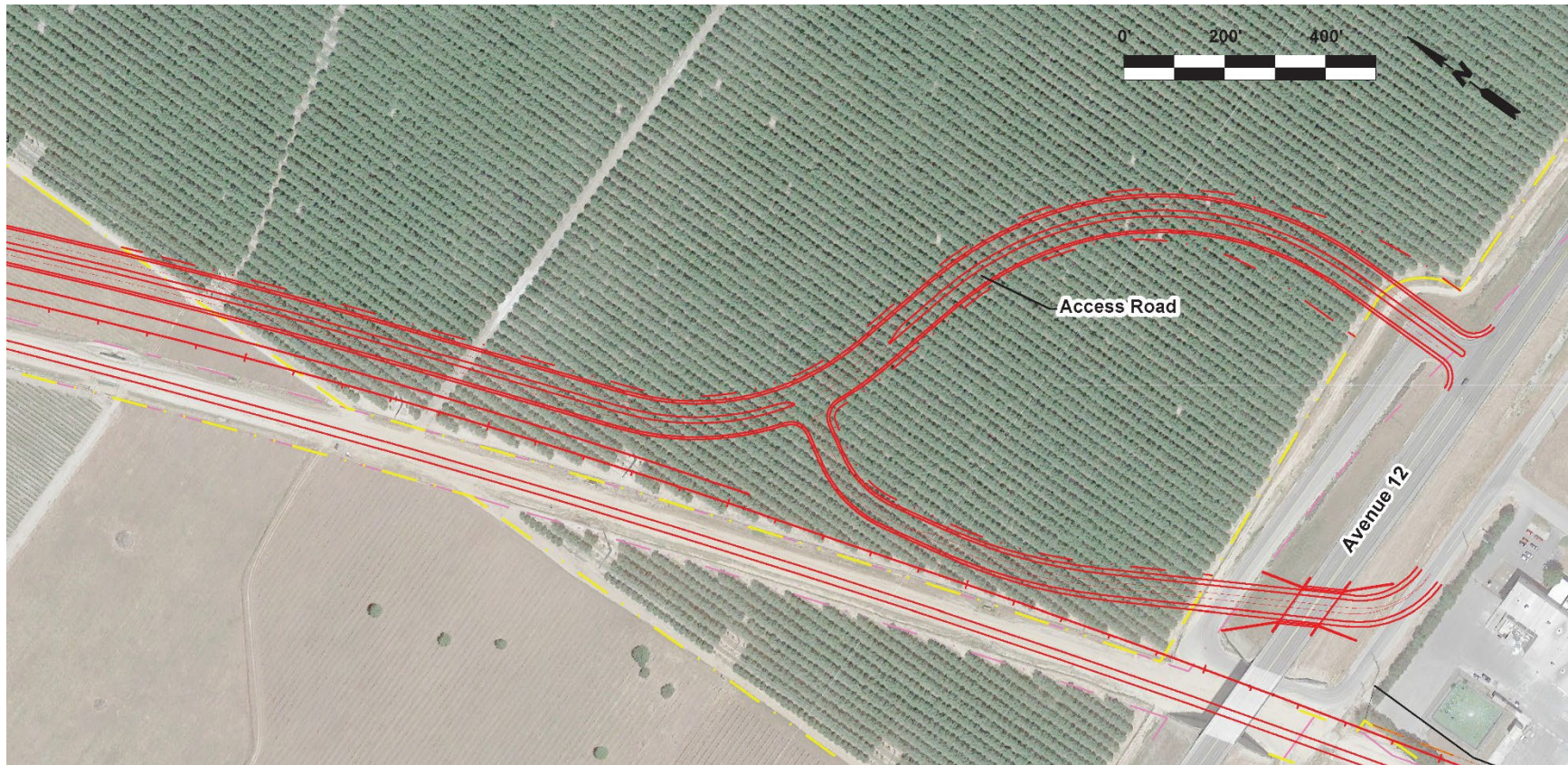
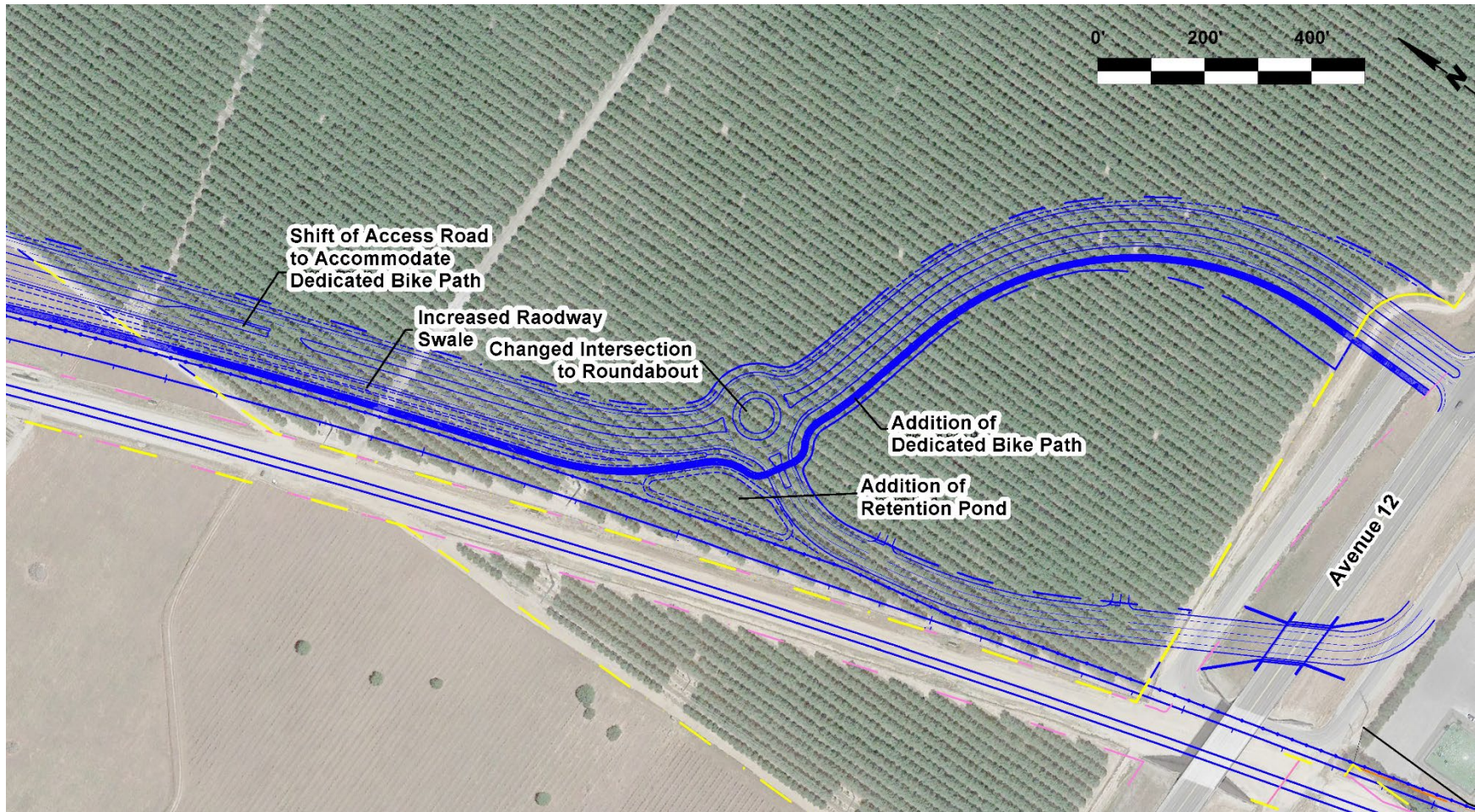


Figure 2-9. Updated Project Elements for Phase 2 - Access Road



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	PM ₁₀	PM _{2.5}
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; PM ₁₀ = suspended particulate matter less than 10 micrometers in diameter; PM _{2.5} = 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-sealed 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-sealed 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 SJJPA 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 SJJPA 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 SJPA, 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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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
		Subtotal	883
Phase 2 - Operations			
Electrical	94,776	kWh/yr	323
		Subtotal	323
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 ¹	CalEEMod Equivalent	Construction Timing	Hours Per Day	Quantity	Load Factor	Horsepower ²	Unmitigated Emission Factors (g/bhp-hr) 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																												
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		
D 8 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		
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		
Phase Total																												
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	585.54	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		
Phase Total																												
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	4440.89	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 50 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	528.57	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		
Phase Total																												
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	0.61	22.23	82.85	0.06	2.17	2.08	6102.92	0.78	0.31	6214.05	3.80		
Phase Total																												
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		
Phase Total																												

Phase 2	Maximum Unmitigated Daily Emissions (lbs/day)						MT/day
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e
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 ₂ e
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.
- CalEEMod equipment default horsepower unless indicated otherwise by horsepower in equipment type description.
- Emission factors based on CalEEMod 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) * (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/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 = 0.9 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 ²	CalEEMod Equivalent	Construction Timing	Hours Per Day	Quantity	Load Factor	Horsepower ³	Mitigated Emission Factors (g/bhp-hr) ⁴										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		
																							Daily Emissions					
																							MT CO ₂ e					

Phase 2	Maximum Mitigated Daily Emissions (lbs/day)						MT/day
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e
	3.70	48.60	39.67	0.11	0.90	0.89	5.95
Phase 2 Max Annual Scenario	Maximum Mitigated Annual Emissions (tons/year)						MT
	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)	Rest 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 Moyer for ROG, CO, NO_x, PM10 and PM2.5. 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
 - > PM2.5 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_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

Vehicle Type	Quantity ¹	Onsite Mi/Day ²	Emission Factors (g/mile) ³									Daily Emissions (lb/day)										Daily Emissions MTCO ₂ e		
			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			
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		
Phase Total												0.0219361	0.0554687	0.2985223	0.0008575	2.1458893	0.2123859	90.768307	0.0010189	0.0142675	95.045498	0.043111964		
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	12.573686	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		
Phase Total												0.0115556	0.1039506	0.067744	0.0005502	2.7736148	0.271567	56.490345	0.0015782	0.0037093	57.635182	0.02614291		
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		
Phase Total												0.0212472	0.0968631	0.2371242	0.0008862	3.0275163	0.2979413	92.790684	0.0015861	0.0116078	96.28946	0.043676216		

	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

1. Project specific truck trips.

2. Miles per day for on-road construction equipment is based on on-road off-site activity estimate in Data Tab.

3. 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 onsite travel occurs on unpaved roads. PM EFs include fugitive re-entrained road dust emissions for unpaved roads (AP-42,Section 13.2.1)

4. Buildout phase for maximum annual scenario conservatively assumes all onsite work occurs in one year for maximum annual 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	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	0.0568411	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	0.011396	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	0.011396	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	0.011396	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	0.0233124	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	

	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

	Maximum Annual Emissions (tons/year)						MT	Worker
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ e	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

								Emission (total tons)								Emission (lbs/day)							
								Earth Moving		Grading		Cut & Fill		Total		Earth Moving		Grading		Cut & Fill		Total	
Phase	Maximum Phase Duration (Months)	% Time for Earthwork	Earthwork Days of Activity	# of Bulldozers	Use per Day (hrs)	Graded Area (acres)	Cut/Fill (cy)	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	0.0008	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
 $EF_D = k \times (0.0032) \times ((U/5)^{1.3}) / ((M/2)^{1.5})$

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 1996, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations
 CalEEMod default

E (lbs) = EF (lb/ton) x TP (tons)
 Cut/Fill Truck Loading Emissions:
 0.000161133 EF (PM₁₀) as lb/cy
 2.44001E-05 EF (PM_{2.5}) as lb/cy

Bulldozing, Scraping

PM₁₀ Emission Factor [lb/hr] = 0.75 x (silt content [%])^{1.3} / (moisture)^{1.4}
 PM_{2.5} 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
 PM_{2.5} 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

$EF_{PM_{10}} = 0.051 \times (S)^2$

$EF_{TSP} = 0.04 \times (S)^2$

$EF_{PM_{10}} = EF_{PM_{10}} \times F_{PM_{10}}$

$EF_{PM_{2.5}} = EF_{TSP} \times F_{PM_{2.5}}$

5 S: mean vehicle speed (mph)

Per Data Sheet

1.275 $EF_{PM_{10}}$

2.236067977 EF_{TSP}

0.6 $F_{PM_{10}}$

default AP-42 value

0.031 $F_{PM_{2.5}}$

default AP-42 value

0.765 $EF_{PM_{10}}$ (lb/VMT)

0.069318107 $EF_{PM_{2.5}}$ (lb/VMT)

0.0833 VMT Calculation Factor (site acres / 12 ft)

43560 sq. ft. per acre

5280 ft. per mile

0.5259375 $EF_{PM_{10}}$ (lb/acre)

calculated

0.047656199 $EF_{PM_{2.5}}$ (lb/acre)

calculated

Paved Road Dust $EF_{DUST} = [(k(SL)^{0.95} \times (W)^{1.6}) / (1 - P/4N)]$

Source: AP-42 Section 13.2.1 (Paved Roads) - <http://www.epa.gov/ttnchie1/ap42/ch13/final/c13s0201.pdf>

Variable	Value	Description
k (PM ₁₀)	0.0022	particle size multiplier for particle size range and units of interest (lb/VMT)
k (PM _{2.5})	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)
N	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

Pickup and Worker

EF (PM ₁₀)	0.000637964	lb/VMT
EF (PM _{2.5})	0.000156591	lb/VMT
Haul Truck		
EF (PM ₁₀)	0.003294168	lb/VMT
EF (PM _{2.5})	0.000808568	lb/VMT

Unpaved Road Dust

Equations: $EF_{unpaved} = [(k \times (s/12)^a \times (S/50)^d) / (MD \times S)^c] - C$

Ref: AP-42, Section 13.2.2, "Unpaved Roads," November 2006

Constants:

k _u	1.8	(Particle size multiplier for PM ₁₀)
k _u	0.18	(Particle size multiplier for PM _{2.5})
s	3.9	Unpaved surface material silt content (%)
S	5	mean vehicle speed
a =	1	for PM ₁₀ and PM _{2.5}
c =	0.2	for PM ₁₀ and PM _{2.5}
d =	0.5	for PM ₁₀ and PM _{2.5}
C	0.00047	for PM ₁₀
C	0.00036	for PM _{2.5}
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.

EF (PM ₁₀)	0.126014699	lb/VMT
EF (PM _{2.5})	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 X-A, Mitigation Measure Examples.

Fugitive Dust from Construction & Demolition, http://www.aqmd.gov/ceqa/handbook/mitigation/fugitive/MM_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
Tier 2	751	2000	0.38	6.90	5.93	0.11	0.11
	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
Tier 3	600	750	0.12	2.60	3.79	0.09	0.09
	751	2000	0.12	2.60	3.79	0.09	0.09
	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
Tier 4 Interim	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
	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
Tier 4 Final	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
	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
Tier 4 Final	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

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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	6909.5847	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	0.052425067	0.02509304	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	6.59%	34691.1366	0.035701938	1.55619808	0.131529142	0.003262695	0.047193728	0.019997007	329.704677	0.007844125	0.009662194	0.002247	0.002	0.01575	0.0024437	0.008	0.03675
MADERA	LDT1	Aggregated	Aggregated	DSL	10.0669523	208.0190725	0.01%	37.1721898	0.10896868	0.798570411	0.798827431	0.004219479	0.120301048	0.09032734	446.3358461	0.005061387	0.070157779	0.0722827	0.002	0.01575	0.075551	0.008	0.03675
MADERA	LDT1	Aggregated	Aggregated	ELEC	34.9368098	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	0.002	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	0.002	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	0.037296951	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	0.94466128	3.115542521	0.005430622	0.124145654	0.06992103	574.4504036	0.009286447	0.090295604	0.034161	0.003	0.03276	0.0357056	0.012	0.07644
MADERA	LHD2	Aggregated	Aggregated	GAS	331.432145	11115.16588	0.96%	4937.84513	0.047988463	0.873576561	0.299985762	0.011573303	0.099379873	0.042242688	1169.515409	0.010467464	0.018380944	0.0020327	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	2.347778648	0.006063552	0.132321132	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	0.467648637	0.004285724	0.059216086	0.026851201	436.285907104	0.007039857	0.019691904						
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	0.044750013	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	0.019456494	445.045219002	0.006785606	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	0.13034
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	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	
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	0.467648637	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	0.019456494	445.045219002	0.006785606	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	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O
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
- Pickup Truck/SUV category conservatively includes LHD1 and LHD2 vehicle categories as no 5mph speed bin data available for LDT2 categories in Madera County.
 - 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	0.0046553	0.002	0.01575	0.0048658	0.008	0.03675
MADERA	2025	LDA	Aggregated	Aggregated	ELEC	2061.7353	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%	36210.4352	0.022325669	1.109182889	0.083002208	0.003025248	0.046774147	0.019611122	305.7099706	0.005121355	0.006858089	0.0018611	0.002	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	0.64262958	0.004170409	0.10687481	0.077187311	441.1452712	0.004351467	0.069341893	0.0594373	0.002	0.01575	0.0621248	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)									CO2e (g/m)
	ROG	CO	NOx	SOx	PM10	PM2.5	CO2	CH4	N2O	
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
1453.592	
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 RUNEX, PMBW and PMTW, g/strip 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	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	238.1636072	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	0.028846433	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	14862.0337	3.08%	16734.9405	0	0	0	0	0.044750013	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

	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	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄		N ₂ O
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	TOG Exhaust
2029	1.004	1.0129	1.0138	1.0032

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

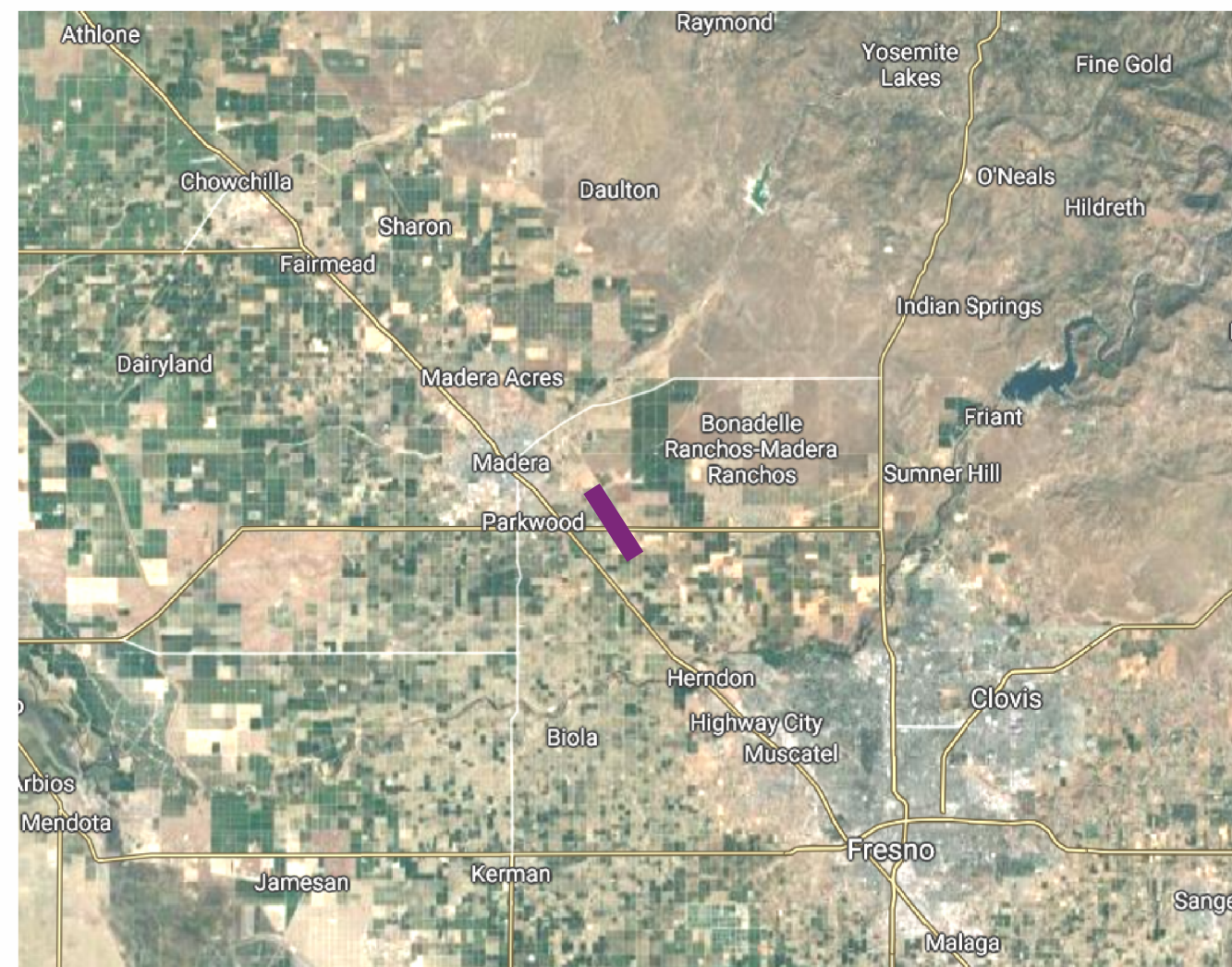
SAN JOAQUIN JOINT POWERS AUTHORITY

March 2025

SAN JOAQUIN REGIONAL RAIL COMMISSION

MADERA STATION RELOCATION PROJECT – PHASE 1

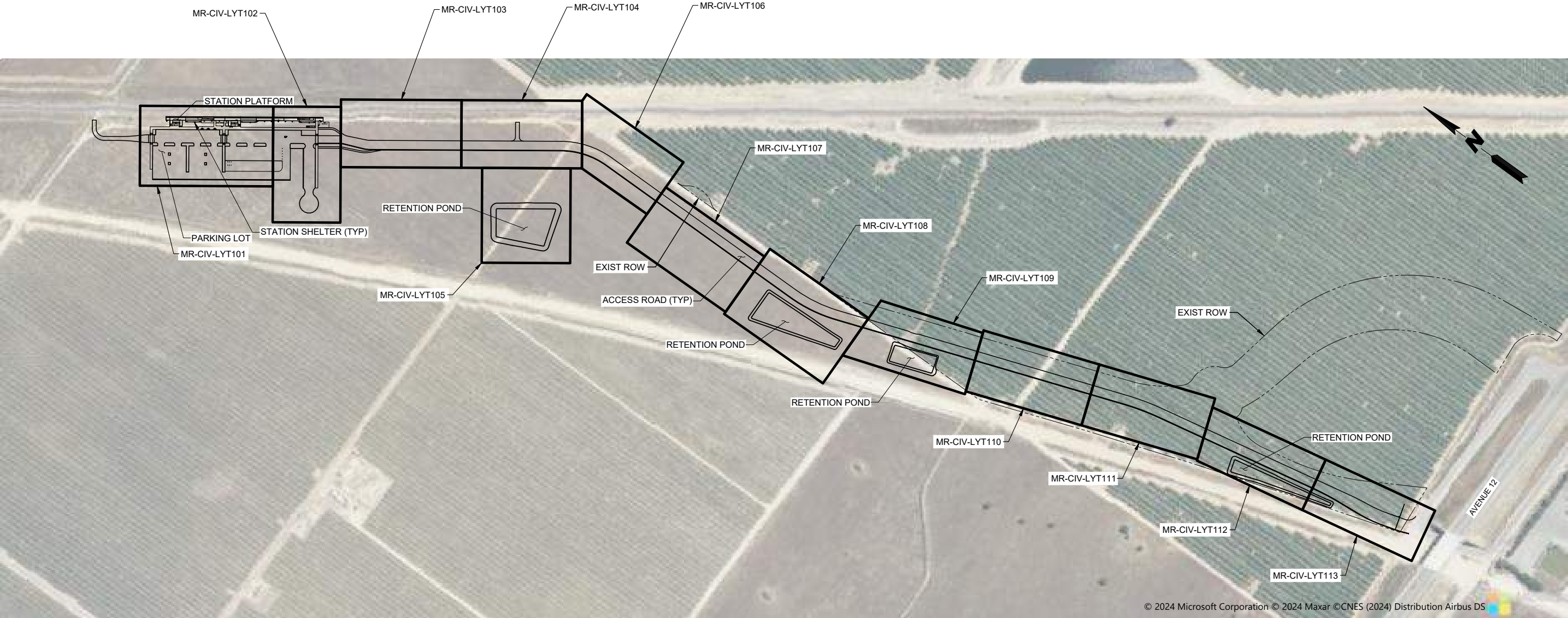
15% PRELIMINARY ENGINEERING ADDENDUM



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	

NOT FOR CONSTRUCTION

[illegible]



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	SUB	APP	DESCRIPTION

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

TRANSPORTATION

AECOM

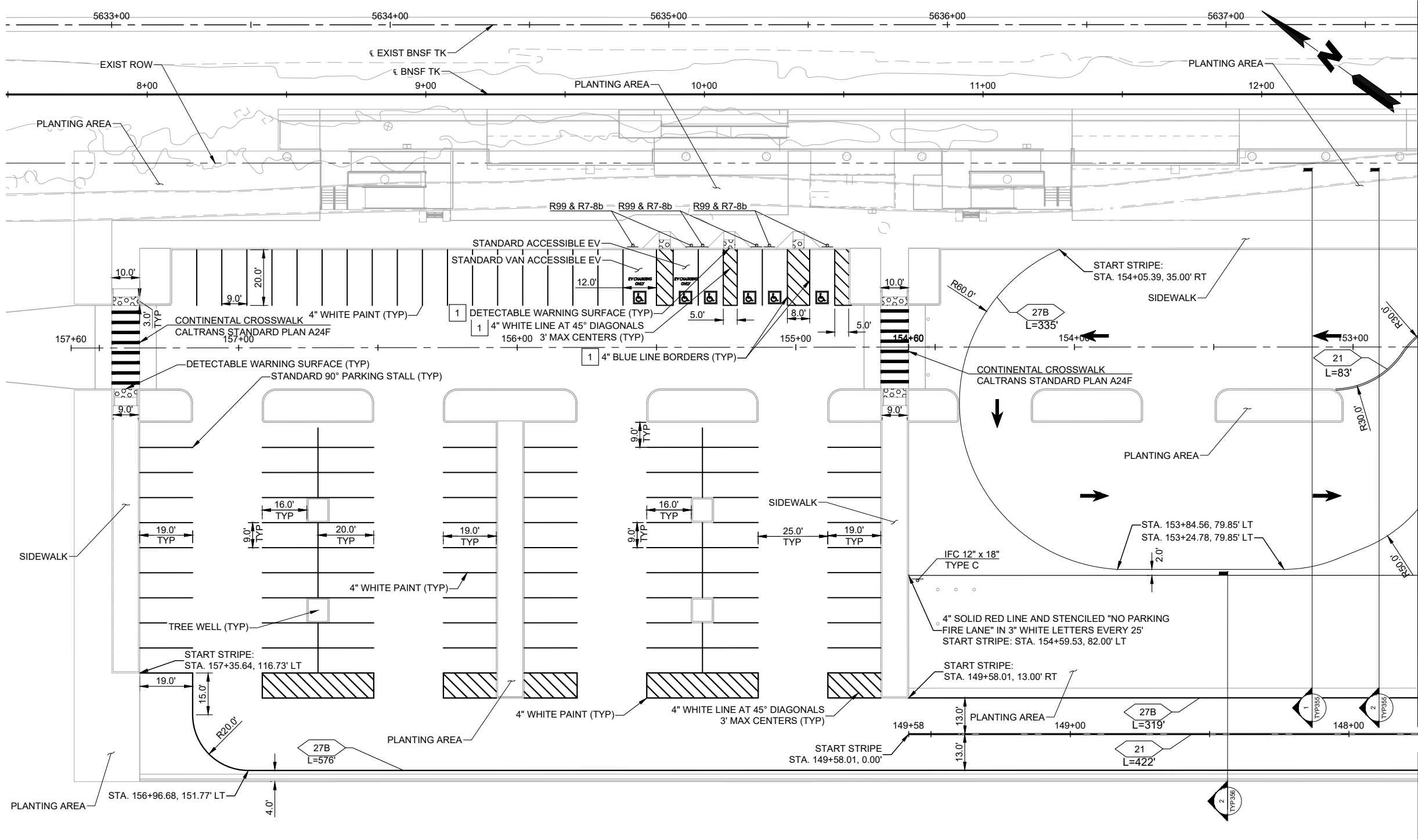
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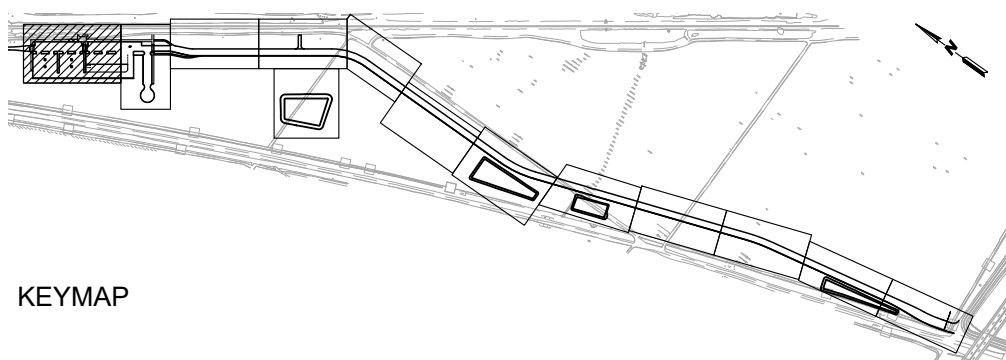
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VALLEY RAIL - MADERA STATION PROJECT
PHASE 1 CIVIL SITE PLAN
KEY MAP

CONTRACT NO.
DRAWING NO. MR-CIV-PHASE1
SCALE AS SHOWN
Page 10 of 174 3 OF 21



MATCHLINE MR-CIV-LYT102



PLAN VIEW

- LEGEND (FOR THIS SHEET ONLY):
- XX 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

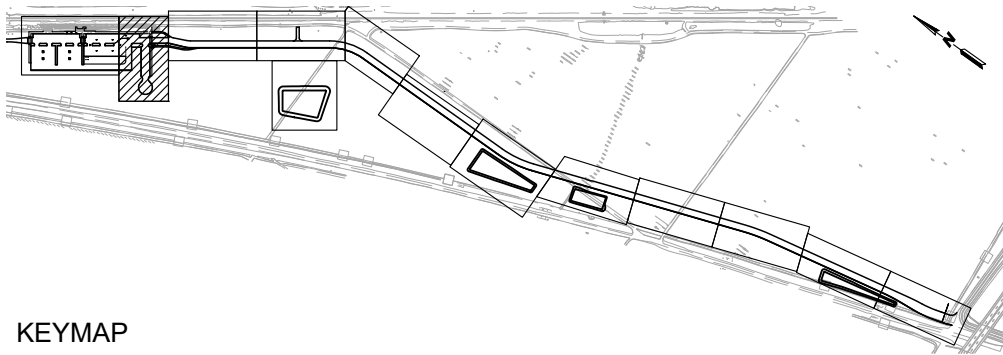
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
STATION AREA PLAN
SHEET 1 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT101
SCALE AS SHOWN
Page 108 of 174 4 OF 21



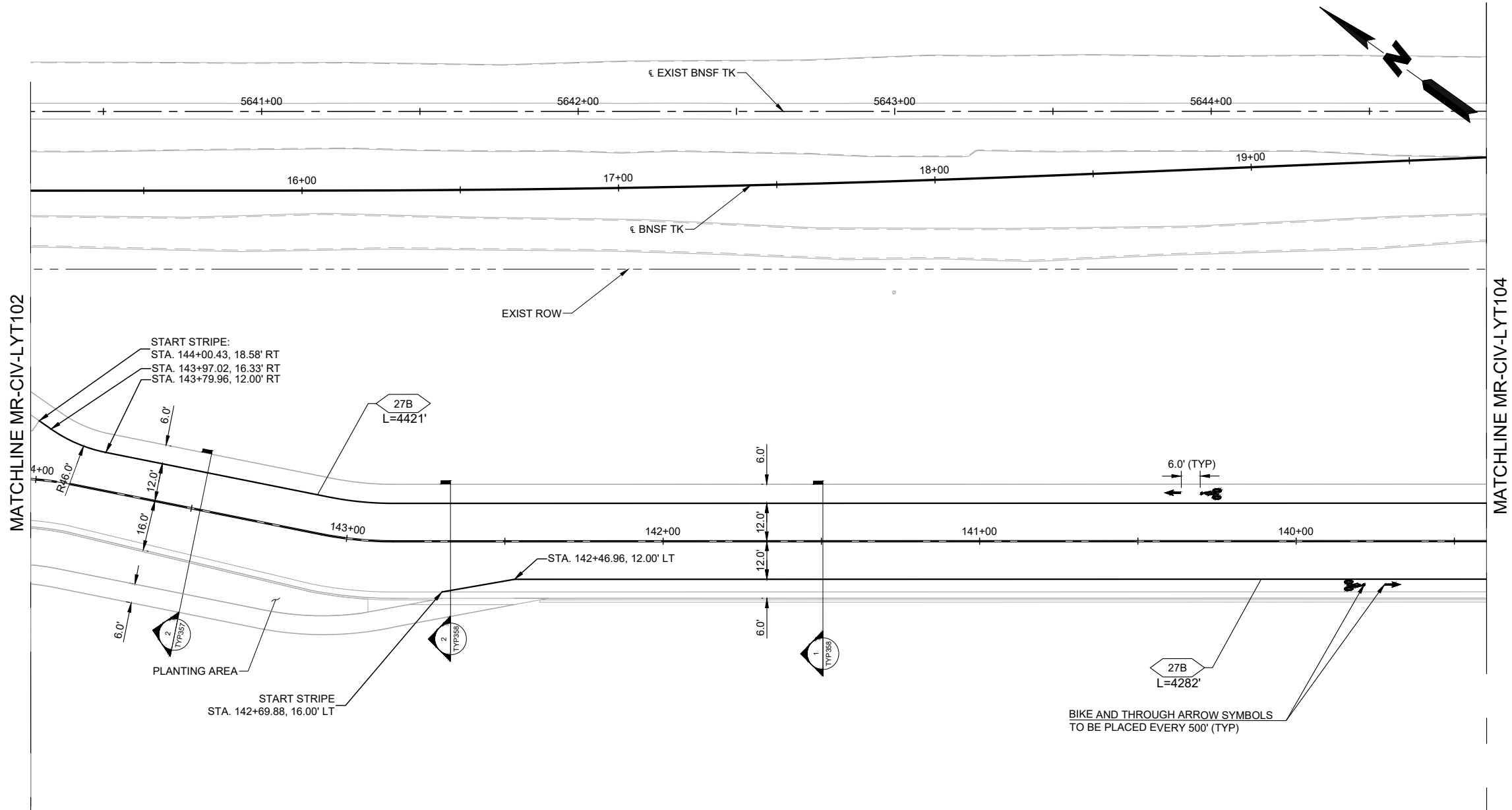
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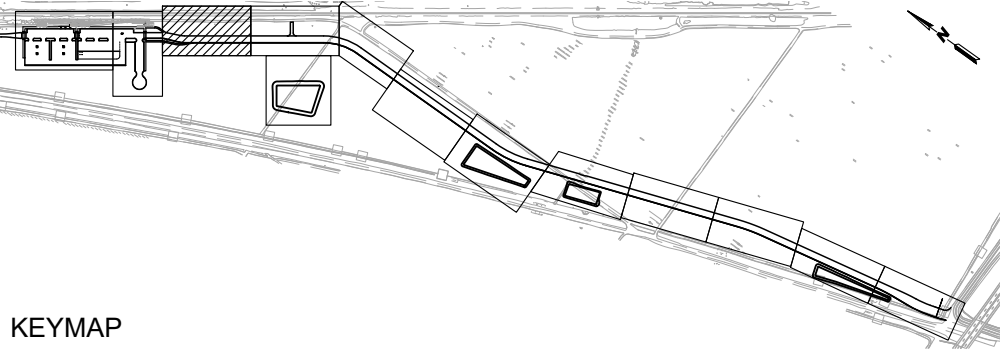
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DESIGNED BY	D. HARTMAN
DRAWN BY	J. HUANG
CHECKED BY	A. SHIELDS
IN CHARGE	M. ALFONSO
DATE	03/05/2025

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



PLAN VIEW



KEYMAP

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'
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Save Date: 3/4/2025 11:31 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION

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

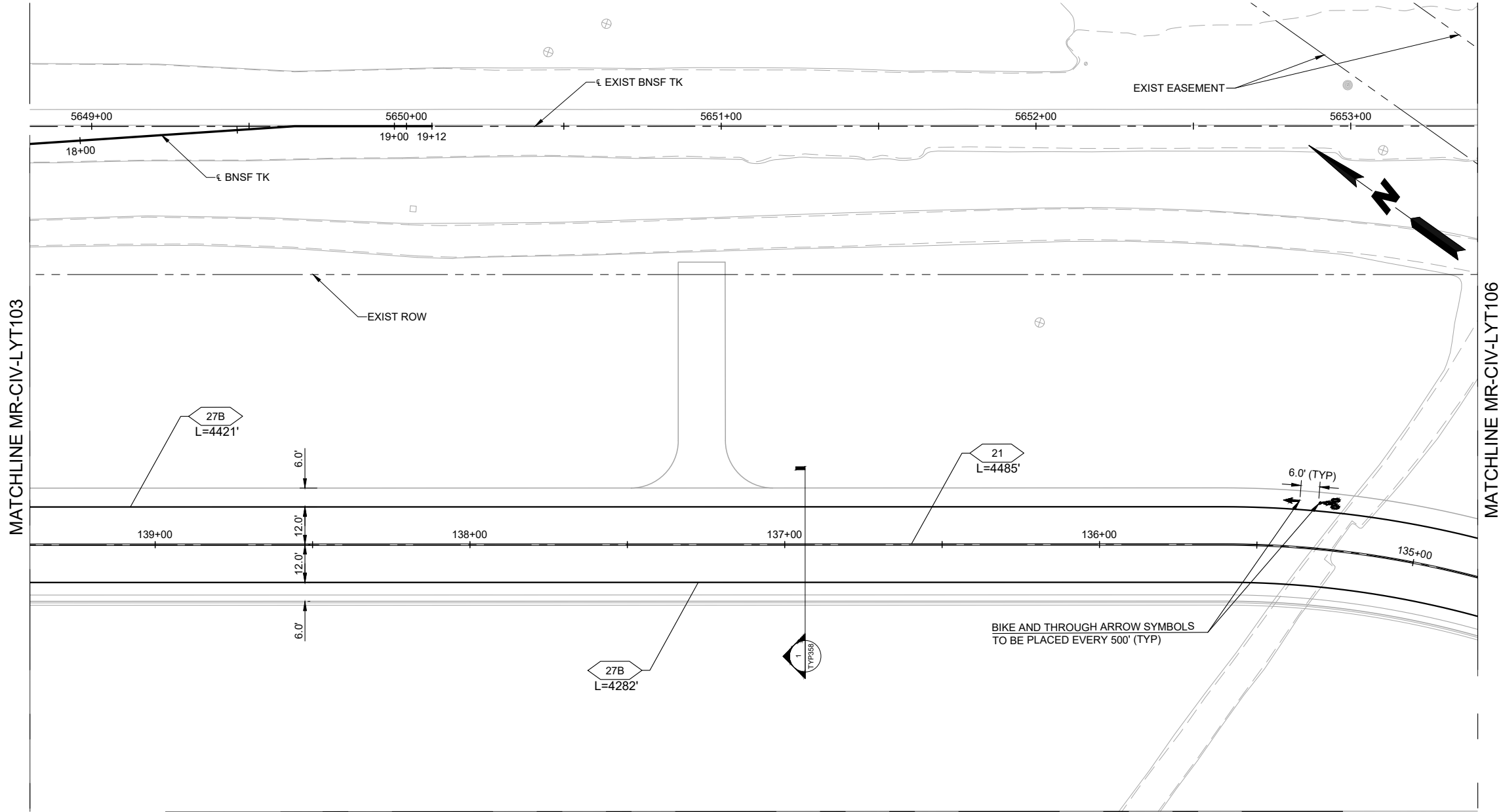
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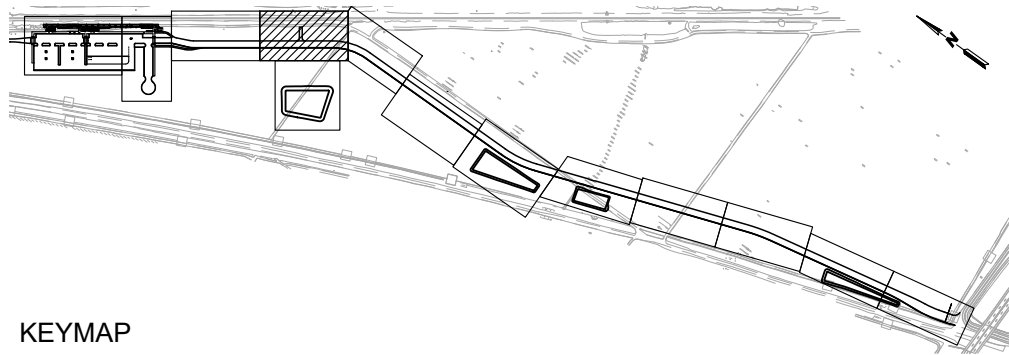
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 3 OF 13

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



PLAN VIEW MATCHLINE MR-CIV-LYT105



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

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- 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
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Save Date: 3/4/2025 11:33 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION
		SUB		

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

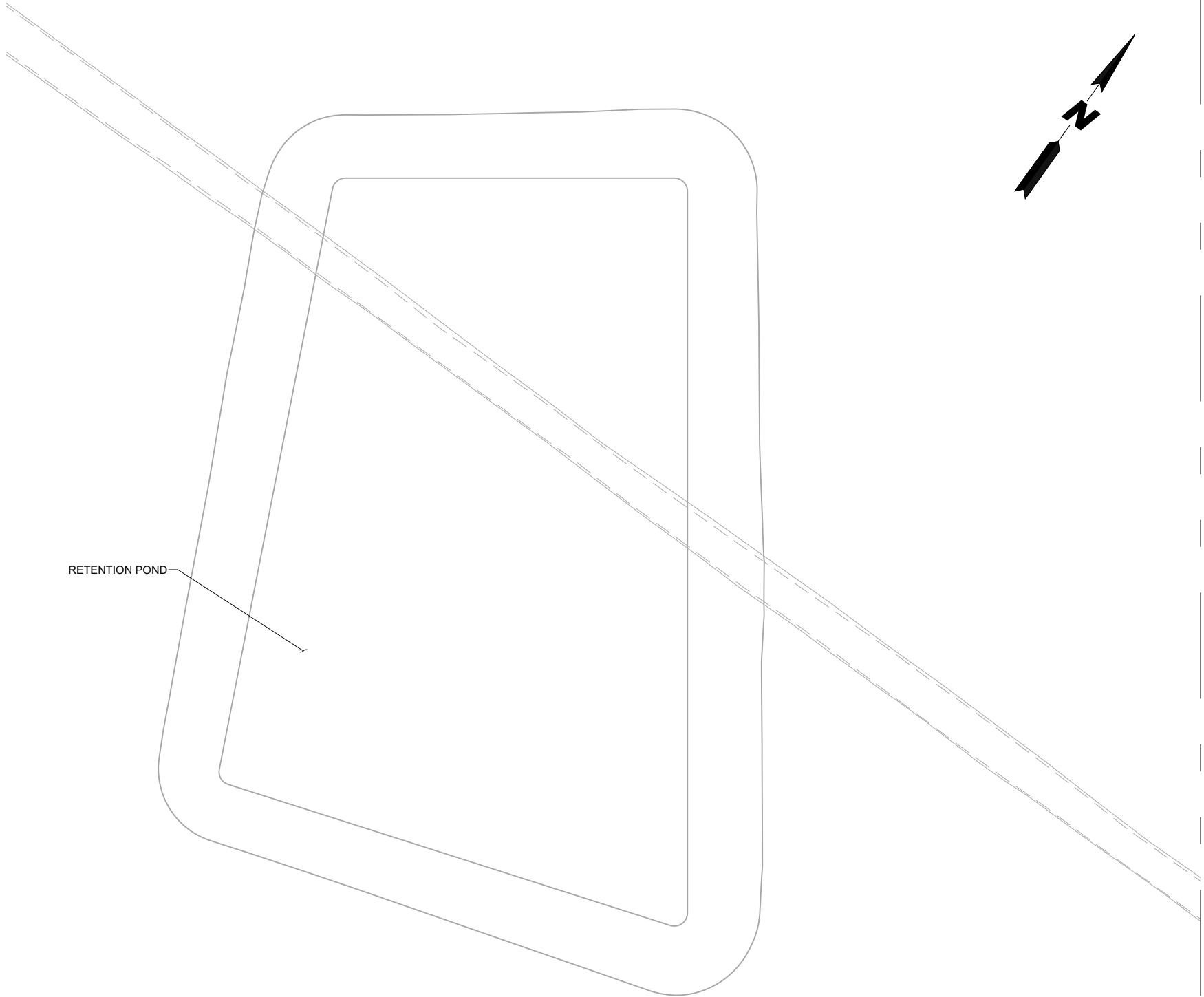
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CIVIL - PHASE 1
ACCESS ROAD
SHEET 4 OF 13

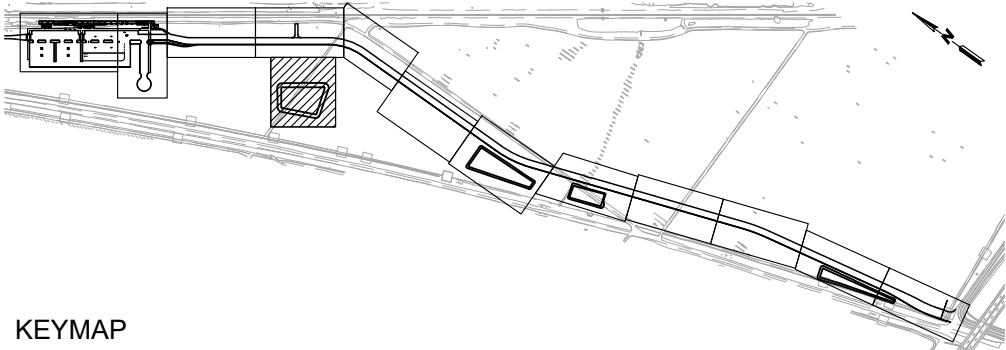
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Save Date: 3/4/2025 11:43 AM
By: Huang, Jiming
BY: Jiming, Huang



RETENTION POND

PLAN VIEW

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

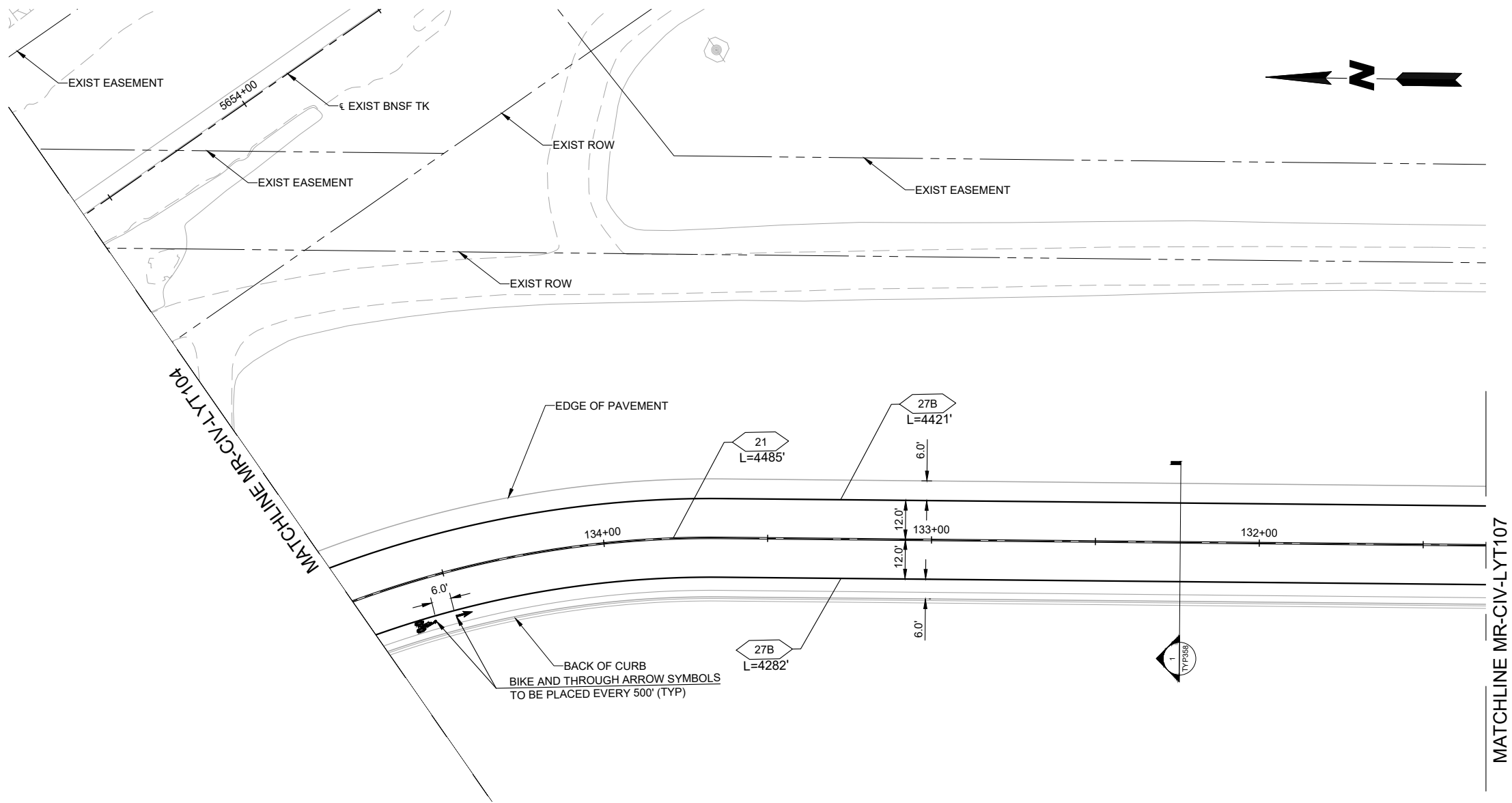
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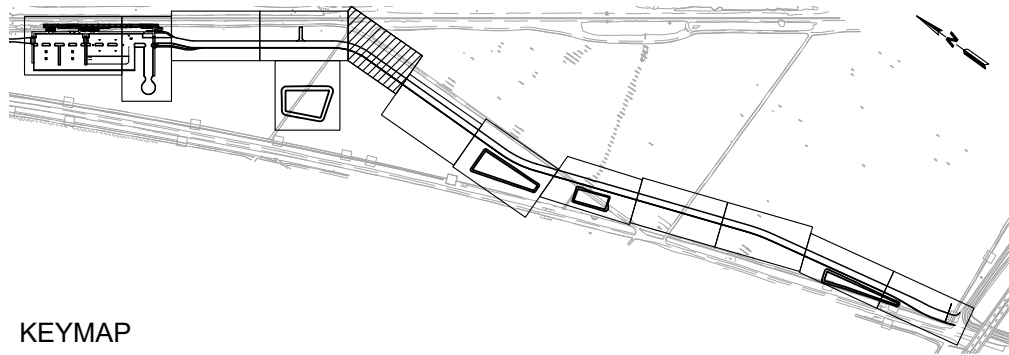
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
RETENTION POND
SHEET 5 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT105
SCALE AS SHOWN



PLAN VIEW



KEYMAP

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.

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Save Date: 3/4/2025 11:44 AM
By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION
		SUB		

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

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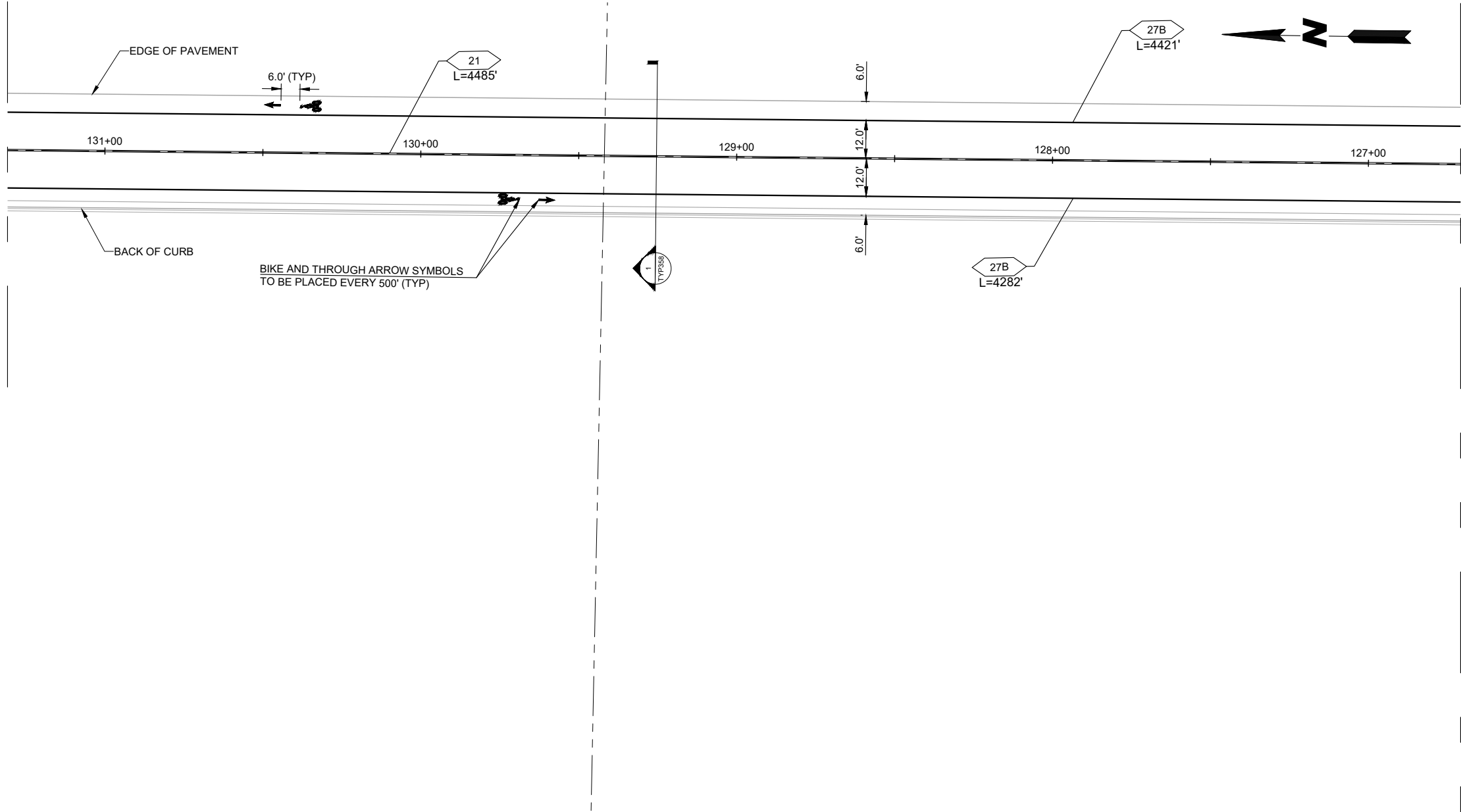


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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 6 OF 13

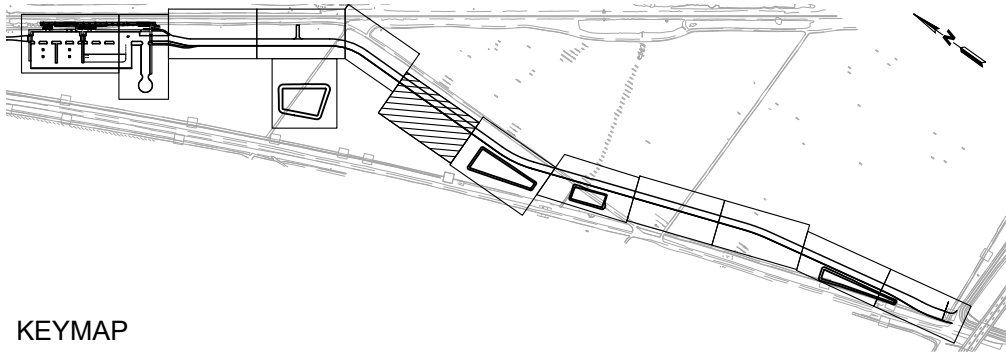
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DRAWING NO. MR-CIV-LYT106
SCALE AS SHOWN

MATCHLINE MR-CIV-LYT106



MATCHLINE MR-CIV-LYT108

PLAN VIEW



KEYMAP

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- BIKE LANE ARROW PAVEMENT MARKING. SEE CALTRANS STANDARD PLAN A24A FOR DETAIL.

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

DESIGNED BY D. HARTMAN
DRAWN BY J. HUANG
CHECKED BY A. SHIELDS
IN CHARGE M. ALFONSO
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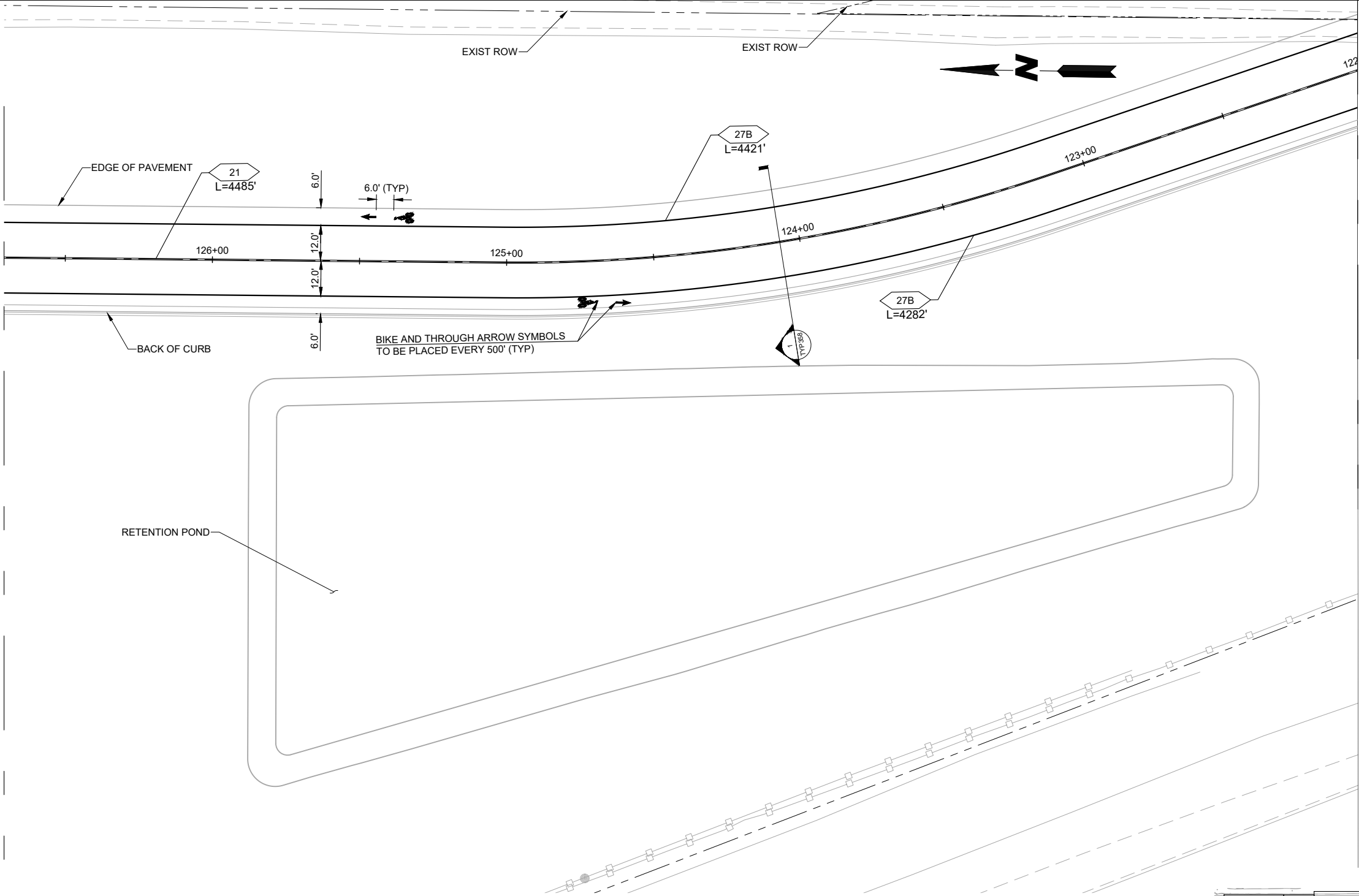
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 7 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT107
SCALE AS SHOWN

MATCHLINE MR-CIV-LYT107

MATCHLINE MR-CIV-LYT109

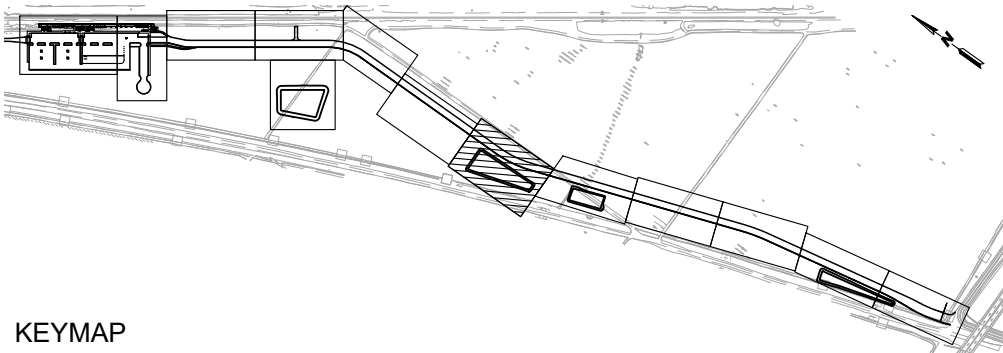


PLAN VIEW

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- 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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KEYMAP

By: Huang, Jiming
BY: Jiming Huang

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Save Date: 3/4/2025 11:49 AM

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		SUB		

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

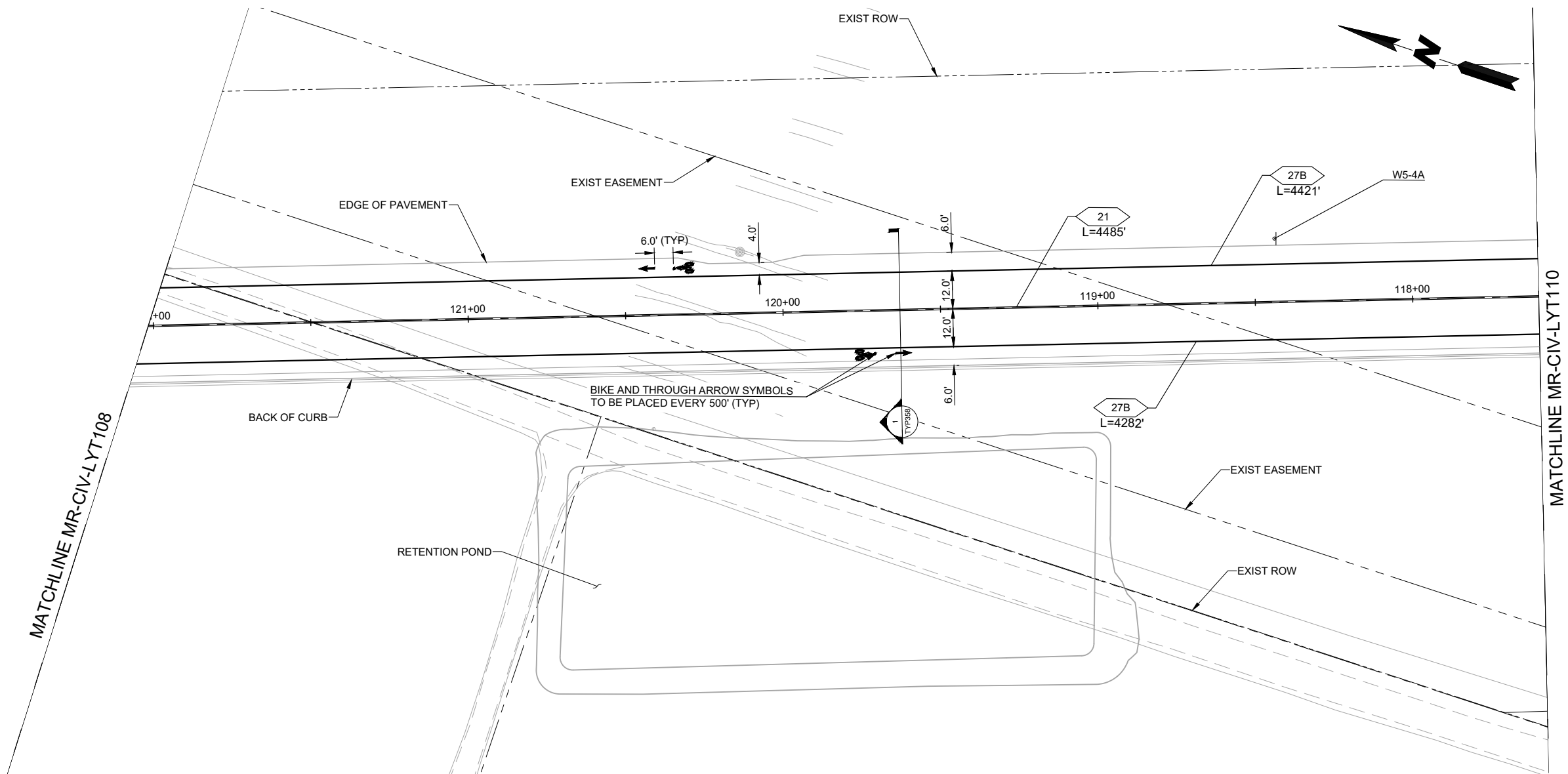
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 8 OF 13

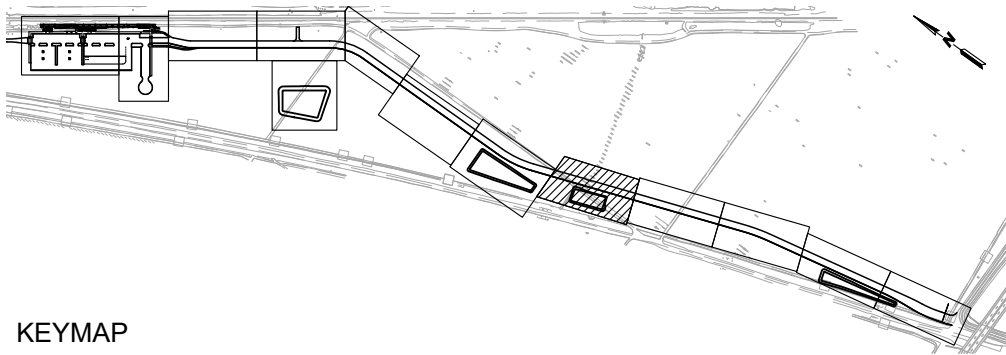
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DRAWING NO. MR-CIV-LYT108
SCALE AS SHOWN
Page 115 of 174 11 OF 21



MATCHLINE MR-CIV-LYT110

MATCHLINE MR-CIV-LYT108

PLAN VIEW



KEYMAP

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'
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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
		SUB		

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

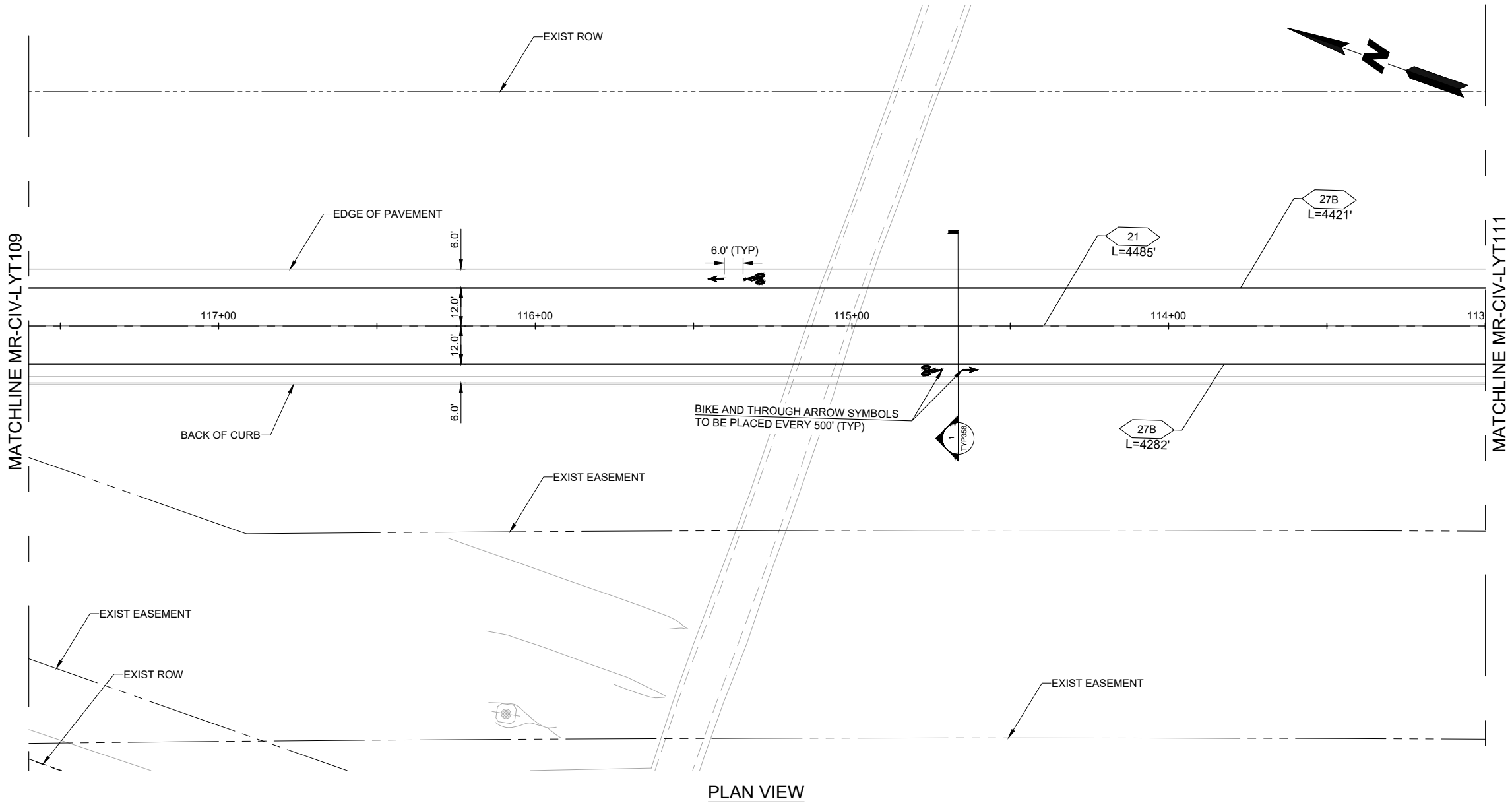
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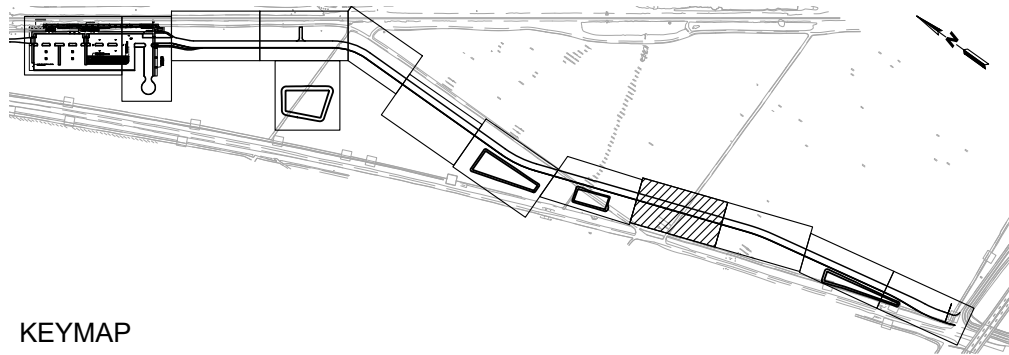
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 9 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT109
SCALE AS SHOWN



PLAN VIEW



KEYMAP

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.

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

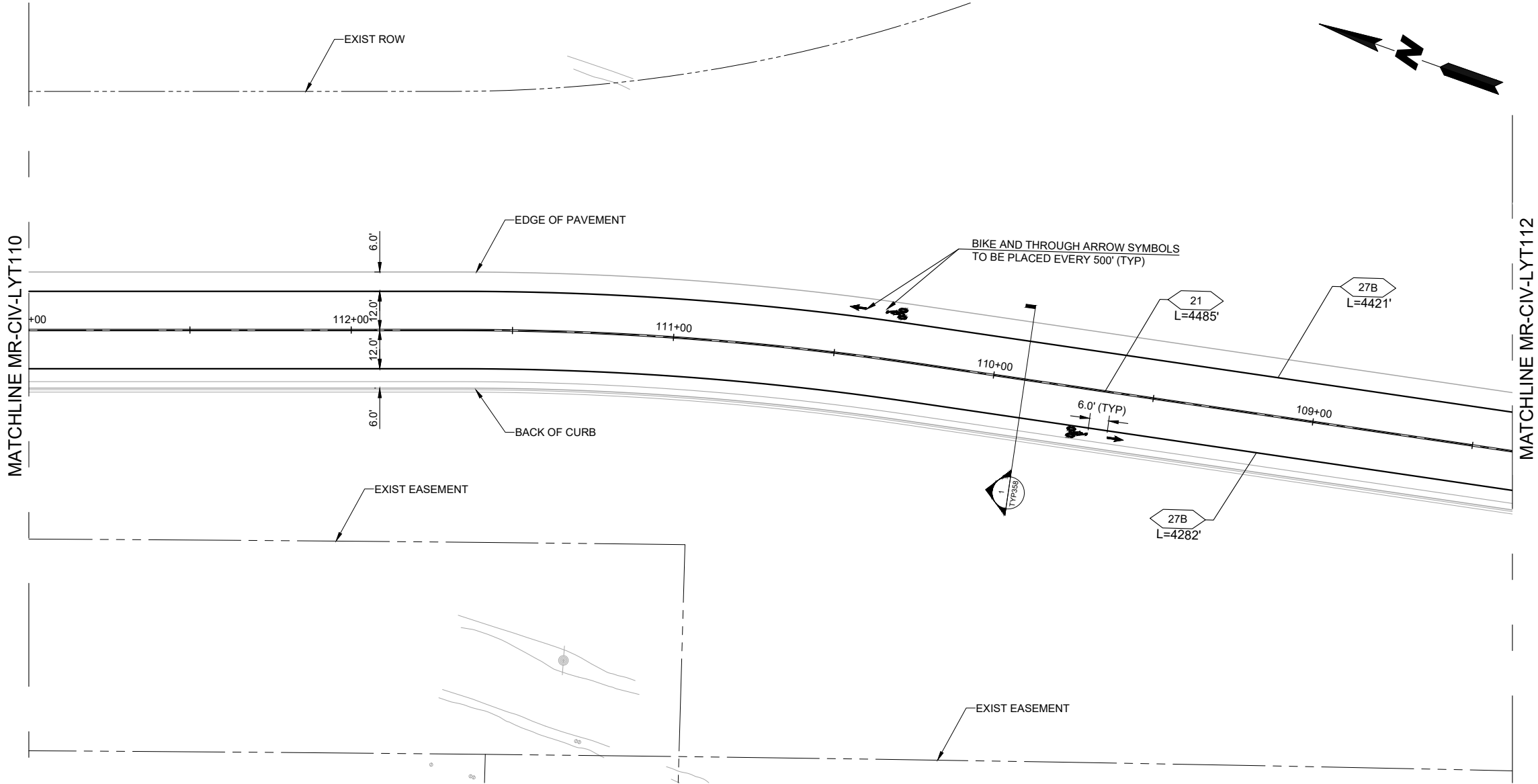
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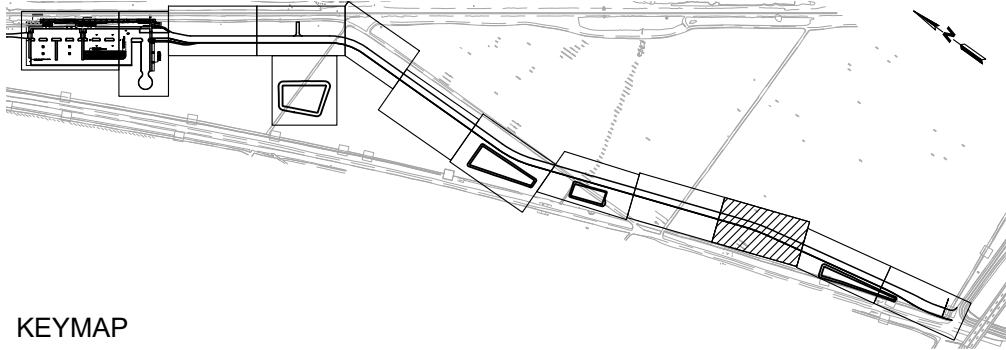
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 10 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT110
SCALE AS SHOWN
Page 11 of 174 13 OF 21



PLAN VIEW



KEYMAP

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'
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Save Date: 3/4/2025 11:54 AM
By: Huang, Jiming
BY: Jiming.huang

REV	DATE	BY	APP	DESCRIPTION
		SUB		

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

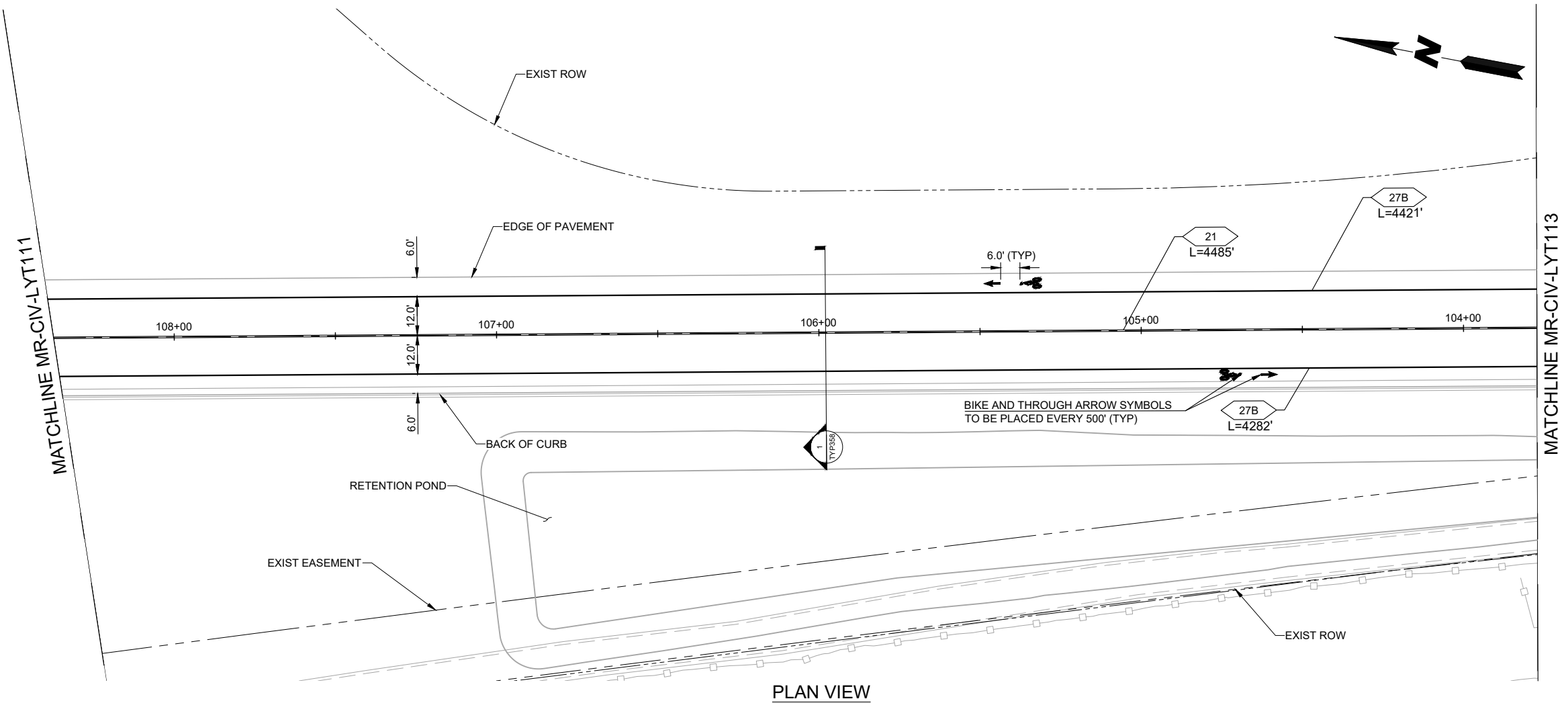
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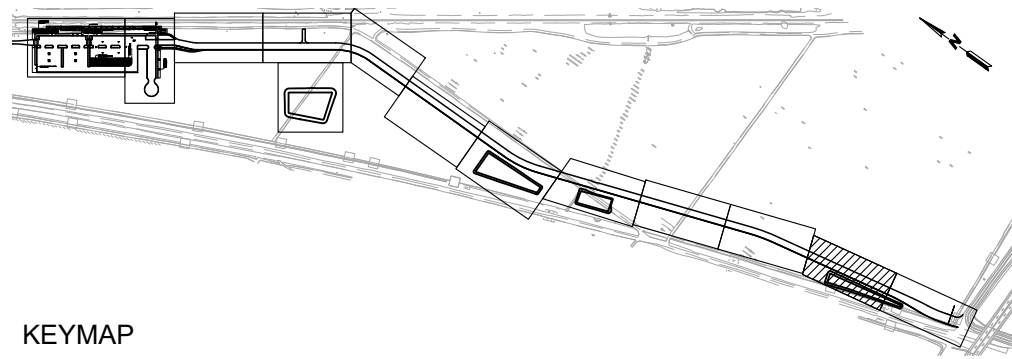
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 11 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT111
SCALE AS SHOWN



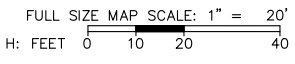
PLAN VIEW



KEYMAP

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- 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
		SUB		

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

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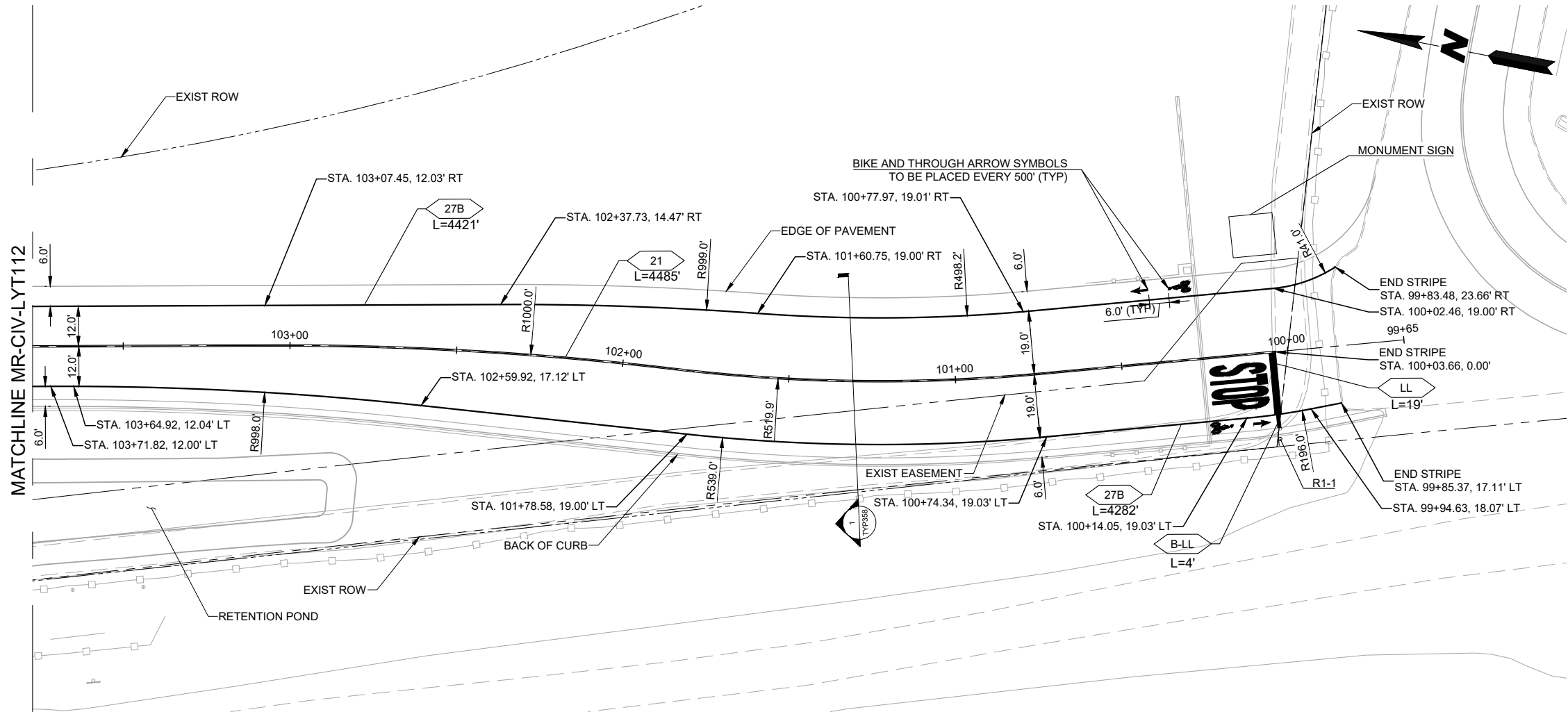
VALLEY RAIL - MADERA STATION PROJECT

CIVIL - PHASE 1

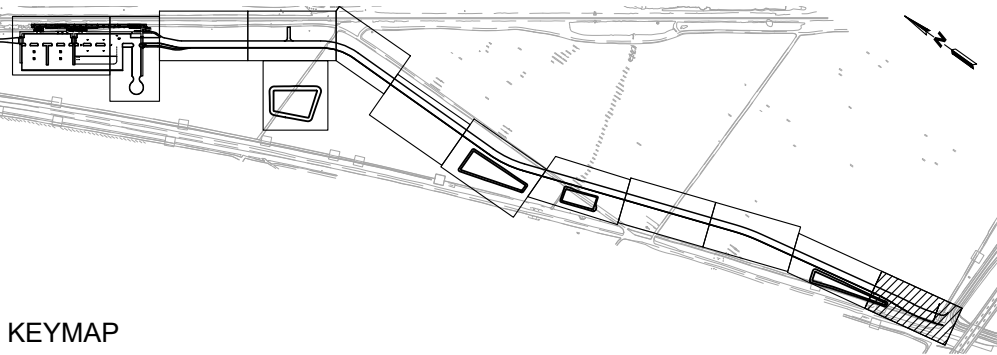
ACCESS ROAD

SHEET 12 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT112
SCALE AS SHOWN
Page 119 of 174 15 OF 21



PLAN VIEW



KEYMAP

LEGEND (FOR THIS SHEET ONLY):

- XX PAVEMENT DELINEATION DETAIL NUMBER. SEE CALTRANS STANDARD PLAN A20A AND A20B FOR DETAILS.
- LL 24" WIDE WHITE LIMIT LINE
- B-LL 12" WIDE WHITE LIMIT LINE
- STOP 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.

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

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
		SUB		

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

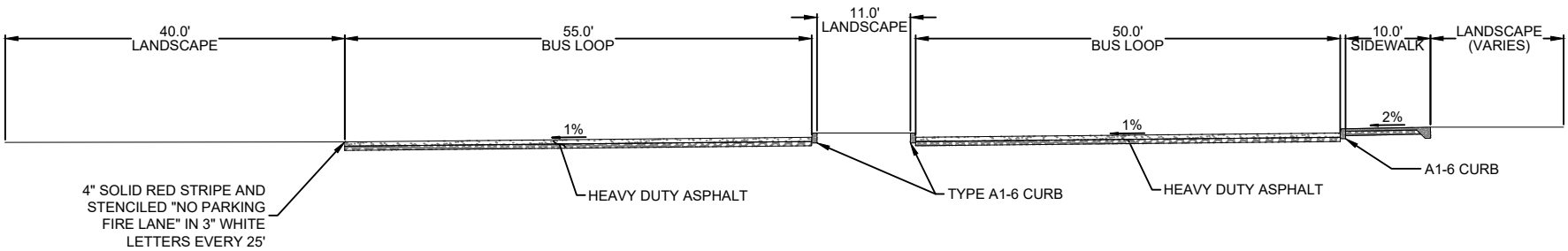
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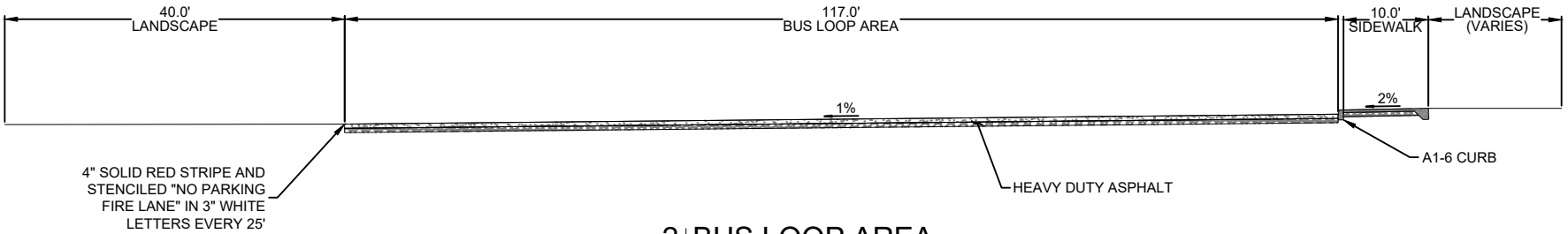
SAN JOAQUIN JOINT POWERS AUTHORITY
VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
ACCESS ROAD
SHEET 13 OF 13

CONTRACT NO.
DRAWING NO. MR-CIV-LYT113
SCALE AS SHOWN



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
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By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION
		SUB		

DESIGNED BY D. HARTMAN
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IN CHARGE M. ALFONSO
DATE 03/05/2025

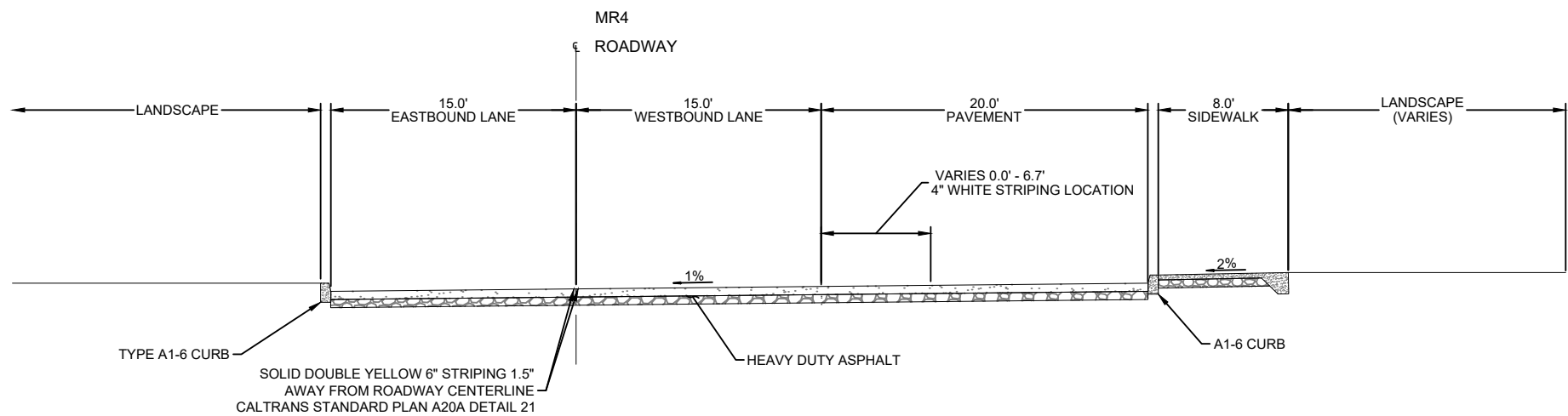
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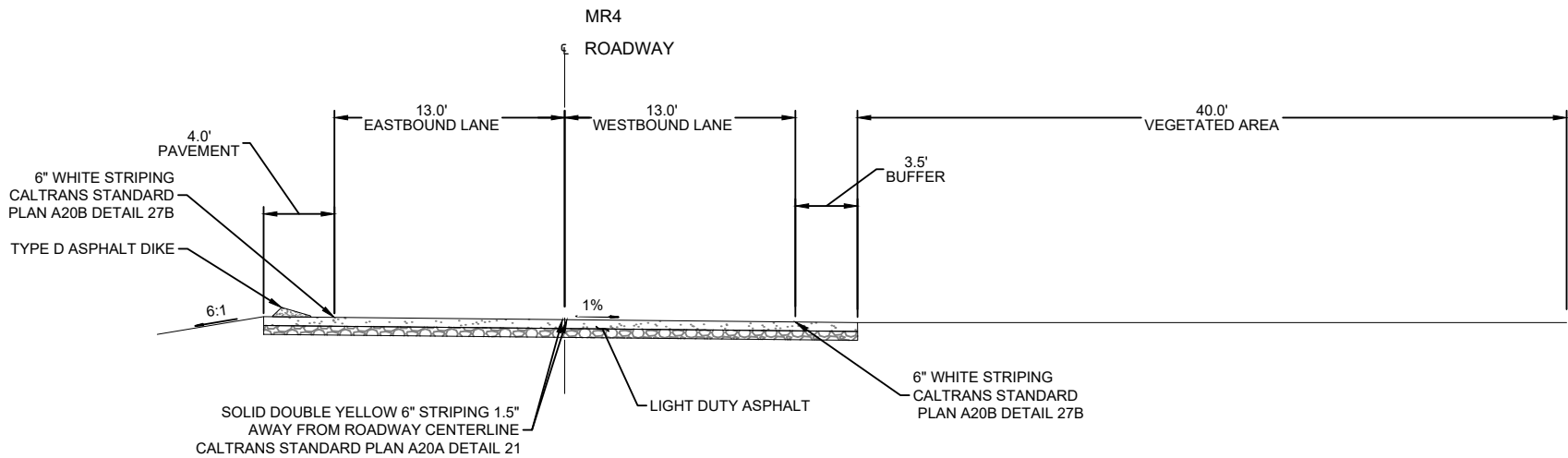
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
TYPICAL SECTIONS
BUS LOOP

CONTRACT NO.
DRAWING NO. MR-CIV-TYP355
SCALE AS SHOWN
Page 12 of 174 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'
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By: Huang, Jiming
BY: Jiming, Huang

REV	DATE	BY	APP	DESCRIPTION
		SUB		

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IN CHARGE	M. ALFONSO
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
TYPICAL SECTIONS
BUS LOOP ADJACENT ROAD

CONTRACT NO.

DRAWING NO.

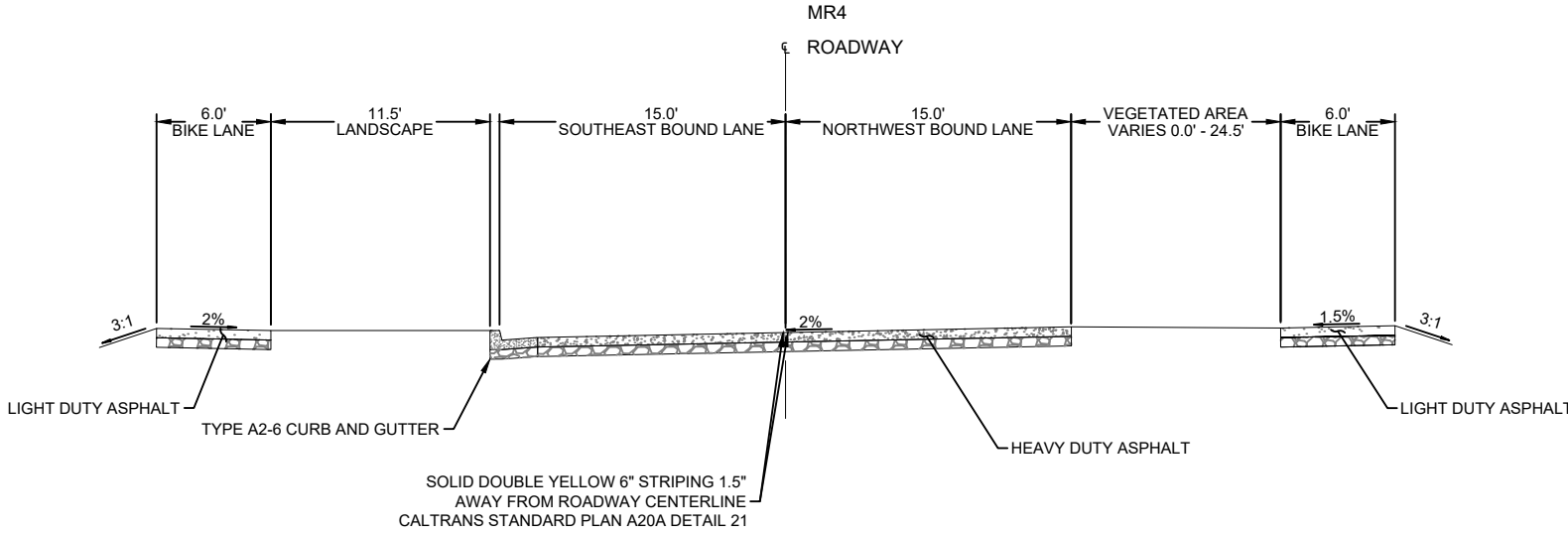
MR-CIV-TYP356

SCALE

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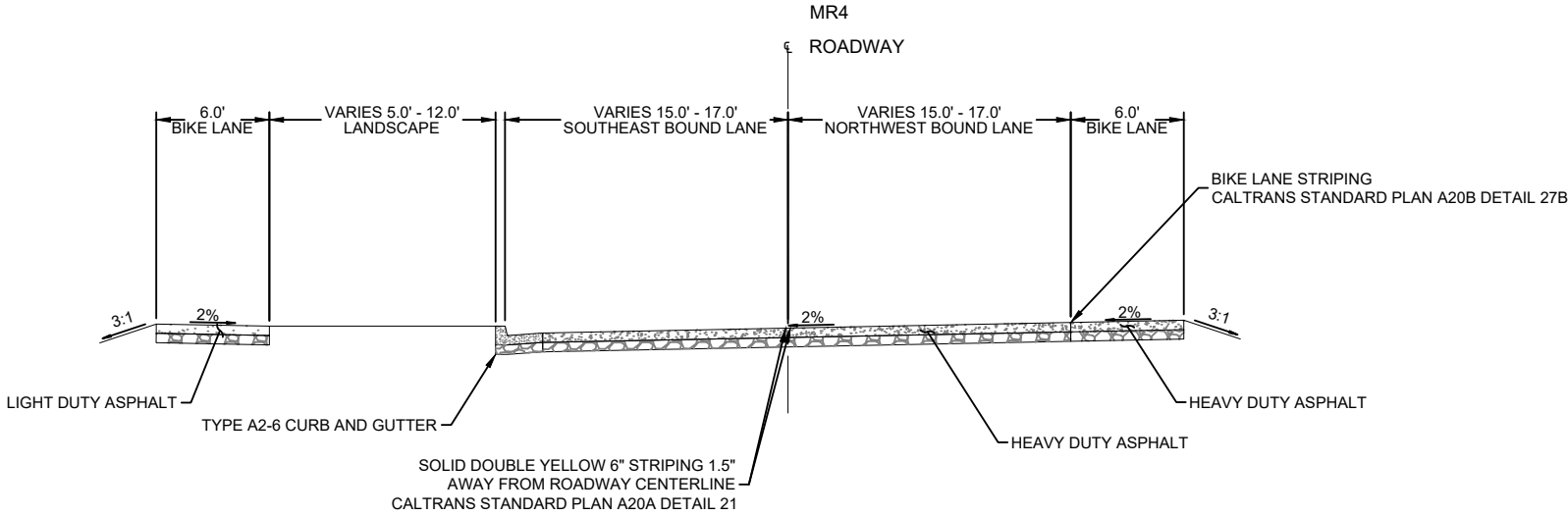
Page 122 of 174

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'
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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
		SUB		

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IN CHARGE M. ALFONSO
DATE 03/05/2025

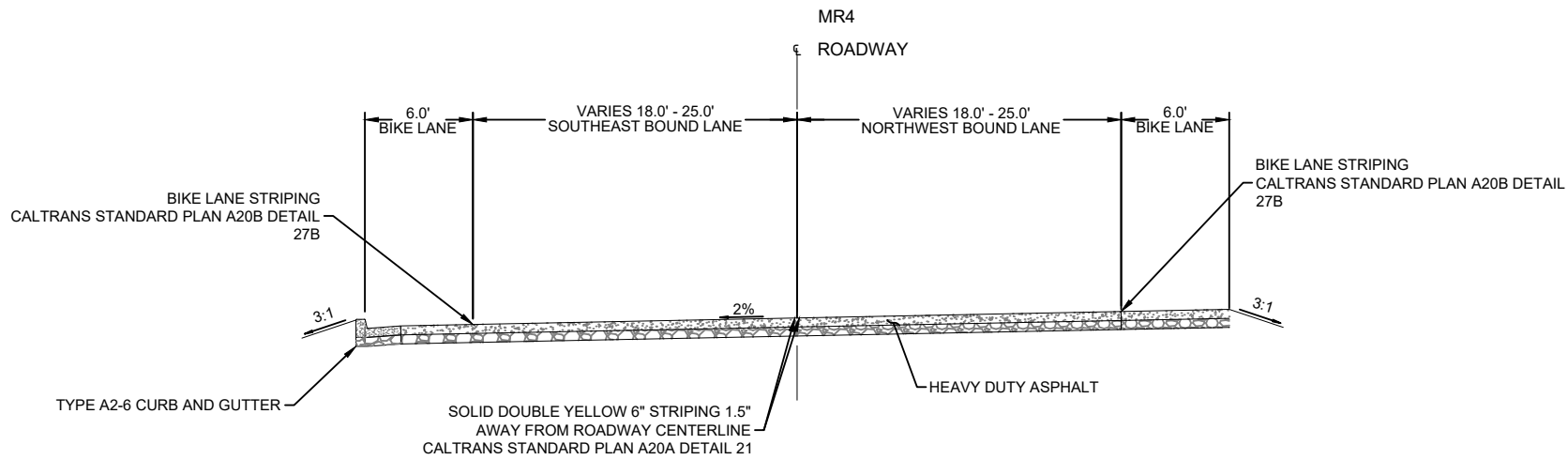
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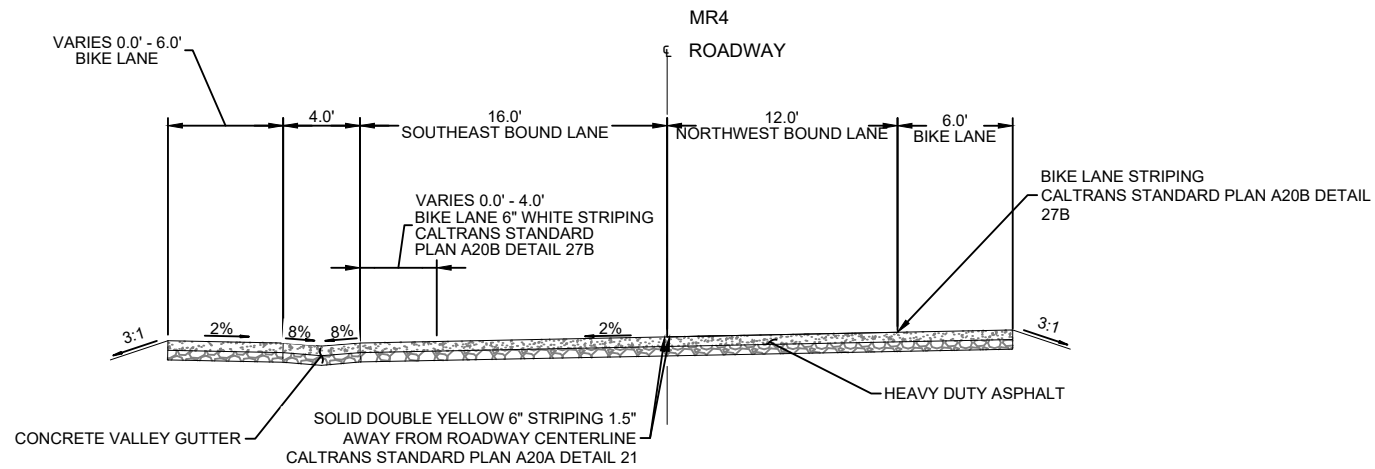
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
CIVIL - TYPICAL SECTIONS
ACCESS ROAD

CONTRACT NO.
DRAWING NO. MR-CIV-TYP357
SCALE AS SHOWN
Page 123 of 174 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'
H: FEET 0 2.5 5 10

REV	DATE	BY	APP	DESCRIPTION
		SUB		

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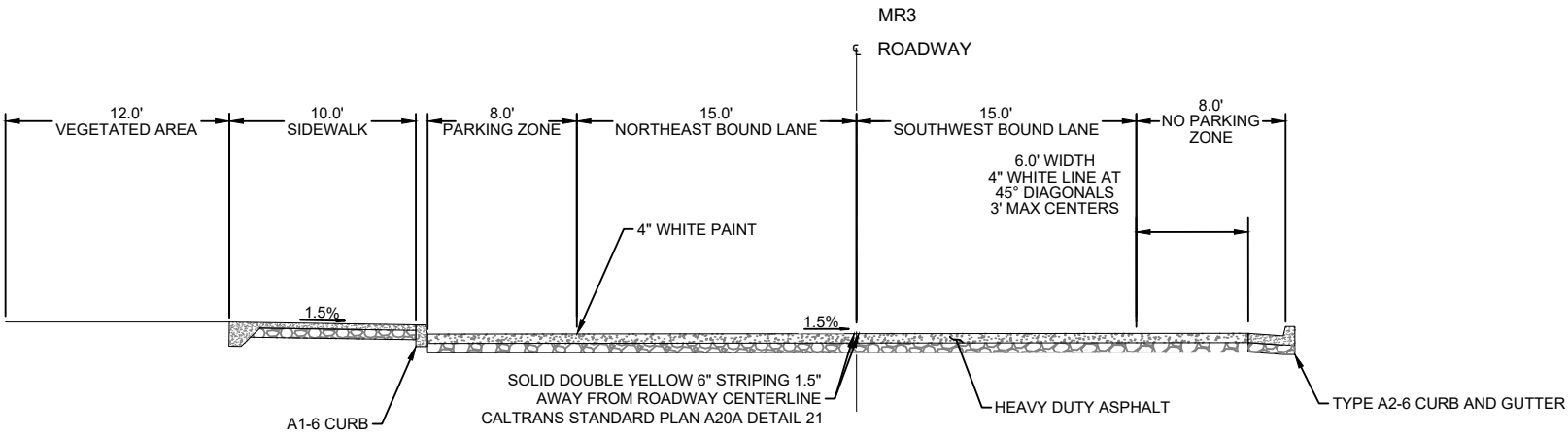
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VALLEY RAIL - MADERA STATION PROJECT
CIVIL - PHASE 1
TYPICAL SECTIONS
ACCESS ROAD

CONTRACT NO.
DRAWING NO. MR-CIV-TYP358
SCALE AS SHOWN



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-TYP359PH.dwg By: Huang, Jiming
Plot Date: 3/5/2025 10:00 AM BY: Jiming, Huang
Save Date: 3/5/2025 9:28 AM

REV	DATE	BY	APP	DESCRIPTION
		SUB		

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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
Page 125 of 174 21 OF 21



MADERA STATION RELOCATION PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
ADDENDUM

APPENDIX B-2
UPDATED ENGINEERING PLANS FOR PHASE 2

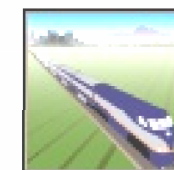
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March 2025

SAN JOAQUIN REGIONAL RAIL COMMISSION

MADERA STATION RELOCATION PROJECT – PHASE 2

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 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

NOT FOR CONSTRUCTION

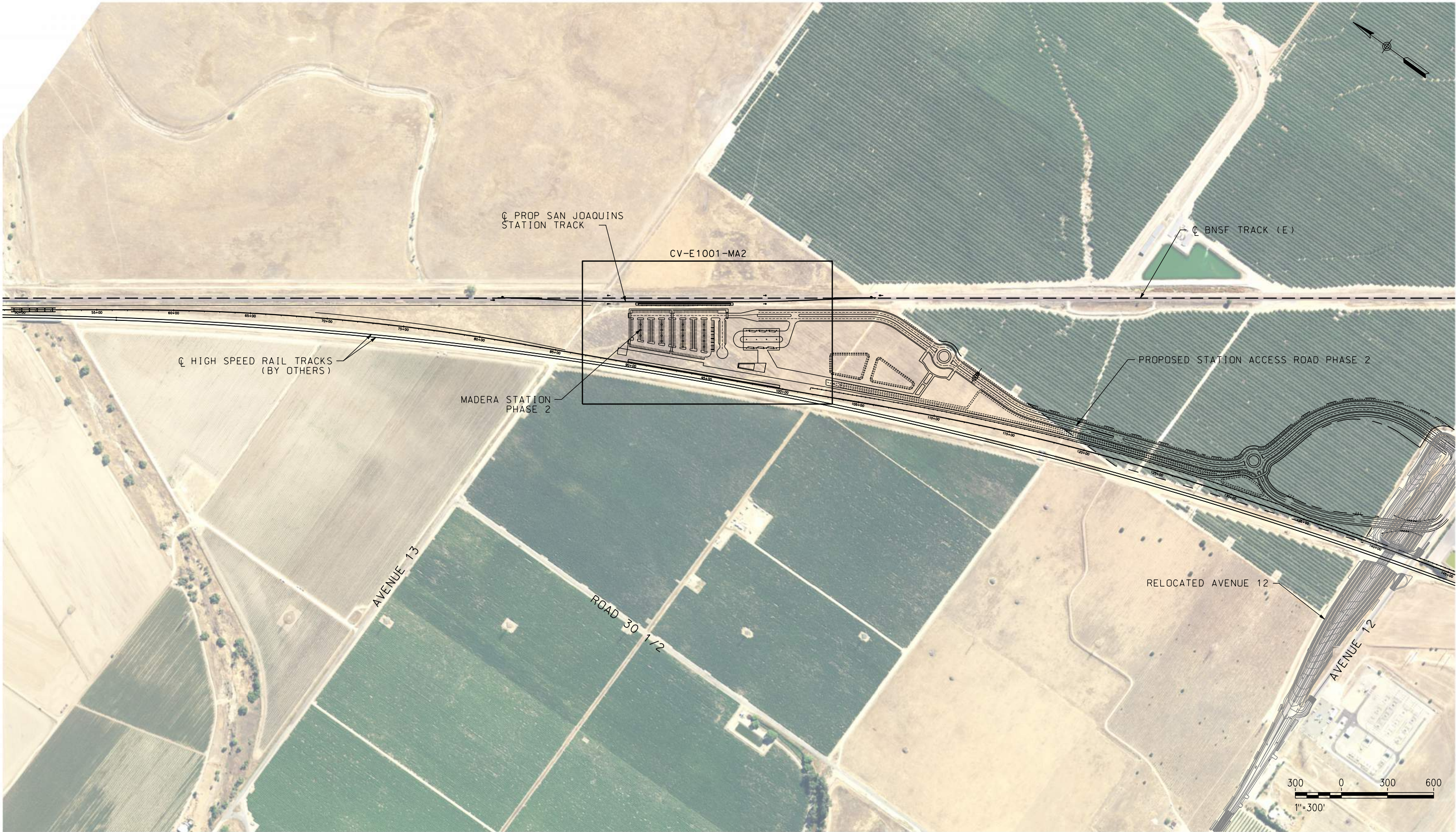
DESIGNED BY D. HARTMAN
DRAWN BY J. HUANG
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IN CHARGE M. ALFONSO
DATE 03-05-2025



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DRAWING NO. GE-A0001
SCALE AS SHOWN
28 of 174 2 OF 11

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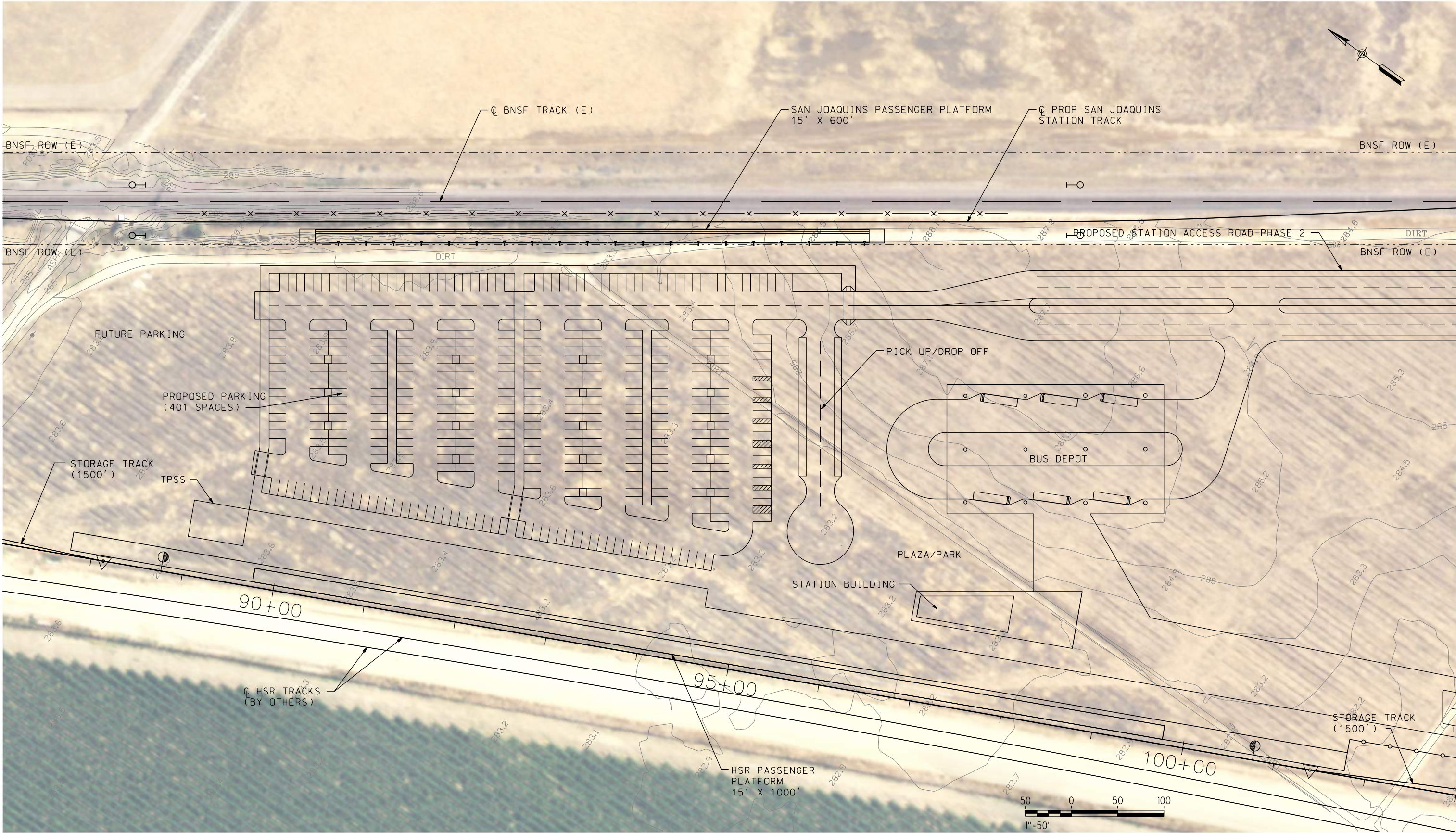


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MADERA STATION RELOCATION PROJECT
PHASE 2
KEY MAP - STATION
MADERA STATION

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. CV-B1001-MA2
SCALE AS SHOWN
Page 129 of 174 3 OF 11

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Plot driver: ACE_hpt_block_raster.plt
Plot file Generated: 3/7/2025 12:13:48 PM By: jining huang



PLAN

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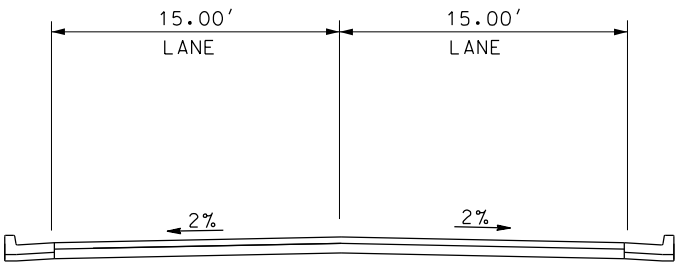


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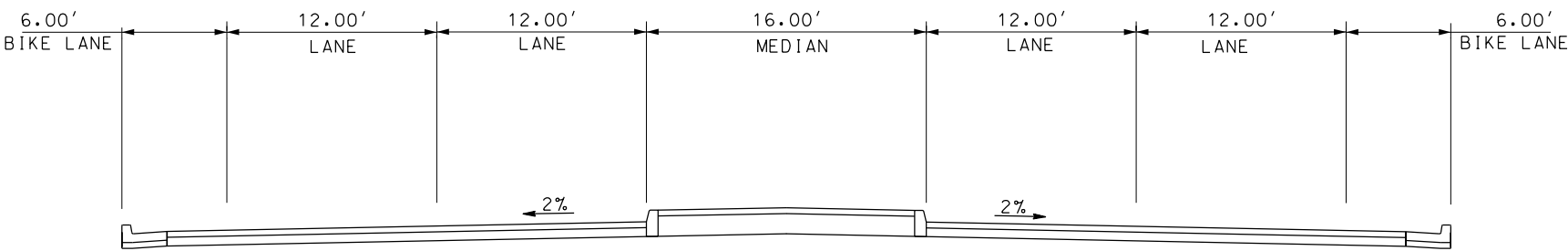
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PHASE 2
MADERA STATION
STATION AREA PLAN

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-E1001-MA2
SCALE
AS SHOWN
Page 139 of 174
4 OF 11

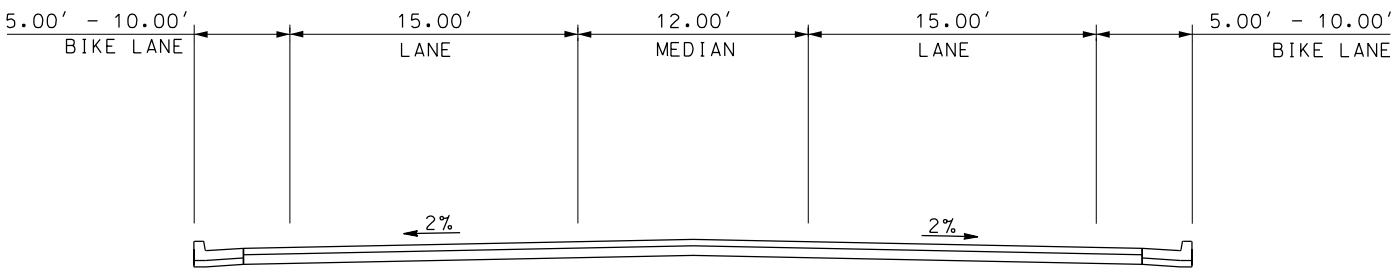
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Plot file Generated: 3/7/2025 11:34:42 AM By: jining huang



TYPICAL SECTION A
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



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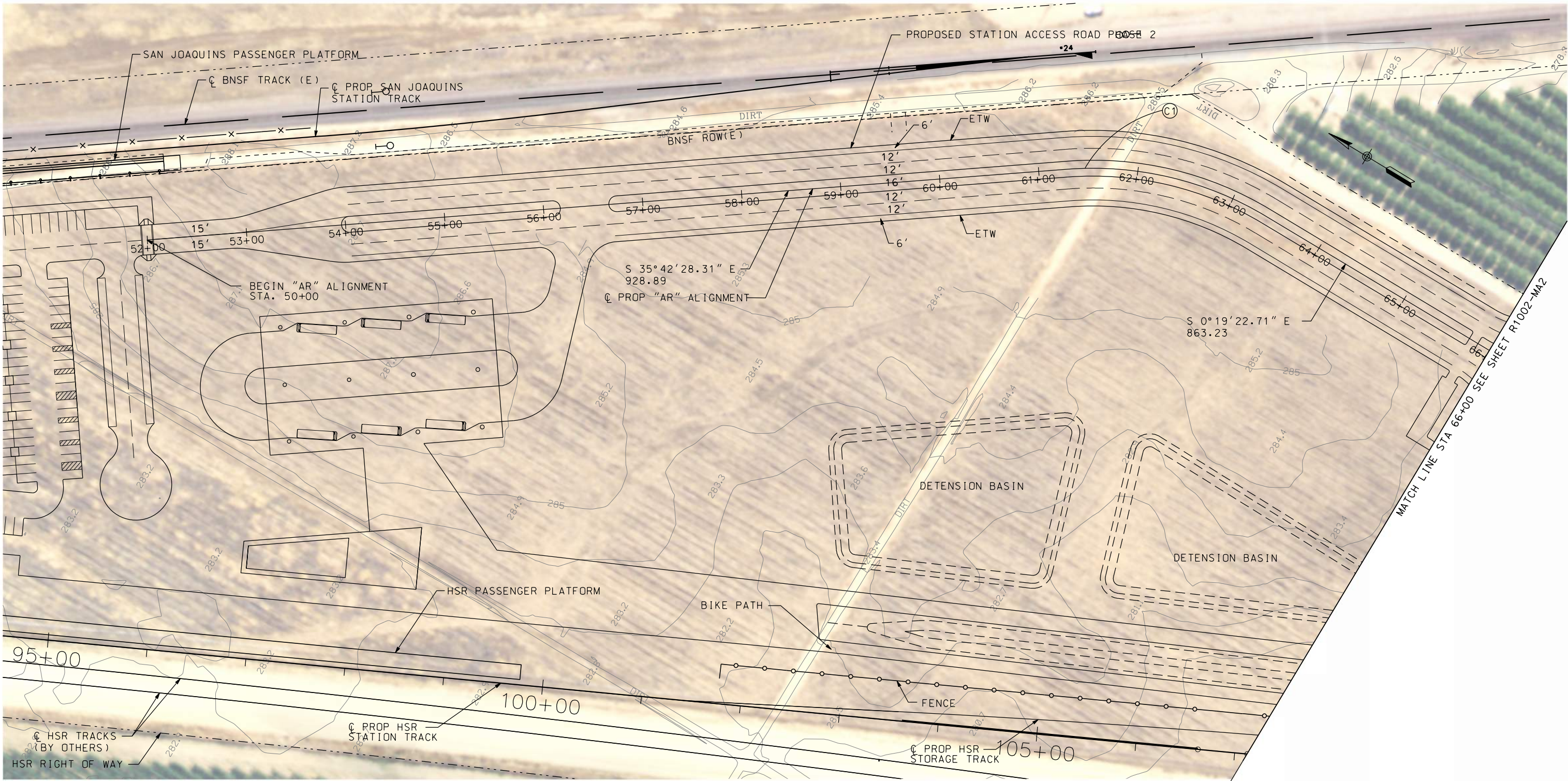


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PHASE 2
ACCESS ROAD - TYPICAL SECTIONS
SHEET 1 OF 1

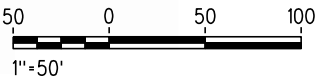
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SCALE 1" = 5'
Page 132 of 174 6 OF 11

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

PLAN



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DRAWN BY
J. HUANG
CHECKED BY
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M. ALFONSO
DATE
03-05-2025

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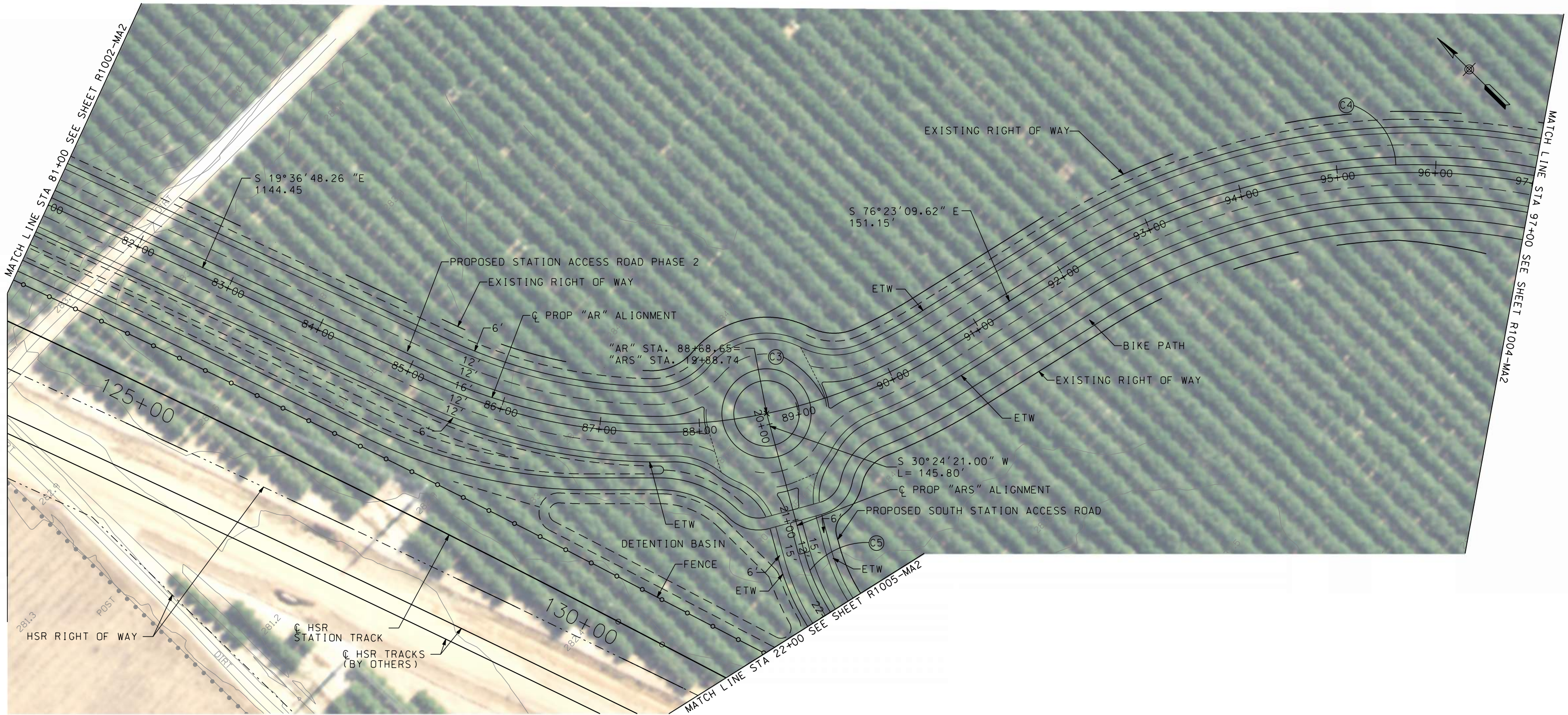


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MADERA STATION RELOCATION PROJECT
PHASE 2
ACCESS ROAD PLAN
STA. 52+00 TO STA. 66+00

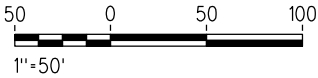
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CODE
DRAWING NO.
CV-R1001-MA2
SCALE
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Page 133 of 174
7 OF 11

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Plot file Generated: 3/7/2025 11:37:25 AM By: jining huang



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'



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DRAWN BY
J. HUANG
CHECKED BY
A. SHIELDS
IN CHARGE
M. ALFONSO
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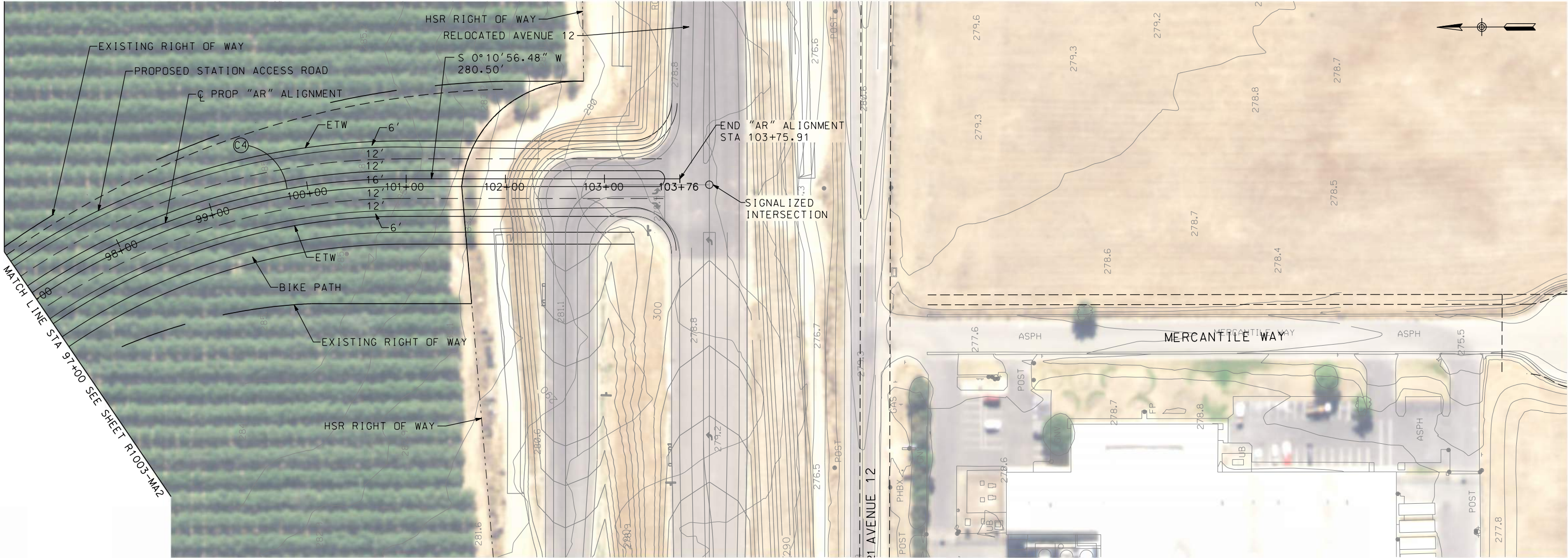


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MADERA STATION RELOCATION PROJECT
PHASE 2
ACCESS ROAD PLAN
STA. 81+00 TO STA. 97+00 AND STA. 19+88.74 TO STA. 22+00
Page 13 of 174
9 OF 11

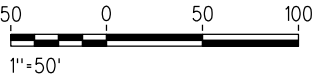
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PLAN

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



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PHASE 2
ACCESS ROAD PLAN
STA. 97+00 TO STA. 103+75.91

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. CV-R1004-MA2
SCALE AS SHOWN
Page 136 of 174 10 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



Single Color Stacked

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

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										DRAFT				
Station	711	701	713	715	717	719	703				5885*				
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	589	591	593	595
Notes:	* North of Bakersfield, 5885 only stops at Hanford and Fresno.														

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

Read Down		Southbound San Joaquins										DRAFT	
Station		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	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 9

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.

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**

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Independent Auditor's Report

Board of the Authority
San Joaquin Joint Powers Authority
Stockton, California

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><u>53,472,045</u></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><u>49,365,871</u></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><u>\$ 4,106,174</u></u>
--------------------	----------------------------

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	\$ -
-----------------------------------	------

OPERATING EXPENSES

Charges for administrative services	4,125,568
-------------------------------------	-----------

Charges for marketing	1,617,331
-----------------------	-----------

Charges for direct train operations	63,299,323
-------------------------------------	------------

Total Operating Expenses	69,042,222
--------------------------	------------

Operating Loss	(69,042,222)
----------------	--------------

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 (SJRRRC), 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 (SJRRRC) 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 (SJRRRC).

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>(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	<u>\$ 63,299,323</u>

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

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Governmental Audit
Quality Center

California Society of
Certified Public Accountants

Independent Auditor's Report

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