San Joaquin
Joint Powers Authority

SAN JOAQUIN JOINT POWERS AUTHORITY
BOARD MEETING

Friday, November 21, 2025 – 10:00 am

Antioch City Council Chambers
200 H Street
Antioch, CA 94509

Teleconference Locations

425 N El Dorado Street CAC Stockton, CA 95202	8607 John Fox Rd Hughson, CA 95326	8401 Laguna Palms Way Elk Grove City Hall Elk Grove, CA 95758
2222 M Street 3rd Floor Merced, CA 95340	County Administrative Office Board of Supervisors 2800 W. Burrel Avenue Visalia, CA 93291	200 W 4th Street Government Center Madera, CA 93637

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/89956239786
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 Gold Runner Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a member of the public wishes to make a public comment:

1. **Submit written comments to SJJPA staff via email at clerk@sjrrc.com, in which staff will read the comment aloud during the public comment period.**
2. **Complete a Request to Speak form (available at the entrance to the meeting room) and give it to the SJJPA Board Clerk before the Item is considered by the Board.**
3. **Join from the Zoom meeting link and notify staff by alerting them via the "Raise hand" or "Chat" function; call +1 669 444 9171, 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** **Chair Verboon**

2. **Safety Briefing** **City of Antioch**

3. **Roll Call**

4. **Public Comment**
   Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquins Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. Materials related to an item on the Agenda submitted to the Board of Directors after distribution of the agenda packet are available for public inspection in the Commission Office at 949 E. Channel Street during normal business hours. These documents are also available on the San Joaquin Joint Powers Authority website at https://sjjpa.com/events/ subject to staff's ability to post the documents prior to the meeting.
   Public comments should be limited to three (3) minutes per comment.

5. **Consent Calendar**

   5.1 Approve Minutes of September 19, 2025 Board Meeting **ACTION**
   5.2 Approve 2026 Meeting Calendar **ACTION**
   5.3 Adopt a Resolution Authorizing the Governing Board to Execute FFY 2026 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak for the Operating Year October 1, 2025 through September 30, 2026 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Amendments and Documents Related to Extending the Continuation Period **ACTION**
   5.4 Operating Expense Report **INFORMATION**

	5.5 Capital Programs Quarterly Expense Report	**INFORMATION**
	5.6 Washington Update	**INFORMATION**
6.	**Ad Hoc Antioch Station Working Group Update and City of Antioch Presentation re Antioch Station** (Tamika Smith/Antioch City Manager Bessie Marie-Scott)	**PRESENTATION**
7.	**Adopt a Resolution Approving Amendment 04 to the Agreement with BNSF Railway (BNSF) for Construction of Metal Security Fencing Increasing the Amount by $527,682 for a New Amount Not-To-Exceed $2,416,682 and Authorizing the Interim 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 Their Spending Authority** (Cameron Paler/Autumn Gown)	**ACTION**
8.	**Adopt a Resolution Approving an Agreement with Jacobs Engineering Group for the San Joaquin Valley Network Integration and Transit-Oriented Development Plan for an Amount Not-to-Exceed $599,722 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project, Including Approving Any and All Amendments thereto within Their Spending Authority** (Michael Hanebutt/Andy Cook/Autumn Gowan)	**ACTION**
9.	**Gold Runner Service Food and Beverage Program Update** (Marques Cook)	**INFORMATION**
10.	**Adopt a Resolution Allowing for an Agreement with Compass Group USA, Inc. dba Canteen for an Amount Not-To-Exceed $3,100,000 to extend the Food and Beverage Program Pilot for the Gold Runner Intercity Passenger Rail Service from January 1, 2026 to December 31, 2026, and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project Including Any and All Amendments thereto within Their Spending Authority** (Marques Cook/Autumn Gowan)	**ACTION**
11.	**Discussion and Direction to Staff regarding Fleet Modernization** (Brian Schmidt)	**DISCUSSION/ACTION**
12.	**Quarterly On-Time Performance and Gold Runner Service Update** (Marques Cook/Nathan Alastra)	**INFORMATION**
13.	**San Joaquins Rebranding Update** (Mariah Bryant)	**INFORMATION**

14. Partnership Updates – Allensworth and Castle Air Museum **INFORMATION**
(Rene Gutierrez/Carmen Setness)

15. Board Member Comments

16. Interim Executive Director's Report

17. Adjournment
The next regular meeting is scheduled for January 23, 2026 – 10:00 am

Item 5.1 **ACTION**

Minutes of San Joaquin Joint Powers Authority September 19, 2025 Board Meeting

The regular meeting of the San Joaquin Joint Powers Authority (Authority) was held at 11:00 am on September 19, 2025. Board Members attended this meeting in person and via videoconference.

1. **Call to Order, Pledge of Allegiance** **Chair Verboon**

   Chair Verboon called the meeting to order at 11:07 am and asked Stacey Mortensen to lead the audience in the Pledge of Allegiance.

2. **Roll Call**

   Directors Present: Chiesa, Fugazi, Gonzalez, Valdez, Vice-Chair Burgis, Chair Verboon

   Directors Absent: Haubert, Pedrozo, Shuklian, Vice-Chair Hume

3. **Public Comment**

   An emailed public comment was received by the board clerk asking for information regarding café cars. A copy of the public comment is attached at the end of these meeting minutes.

4. **Consent Calendar**

4.1	Approve Minutes of July 18, 2025 Board Meeting	**ACTION**
4.2	Adopt a Resolution Authorizing the Governing Board to Execute Amendment 04 to the FFY 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through November 30, 2025, and Authorizing the Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Amendments and Documents Related to Extending the Continuation Period	**ACTION**
4.3	Ad Hoc Antioch Station Working Group Update	**INFORMATION**
4.4	Operating Expense Report	**INFORMATION**
4.5	Capital Programs Expense Report	**INFORMATION**
4.6	Announcement of Appointment of David Lipari as San Joaquin Regional Rail Commission Interim Executive Director	**INFORMATION**
4.7	Washington Update	**INFORMATION**

   There were no public comments on this item.

   Alternate Serratto joined the meeting at 11:10 am.

   M/S/C (Valdez/Burgis) to approve Item 4.1 of the Consent Calendar.

Passed and Adopted by the Authority Board on September 19, 2025, by the following vote to wit:

AYES:	6	Chiesa, Gonzalez, Alternate Serratto, Valdez, Vice-Chair Burgis, Chair Verboon
NOES:	0	
ABSTAIN:	1	Fugazi
ABSENT:	3	Haubert, Shuklian, Vice-Chair Hume

M/S/C (Valdez/Burgis) to approve Items 4.2-4.7 of the Consent Calendar.

Passed and Adopted by the Authority Board on September 19, 2025, by the following vote to wit:

AYES:	7	Chiesa, Fugazi, Gonzalez, Alternate Serratto, Valdez, Vice-Chair Burgis, Chair Verboon
NOES:	0	
ABSTAIN:	0	
ABSENT:	3	Haubert, Shuklian, Vice-Chair Hume

5. Rail Safety Month Presentation **INFORMATION**

Cameron Paler gave a presentation on this item.

There were no comments on this item.

This was an information item only.

6. Adopt a Resolution Approving an Agreement with Jeffrey Scott Advertising, Inc. for the San Joaquins Rebranding for an Amount Not-to-Exceed $414,993 and Authorizing the Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project, Including Approving Any and All Amendments thereto within Their Spending Authority **INFORMATION**

Marques Cook and Autumn Gowan gave a presentation on this item.

Director Fugazi and Chair Verboon requested a copy of the rebranding slides and a social media toolkit to be provided to board members to share with their constituents on varying social media platforms.

There were no public comments on this item.

M/S/C (Fugazi/Valdez) to approve an Agreement with Jeffrey Scott Advertising, Inc. for the San Joaquins Rebranding for an Amount Not-to-Exceed $414,993 and Authorizing the Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project, Including Approving Any and All Amendments thereto within Their Spending Authority.

Passed and Adopted by the Authority Board on September 19, 2025, by the following vote to wit:

AYES:	7	Chiesa, Fugazi, Gonzalez, Alternate Serratto, Valdez, Vice-Chair Burgis, Chair Verboon
NOES:	0	
ABSTAIN:	0	
ABSENT:	3	Haubert, Shuklian, Vice-Chair Hume

7. San Joaquins' Service Disruptions **INFORMATION**

Nathan Alastra gave a presentation on this item.

There were no comments on this item.

This was an information item only.

8. San Joaquins Service Update **INFORMATION**

David Lipari gave a presentation on this item.

Director Fugazi asked why the depicted July and June on time performance data for FY 23/24 and FY 24/25 varied.

Mr. Lipari shared some of the impacts on service that delayed on time performance and stated staff will bring back an item focused on varying reasons performance can be delayed and potential solutions.

Jonathan Esposito, a member of the public, asked if checked bag, checked firearm, and additional café services would be reimplemented on the San Joaquins.

Chair Verboon stated that staff will reach out to address comments.

This was an information item only.

9. San Joaquins Passenger and Market Survey Update **INFORMATION**

Mr. Lipari gave a presentation on this item.

Director Fugazi left the meeting at 11:59 am.

Chair Verboon asked if passengers would be able to purchase tickets on board the train if needed.

Mr. Lipari confirmed, yes. Passengers are able to purchase tickets onboard with cash only.

There were no public comments on this item.

This was an information item only.

10. Progress Update on New Thruway Bus Route 40 **INFORMATION**

Teri Hayes gave a presentation on this item.

Chair Verboon asked how many buses there were on this route.

Ms. Hayes answered one bus which takes two trips.

There were no public comments on this item.

This was an information item only.

11. Recognition of San Joaquin Joint Powers Authority Executive Director's Service **PRESENTATION**

Chair Verboon, Director Chiesa, and Vice-Chair Burgis thanked Ms. Mortensen for her years of service and leadership.

Ms. Mortensen commented on her experience with the Authority board and partnerships with varying agencies throughout her tenure.

12. Board Member Comments

Chair Verboon shared his experience at the Valley Voice conference in Washington, DC.

13. Executive Director's Report

Ms. Mortensen had no items to report.

14. CLOSED SESSION
Public Employment – Recruitment
One Position: San Joaquin Regional Rail Commission (SJRRC) Chief Executive Officer
Conference with SJRRC Vice-Chair Leo Zuber and General Counsel Janice D. Magdich
Pursuant to Government Code Section 54957

15. Return to Open Session

The Authority returned to Open Session at 12:36 pm. Janice D. Magdich shared that Item 14 was presented to the board for discussion, and no other reportable actions were taken.

16. Adjournment

Chair Verboon adjourned the meeting at 12:37 pm.

The next San Joaquin Joint Powers Authority regular meeting is scheduled for:
November 21, 2025 – 10 am.

From: Nate
To: Clerk SJRRC
Subject: Gold Runner | Public Comment
Date: Tuesday, September 16, 2025 4:54:32 PM

[You don't often get email from [redacted] Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good day,

I would like to submit this public comment to the joint powers authority; please bring back the café cars on the now branded or to be branded, gold runner, a.k.a. San Joaquin.

I find it an abdication of duty, and if there was an equivalent to fiduciary responsibility -That the board chose, either from lack of rolling stock foresight or ineptitude, to pull the café cars from service.

I view this simply as one step forward and two steps back… The additional rolling stock is great, but to not have café cars is simply ridiculous and does not aid in the appeal of discretionary riders to choose this travel option.

Being captive customer with only packaged food available from a vending machine is pretty wack - does the board find this sufficient? I'd hope not.

One of the simple highlights of taking this train to visit my Grandparents in the grand city of Fresno is the ability to enjoy a fine, cold, crisp beer while gazing out the window and potentially talking with fellow passengers.

It is my belief that there is likely not a single example of café cars being withdrawn from a commuter rail service and customer satisfaction increasing along with ridership.

Call it the gold runner; call it The Golden Valley Express; call it the San Joaquin line, call it what ever you'd like… All it is being called amongst passengers and supporters is the train without food.

Most Respectfully,

Nathan Griffin

Sent from my iPhone

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 5.2 **ACTION**

Approve 2026 San Joaquin Joint Powers Authority Board Meeting Calendar

Background:
Staff recommends the following calendar for 2026 San Joaquin Joint Powers Authority Board meetings:

San Joaquin Joint Powers Authority Board 2026 Regular Meeting Calendar

Date	**Time**	**Location**
Friday, January 23, 2026	10:00 AM	Stockton, CA
Friday, March 20, 2026	10:00 AM	Stockton, CA
Friday, May 15, 2026	10:00 AM	Stockton, CA
Friday, July 17, 2026	10:00 AM	Stockton, CA
Friday, September 25, 2026	10:00 AM	Stockton, CA
Friday, November 20, 2026	10:00 AM	Stockton, CA

*Please note this calendar is subject to change. While the default location for San Joaquin Joint Powers Authority Board meetings is Stockton, staff will coordinate at the direction of the Board to hold meetings at other locations within the corridor.

Questions or assistance: clerk@sjrrc.com

Fiscal Impact:
There is no fiscal impact.

Recommendation:
Approve 2026 San Joaquin Joint Powers Authority Board Meeting Calendar.

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 5.3 **ACTION**

Adopt a Resolution Authorizing the Governing Board to Execute FFY 2026 Gold Runner Intercity Passenger Rail Service Operating Agreement with Amtrak for the Operating Year October 1, 2025 through September 30, 2026 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Amendments and Documents

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

Negotiations with Amtrak for the FFY 2025 (October 2024 – September 2025) Agreement have been underway since the Summer of 2024. In September 2024, the first amendment was executed to include repairs needed at the Merced Amtrak Station for the HVAC system as Extra Work.

In September 2024, the Authority Board approved Amendment 02, effective October 1, 2024, to utilize the Continuation Period provision extending the Agreement through March 31, 2025, for an amount not to exceed $24,199,769.

In June 2025, Amendment 03 was executed to transfer custody and control of the Legacy Equipment to the Authority for the administration, routine and scheduled maintenance, and cleaning of such State-Owned Legacy Equipment operated in the San Joaquin Corridor and Capitol Corridor.

In September 2025, Amendment 04 was executed to extend the term of the Agreement to November 30, 2025.

In addition to the negotiations with Amtrak to clarify agreement provisions and update the cost methodology policy for State Supported Routes under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (i.e., PRIIA Section 209), the Agreement incorporates changes to the food and beverage program, rebranding, and other service initiatives. At this time, the FFY 2026 PRIIA 209 Operating Cost Forecast has been delivered and is in the final stages of acceptance.

The Agreement is based upon forecasted funding levels approved by the California State Transportation Agency (CalSTA) in the Annual Business Plan. The FY 26/27 Rate Schedule and Cost Estimate outlining the service's monthly costs is based on requested funding. The annual cost estimate for the Gold Runner service ($45,406,208) is consistent with the FFY 2026

State/Authority Funding allocation and will not exceed the funding level identified in the Business Plan Approval Letter.

Fiscal Impact:
State funding for the Gold Runner Operating Agreements was requested in the FY 25/26 Annual Business Plan submitted to California State Transportation Agency (CalSTA).

Recommendation:
Adopt a Resolution Authorizing the Governing Board to Execute FFY 2026 Gold Runner Intercity Passenger Rail Service Operating Agreement with Amtrak for the Operating Year October 1, 2025 through September 30, 2026 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Amendments and Documents.

SJJPA RESOLUTION 25/26 –

RESOLUTION AUTHORIZING THE GOVERNING BOARD TO EXECUTE FFY 2026 GOLD RUNNER INTERCITY PASSENGER RAIL SERVICE OPERATING AGREEMENT WITH AMTRAK FOR THE OPERATING YEAR OCTOBER 1, 2025 THROUGH SEPTEMBER 30, 2026 AND AUTHORIZING THE INTERIM EXECUTIVE DIRECTOR, OR DESIGNEE, TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AMENDMENTS AND DOCUMENTS

WHEREAS, since 2016, Operating Agreements have typically been negotiated annually with Amtrak following the Federal Fiscal Year (FFY) which runs October – September; and

WHEREAS, in March of 2024, the San Joaquin Joint Powers Authority (Authority) Board approved the FFY 2024 (ending September 2024) San Joaquin Intercity Passenger Rail Service Operating Agreement (Agreement) with Amtrak; and

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

WHEREAS, in September 2024, the first amendment was executed to include repairs needed at the Merced Amtrak Station for the HVAC system as Extra Work; and

WHEREAS, in September 2024, the Authority Board approved Amendment 02, effective October 1, 2024, to utilize the Continuation Period provision extending the Agreement through March 31, 2025, for an amount not to exceed $24,199,769; and

WHEREAS, in June 2025, Amendment 03 was executed to transfer custody and control of the Legacy Equipment to the Authority for the administration, routine and scheduled maintenance, and cleaning of such State-Owned Legacy Equipment operated in the San Joaquin Corridor and Capitol Corridor; and

WHEREAS, in September 2025, Amendment 04 was executed to extend the term of the Agreement to November 30, 2025; and

WHEREAS, in addition to the negotiations with Amtrak to clarify agreement provisions and update the cost methodology policy for State Supported Routes under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (i.e., PRIIA Section 209), the Agreement incorporates changes to the food and beverage program, rebranding, and other service initiatives; and

WHEREAS, the Agreement is based upon forecasted funding levels approved by the California State Transportation Agency (CalSTA) in the Annual Business Plan; and

WHEREAS, the annual cost estimate for the Gold Runner service ($45,406,208) is consistent with the FFY 2026 State/Authority Funding allocation and will not exceed the funding level identified in the Business Plan Approval Letter.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves Authorizing the Governing Board to Execute FFY 2026 Gold Runner Intercity Passenger Rail Service Operating Agreement with Amtrak for the Operating Year October 1, 2025 through September 30, 2026 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Amendments and Documents.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 21st day of November 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS AUTHORITY

DAVID LIPARI, Interim Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 5.4 **INFORMATION**

Operating Expense Report

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

- Fiscal Year 2025/2026 (July 1, 2025 – September 30, 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
SEPTEMBER 2025
25% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 25/26 ALLOCATION	EXPENSE THRU SEPTEMBER 2025	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	4,620,670	881,438	19%
Office Expense	21,010	2,335	11%
Subscriptions/Periodicals/Memberships	13,800	1,073	8%
Office Equipment Lease	20,000	2,608	13%
Computer Systems	5,460	-	0%
Communications	4,200	500	12%
Motor Pool	20,953	4,229	20%
Transportation/Travel	42,800	7,467	17%
Training	9,917	772	8%
Audits Regulatory Reporting	47,580	2,500	5%
Professional Services Legislative	270,400	69,303	25%
Professional Services Legal	167,280	19,366	12%
Professional Services General	460,650	196,468	43%
Professional Services Grants	484,800	80,469	17%
Publications/Legal Notices	12,500	125	1%
Professional Services Operations	-	-	0%
Communications, Operations	15,105	2,933	19%
Maintenance of Headquarters Structures/Grounds	221,424	38,396	17%
Insurance	170,432	77,294	45%
Insurance Management Fees	10,000	1,750	18%
Security Services/Safety Program	121,066	20,247	17%
Administrative Expenses Subtotal	6,740,047	1,409,274	21%
Marketing Expense			
Marketing & Outreach	1,850,000	486,876	25%
Marketing Expenses Subtotal	1,850,000	486,876	25%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	100,651,051	10,692,982	11%
Contract Expense Subtotal	100,651,051	10,692,982	11%
TOTAL OPERATING EXPENSES	**109,241,098**	**12,589,132**	12%

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 5.5 **INFORMATION**

Capital Programs Quarterly Expense Report

Please see the attached San Joaquin Joint Powers Authority Capital Programs Quarterly Expense Report for the following period:

- Fiscal Year 2025/2026 (July 1, 2025 – September 30, 2025)

Fiscal Impact:
There is no fiscal impact.

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

San Joaquin Joint Powers Authority
Capital Expense Report
September 2025

		PROJECT PHASE							
		PA&ED	PS&E	ROW	CON	OTHER	25/26 CAPITAL BUDGET	YTD EXPENSE THROUGH SEPTEMBER 2025	% OF PLANNED EXPENDITURES
SAN JOAQUIN JOINT POWERS AUTHORITY MINOR PROGRAM (WORK PROGRAM TABLE 5)									
1	ASJ Station Signage Project (Phase 2 Production & Installation of Signage)		X		X		375,000	-	0%
2	Public Information Display System (PIDS)				X	X	2,595,793	-	0%
3	Mini-High Platform Improvements Project					X	1,311,816		0%
4	Facility & Station Improvements					X	200,000	-	0%
5	San Joaquin Valley Network Integration Study					X	225,000	-	0%
6	San Joaquins Minor Capital Program					X	500,000	-	0%
TOTAL SJJPA MINOR CAPITAL PROJECTS							**$ 5,207,609**	**$ -**	**0%**
SAN JOAQUIN JOINT POWERS AUTHORITY MAJOR PROGRAM (WORK PROGRAM TABLE 7)									
1	BNSF CP Lake to CP Escalon				X		9,936,662	2,392,886	24%
2	Cabral Annex Building Expansion		X	X	X		3,380,580	11,915	0%
3	High-Speed Rail/Early Train Operator Coordination Support					X	750,000	116,420	16%
4	Madera Station Relocation		X	X	X		980,479	28,525	3%
5	Madera High Speed Rail Station Early Operating Segment Build	X	X				352,000	-	0%
6	Madera High Speed Rail Station Full Build	X					1,300,000	21,902	2%
7	Merced Integrated Track Connector (MITC) Environmental and Preliminary Engineering	X					3,115,000	201,721	6%
8	Oakley Station & Track Improvements			X	X		7,396,962	2,041	0%
9	San Joaquin St Layover & Access Improvements	X	X				405,000	-	0%
10	Stockton Wye			X	X		16,802,114	802,966	5%
11	Zero Emission Multiple Unit & Transition Project						1,240,000	-	0%
TOTAL SJJPA MAJOR CAPITAL PROGRAM							**$ 45,658,797**	**$ 3,578,376**	**8%**
TOTAL CAPITAL PROJECTS SJJPA							**$ 50,866,406**	**$ 3,578,376**	**7%**

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 5.6 **INFORMATION**

Washington Update

Background:
Please see the attached Washington Update Report provided for November 2025.

Fiscal Impact:
There is no fiscal impact.

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

TG &A

PREPARED BY TAI GINSBERG & ASSOCIATES, LLC

MONTHLY REPORT

OCT 2025

LATEST LEGISLATIVE & REGULATORY UPDATES

Table of Contents

EXECUTIVE SUMMARY

OCTOBER PRIORITIES

In contrast to September's active legislative schedule, October has seen a notable slowdown on regular congressional activity due to the federal government shutdown. Six years after the previous shutdown, this year's funding lapse began on October 1, when the Senate failed to pass a continuing resolution (CR) before the September 30 fiscal year deadline. Since then, the House has been in recess, while the Senate has intermittently convened for 13 (and counting) failed attempts on the House-approved funding measure. The current shutdown has now become the second-longest in U.S. history.

Amid the shutdown, the Senate proceeded with limited legislative business, confirming a handful of nominees along party lines, including the Federal Railroad Administration (FRA) Administrator David Fink, and on October 9, it easily passed the FY 2026 National Defense Authorization Act (NDAA) with a bipartisan vote of 77 to 20.

LOOKING FORWARD

With the shutdown diverting congressional attention and pausing most legislative business, progress on the 2026 surface transportation reauthorization may be delayed. However, Senate Environment & Public Works Committee Chair Shelley Moore Capitol (R-WV) has affirmed the committee's goal of holding a markup on their bill before the end of the year.

The shutdown's impact will also likely lead to a delay in announcing funding opportunities and grant winners. We will continue to monitor the situation.

GOVERNMENT SHUTDOWN

OVERVIEW

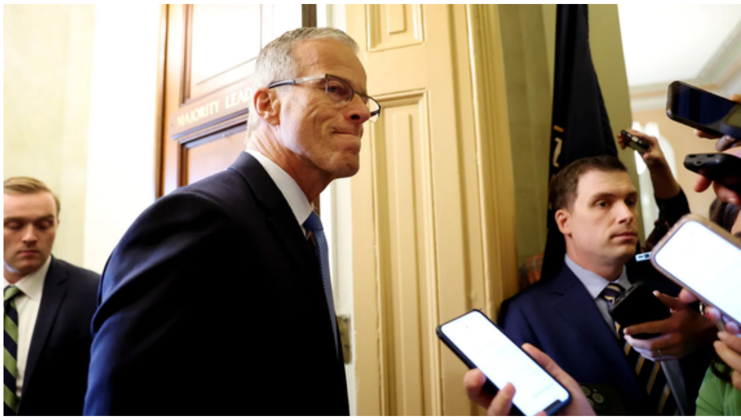
On October 1, the federal government shut down after the Senate failed to pass the House-approved clean continuing resolution (CR) (H.R. 5371). The CR sought to extend current government funding through November 21. This marks the first shutdown in six years and is currently the second-longest in U.S. history. If the government hasn't reopened by Nov. 5, it will become the longest shutdown in history.

Senate Democrats are leveraging the chamber's 60-vote threshold as bargaining power to push for an extension of expiring Affordable Care Act (ACA) tax credits that decrease health insurance premiums. Republican Members and the White House are holding firm in their position to pass a clean continuing resolution (CR) - opposing the inclusion of any ACA subsidy extensions.

13 VOTES
NUMBER OF FAILED VOTES THE SENATE HAS TAKEN TO RE-OPEN THE GOVERNMENT

2ND LONGEST
SHUTDOWN IN U.S. HISTORY

54-45
MOST RECENT FAILED SENATE VOTE SPLIT



Axios, 10/27/25

The Senate has now held 13 failed votes to advance measures to reopen the government. Each attempt fell five or six votes short of the 60 required to end debate. The votes are largely split along party lines, with Senators Cortez Masto (D-NV), Fetterman (D-PA), and King (I-ME) voting in favor, and Senator Paul (R-KY) opposing them. On October 28, the chamber voted 54-45 on H.R. 5371, which would continue federal funding through November 21.

On October 23, Senate Democrats blocked Senator Ron Johnson's Shutdown Fairness Act (S. 3012), legislation to ensure pay for active-duty service members and essential federal employees who have been required to work during the government shutdown. The bill failed by a largely party-line vote of 54-45, reflecting continued partisan division as Republicans sought renewed negotiations and Democrats maintained their position.

GOVERNMENT SHUTDOWN

PROSPECT OF A DEAL

When House Republicans advanced the CR last month, it was structured to provide Congress a seven-week window to negotiate a comprehensive funding agreement. With the shutdown deadline now approaching the original November 21 expiration, a growing number of Republicans acknowledge that an additional, longer stopgap bill will be needed. However, conference members remain divided over the duration of a new CR, as bipartisan negotiations to reopen the government have largely stalled.

Speaker Johnson, 10/27/25

One of Democrats' tenants for reopening the government is ensuring that prior appropriations are actually honored — that funds are not clawed back or rescinded. That stance reflects ongoing concerns about executive overreach following the Trump Administration's August pocket recissions, which withdrew billions from foreign aid programs and have raised concerns about the stability and trust in the appropriations process and Congress' constitutional "power of the purse."

Politico, 10/28/25

House GOP leaders are discussing potential new funding deadlines ranging from mid-December to deep into 2026. In an effort to secure Democratic support for a short-term funding extension, Republican leaders have offered to hold a separate vote on extending key health insurance subsidies. Adjusting the CR's end date would also require the House to reconvene from its month-long shutdown recess to take up and approve the measure.

APPROPRIATIONS & BUDGET UPDATES

Updated Appropriations FY24-FY26											
	FY2024			FY2025			FY 2026				
	IIJA Advance Approps	Final Approps bill	Total Funding	IIJA Advance Approps	Final Approps Bill	Total Funding	IIJA Advance Approps	President Request	House	Senate	Amtrak request
USDOT BUILD	$1.5b	$345m	$1.8b	$1.5b	$345m	$1.8b	$1.5b	$0	$0	$250m	-
USDOT MEGA	$1b	$0	$1b	$1b	$0	$1b	$1b	$0	$0	$0	-
Amtrak NEC	$1.2b	$1.14b	$2.3b	$1.2b	$1.14b	$2.3b	$1.2b	$850m	$925m	$850m	$850m
Amtrak National Network	$3.2b	$1.29b	$4.5b	$3.2b	$1.29b	$4.5b	$3.2b	$1.58b	$1.388b	$1.58b	$1.58b
FRA CRISI	$1b	$199m	$1.2b	$1b	$100m	$1.1b	$1b	$500m	$538m	$151.5m	-
FRA Fed-State Partnership	$7.2b	$75m	$7.3b	$7.2b	$75m	$7.3b	$7.2b	$0	($75m)	$75m	-
FRA Rail Restoration & Enhancement	$50m	$0	$50m	$50m	$0	$50m	$50m	$0	$0	$0	-
FRA Rail Crossing Elimination	$600m	$0	$600m	$600m	$0	$600m	$600m	$0	$0	$0	-

APPROPRIATIONS UPDATES

While the House has been in recess this month, the Senate has remained in session and continued legislative business.

Although the annual Defense Appropriations Act (H.R. 4016) passed the Senate Appropriations Committee on a 26-3 vote, floor consideration stalled after Senators failed to bring it to a vote on October 16. The vote to invoke cloture failed 50-44, and Leader Thune's (R-SD) motion to reconsider the vote was not invoked.

Politico, 10/21/25

SURFACE TRANSPORTATION REAUTHORIZATION

Politico, 10/24/25

TT News, 5/15/25

LEGISLATIVE UPDATES

Despite the government shutdown, the extended House recess, and the continuing stand-off in the Senate, congressional staff are negotiating behind the scenes on transportation reauthorization program authorities and funding levels to replace the Infrastructure Investment and Jobs Act (IIJA) authorizations set to expire in September 2026.

With the shutdown consuming most of Congress' attention–and effectively pausing the majority of other business– progress on the 2026 surface transportation reauthorization is expected to slow. The shutdown may delay both House and Senate movement on reauthorization bills. However, leadership of the Senate Environment & Public Works Committee, which has jurisdiction over the highway title, has stated they still intend to proceed with a markup on their proposal before the end of the year.

We continue to closely monitor developments and remain engaged in discussions regarding advancement of the surface transportation reauthorization bill.

NOTABLE OCTOBER HEARINGS & MARKUPS

OCTOBER 21, SENATE COMMERCE COMMITTEE
Executive Session

- The Senate Committee on Commerce, Science, and Transportation (CST) approved the Cruz-Cantwell ROTOR Act (S. 2503), which seeks to address some of the aviation safety flaws exposed by January's mass-fatality regional jet and helicopter crash near Ronald Reagan Washington National Airport.
- The Committee also approved the PIPELINE Safety Act of 2025 (S. 2975) via voice vote. This bill is a bipartisan effort to reauthorize the Pipeline and Hazardous Materials Safety Administration's safety programs until 2030.
- Furthermore, the Commerce Committee voted 16-12 to advance Seval Oz's nomination to head research and technology at the Transportation Department. Oz's nomination comes as the Department of Transportation (DOT) is moving to get more self-driving cars, namely robotaxis, on U.S. roads. She has extensive experience working in autonomous vehicles and previously headed global partnerships and business development for Google's self-driving program.

Politico, 10/21/25

OTHER HEARINGS

October 22 - Senate CST Committee Nominations Hearing

- *Mr. Stephen Carmel, of Virginia, to be Administrator of the Maritime Administration*
- *Ms. Laura DiBella, of Florida, to be a Federal Maritime Commissioner*
- *Mr. Robert Harvey, of Florida, to be a Federal Maritime Commissioner*
- *Mr. Timothy Petty, of Indiana, to be Assistant Secretary of Commerce for Oceans and Atmosphere (NOAA)*

October 8 - Senate CST Hearing

- *'Shut Your App: How Uncle Sam Jawboned Big Tech Into Silencing Americans'*

The House held 0 hearings this month.

ADMINISTRATION UPDATES

SHUTDOWN IMPACTS

Federal employees are bearing the bulk of the shutdown pain - from air traffic controllers to agency staff across departments. Military servicemembers continue to receive pay, as President Trump authorized both the Pentagon and the Office of Management and Budget (OMB) to utilize any remaining funds from the current fiscal year to bankroll paychecks for active-duty servicemembers.

Beyond standard furloughs, the Trump Administration has also leveraged the shutdown to implement "Reductions in Force" (RIFs), resulting in more than 4,000 layoffs to date. OMB Director Russ Vought said on October 15 that layoffs could reach "north of 10,000" if the shutdown persists.

That same day, U.S. District Judge Susan iIllston issued an order directing the federal government to cease shutdown-related layoffs for workers represented by unions. Nonetheless, President Trump has indicated that additional layoffs may still occur.

To date, DOT has largely been spared from RIFs. According to a court filing by the Trump Administration, agencies not currently conducting RIFs, like DOT, have not "made a final decision" on whether to "issue RIF notices during or because" of the shutdown.

During this time, DOT has furloughed over 12,000 employees, approximately 93% of whom serve within the Federal Aviation Administration (FAA), while hundreds are from other subsects of DOT.

Department of Transportation

FY 2026 Shutdown Plan Summary Overview

	FAA	FHWA	FMCSA	NHTSA	FTA	FRA	PHMSA	MARAD	GLS	OIG	OST	Total
Estimated Time (to nearest half day) Required to Complete Shutdown Activities:	0.5	N/A	N/A	N/A	N/A	0.5	0.5	0.5	-	0.5	0.5	-
Employees at Work:	**33,507**	**2,268**	**1,084**	**574**	**517**	**784**	**389**	**598**	**118**	**101**	**1,564**	**41,504**
Compensation is financed by a resource other than annual appropriations:	4,726	2,268	1,084	574	517	218	322	590	118	-	1,563	11,980
Necessary to perform activities expressly authorized by law:	1	-	-	-	-	-	1	-	-	-	-	2
Necessary to perform activities necessarily implied by law:	3,112	-	-	-	-	16	3	7	-	7	1	3,146
Necessary to the discharge of the President's constitutional duties and powers:	-	-	-	-	-	-	-	-	-	-	-	-
Necessary to protect life and property:	25,668	-	-	-	-	550	63	1	-	94	-	26,376
Furloughed Employees:	**11,322**	**-**	**-**	**-**	**-**	**239**	**190**	**192**	**-**	**239**	**31**	**12,213**
Total Agency Employees On Board Before Implementation of the Plan:	**44,829**	**2,268**	**1,084**	**574**	**517**	**1,023**	**579**	**790**	**118**	**340**	**1,595**	**53,717**

ADMINISTRATION UPDATES

SHUTDOWN IMPACT: AVIATION SAFETY

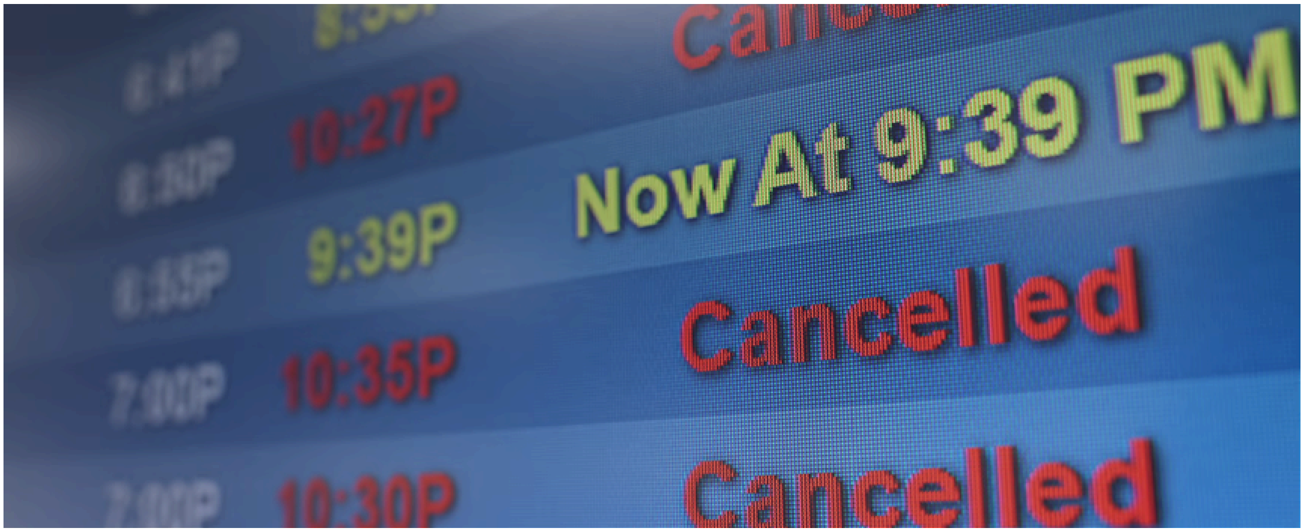
Roughly 60,000 FAA employees have gone without pay throughout the shutdown. Absent a funding agreement soon, many will be forced to rely on personal savings, rack up credit card debt, or take on secondary jobs to make ends meet.

According to an FAA operational planning document released on October 9, the agency reported staffing shortages for air traffic controllers affecting 11 airspace facilities nationwide. On October 23, Secretary Duffy warned of possible flight delays and cancellations due to constrained staffing and operational disruptions as the government shutdown continues.

While Secretary Duffy has alluded to potential personnel actions targeting underperforming air traffic controllers amid continuing delays, the Trump Administration seems committed to finding ways to continue paying air traffic controllers while the government remains shut down.

However, covering air traffic controller salaries presents a significant challenge, as the government would need to find more than $500 million per month to sustain payroll.

Persistent staffing shortages across the country may increase pressure on lawmakers to reach a funding agreement, especially in light of the aviation safety implications.



NBC, 10/7/25

ADMINISTRATION UPDATES

SHUTDOWN IMPACT ON AGENCY OPERATIONS

Spending by DOT returned to the $1 billion per day mark after a standard beginning-of-year accounting hold. This spending – primarily reimbursements for grant work already completed by grant recipients – takes place despite the rest of the government being, technically, shut down.

According to DOT, during the government shutdown, Federal Transit Administration (FTA) operations will continue because its personnel are financed by the Highway Trust Fund and advance appropriations provided by the IIJA. As a result, none of FTA's 517 employees are furloughed.

While staffing remains unaffected, the impact on FTA activities is less clear. FTA has sufficient liquidating cash to support several months of reimbursements for previously approved projects. In addition, activities funded by IIJA advance appropriations will continue during a lapse in annual appropriations. However, it is unlikely that FTA will be able to approve new grants during the shutdown.

To the extent that FTA activities involve other agencies, the personnel of those agencies (e.g., Environmental Protection Agency, U.S. Department of Labor, U.S. Department of the Interior) may be furloughed, which could stop progress on projects.

Most highway and trucking programs will operate without interruption because they similarly receive funding from the Highway Trust Fund and the IIJA rather than annual appropriations.

On the FRA side, 23% of its staff were furloughed as a result of the shutdown. The FRA will cease funding research and development projects and rulemaking activities, unless regulatory activity is related to financial assistance programs that are funded through the FRA's Oversight account.

The FRA's Office of Railroad Safety will continue working through the shutdown. Staffers who work in the FRA's Office of Railroad Development and administer various financial assistance programs will also remain on the job. Funding for that work is not affected by a lapse in appropriations.

Lastly, the Surface Transportation Board (STB) has suspended operations. During the shutdown, STB will not accept filings, process cases, issue decisions, or hold hearings. The only exception, the board said, would be to handle requests for emergency service orders, which are rare.

TT News, 9/30/25

ADMINISTRATION UPDATES

NOMINATIONS UPDATES

- By a 50-47 party-line en bloc vote in the Senate, David Armstrong Fink was confirmed on October 7 as the nation's 16th FRA Administrator.
  - Fink, a fifth-generation railroader and son of the late David Andrew Fink, is the former President of regional Pan Am Railways (now part of CSX). Pan Am Railways came under fire from the FRA for allegedly not addressing safety problems connected to worker safety.
- The Senate also confirmed Derek Barrs as Administrator of Federal Motor Carrier Safety Administration (FMCSA), Michael Rutherford assistant secretary for the Office of Multimodal Freight Infrastructure and Policy, and Gregory Zerzan as general counsel at DOT via a 51 to 47 “en bloc” vote.

TRANSPORTATION & INFRASTRUCTURE UPDATES

UNION PACIFIC & NORFOLK SOUTHERN MERGER

- Union Pacific and Norfolk Southern have set November 14 for shareholder votes on their $85 billion merger, which would create the first U.S. railroad that runs coast-to-coast.
- Once the deal is approved by shareholders, the companies can complete their application to the STB, which has currently suspended operations given the shutdown.
- President Trump signaled support for this deal in September, stating it “sounds good to me” after a meeting with UP CEO Jim Vena.
- BNSF Railway has publicly rebuked the merger between Union Pacific and Norfolk Southern, calling on customers to air any grievances to the STB.
- STB public comments closed on October 16.

CONTACT US

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 6 **PRESENTATION**

Ad Hoc Antioch Station Working Group Update and City of Antioch Presentation re Antioch Station

Background:
At the September 20, 2024, board meeting, the San Joaquin Joint Powers Authority (Authority) received an informational report regarding the Antioch-Pittsburg Station. During the discussion, Vice-Chair Burgis and former Director Young recommended forming an Ad Hoc Antioch Station Working Group (ASWG) to engage the public and agency stakeholders in addressing safety and security challenges at the station.

Working Group Members

Name	Working Group Role	Agency / Title
Ron Bernal	City Representative	City of Antioch / Mayor
Bessie Marie Scott	City Representative	City of Antioch / City Manager
Diane Burgis	Agency Representative	Authority / Board Vice Chair
Tachina Garrett	Community Representative	Alliance of Californians for Community Empowerment / Co-Chair
Eddie Gums	Community Representative	Alliance of Californians for Community Empowerment / Co-Chair
Devin Williams	Community Representative	Alliance of Californians for Community Empowerment / Member
Tamika Smith	Agency Representative	Authority / Director of Rail Services
Cameron Paler	Agency Representative	Authority / Safety and Security Specialist
Alex Khalfin	Rail Operator Representative	Amtrak / Director of Government Affairs
Doug Calcagno	Rail Operator Representative	Amtrak / Amtrak Police Department Inspector
Frank Ponciano	Working Group Facilitator	Winter Consulting / Director

Working Group Meetings

The ASWG has convened four (4) times since its formation. Winter Consulting facilitated all meetings.

- **February 18, 2025 (Zoom):** Vice-Chair Burgis, Antioch Mayor Ron Bernal, City Manager Bessie Marie Scott, Authority staff, Amtrak, and Antioch staff participated. No community representatives were available for this meeting.

- **April 17, 2025 (Antioch City Hall):** Vice-Chair Burgis, Antioch Mayor Ron Bernal, City Manager Bessie Marie Scott, Authority staff, Amtrak, Antioch staff, and both community representatives participated.
- **July 9, 2025 (Zoom):** Staff on behalf of Vice-Chair Burgis, City Manager Bessie Marie Scott, Authority staff, Amtrak, Antioch City staff, and one community representative participated.
- **November 6, 2025 (Zoom):** Staff on behalf of Vice-Chair Burgis, City Manager Bessie Marie Scott, Authority staff, Amtrak, Antioch City staff, and two community representatives participated.

Key Issues and Outcomes

- **Beautification and Security Investments**
  - Antioch City Council approved $375,000 for station beautification and upgrades.
  - An additional $75,000 was appropriated for security services, with implementation expected within weeks of the April meeting.
  - City staff conducted a site walk with ASWG members to review planned improvements.

- **Media and Communications**
  - At the City Manager's request, ASWG members agreed that no media messaging would be released without consensus of the full group.

- **Security Coordination**
  - Authority staff relayed passenger and Amtrak crew concerns regarding a lack of security and provided City of Antioch staff with the Amtrak mobile app for real-time train tracking. As of November 2025, there has not been a consistent law enforcement or security presence at Antioch-Pittsburg Station.

<u>Next Steps:</u>
City of Antioch staff will provide a presentation to the Board at the November 21, 2025, meeting.

<u>Fiscal Impact:</u>
There is no fiscal impact.

<u>Recommendation:</u>
This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 7 **ACTION**

Adopt a Resolution Approving Amendment 04 to the Agreement with BNSF Railway (BNSF) for Construction of Metal Security Fencing Increasing the Amount by $527,682 for a New Amount Not-To-Exceed $2,416,682 and Authorizing the Interim 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 Their Spending Authority

Background:

The Construction and Maintenance of Trespasser Determent Metal Security Fencing Project (Project) has been a deterrent to the occurrence of trespassing along, over, or across BNSF Railway's (BNSF's) right of way (ROW) by unauthorized persons, to enhance the continuity of San Joaquin Joint Powers Authority (Authority) services, enhance public safety, avoid delays and disruptions resulting from unauthorized trespassers, with respect to the Authority's operations.

BNSF is responsible for construction engineering or arranging the same, including, but not limited to, construction management, inspection, and installation of the Project at identified locations on all BNSF ROW along the Gold Runner route.

The Authority approved an agreement with BNSF for the Project at their January 2022 meeting, which included fencing along approximately 3,090 feet of the northern boundary of BNSF's railroad right of way on the BNSF Stockton Subdivision between milepost (MP) 1002.54 and MP 1003.17 and included all necessary related engineering, civil, track, signal, structures, and grade crossing modifications. The 2022 project included:

- Removal and maintenance of vegetation
- Installation of rip rap to discourage trespassing and encampments
- Installation of bollards to deter vehicle access
- Removal of illegal dumping

Amendment 01 was approved in May 2024 for additional fencing needed at W Ashlan Ave and N West Ave and E Weldon Ave to E Shields Ave in Fresno, CA (MP 1000.38 to 1001.23) and all necessary related engineering, civil, track, signal, structures, and grade crossing modifications in the amount of $889,000.

Amendment 02 extended the performance period from June 30, 2023, to June 30, 2025, by utilizing the first renewal year.

Amendment 03 was for the construction and maintenance of new metal security fencing along approximately 12,800 feet of the BNSF railroad right-of-way on the BNSF Stockton Subdivision, extending from MP 1112 to MP 1115. This initiative encompassed all necessary related engineering, civil work, track enhancements, signal upgrades, structural modifications, and grade crossing adjustments. Amendment 03 extended the performance period from June 30, 2025, to June 30, 2026, by utilizing the second renewal year.

This proposed Amendment 04 is for an estimated construction cost of around $2,416,682. The funds will be allocated to cover invoices for work completed since May 2025, ensuring all financial obligations are met for the ongoing construction projects.

Project Milestones:

Phase 1 involved the installation of 3,909 feet of durable fencing, 185 protective bollards, and three secure 24-foot access gates, spanning from milepost (MP) 103.17 to MP 102.54. This phase focused on enhancing site security and controlling access along this segment.

Phase 2 consisted of installing 3,895 feet of fencing, 63 heavy-duty bollards, and four 24-foot gates between MP 102.54 and MP 101.41. This stage continued the protective measures, ensuring consistent security and accessibility throughout the designated area.

Phase 3 included the addition of 3,507 feet of robust fencing, 124 strategically placed bollards, and four 24-foot gates, covering the section from MP 101.23 to MP 100.46. These improvements further strengthened perimeter security and facilitated controlled entry points.

All phases were installed in Fresno, CA between 2022 and June 2025. The work involved initial site preparation, including minor clearing and grubbing to remove vegetation and debris, ensuring a stable foundation for construction. A high-security, cut-proof fence was erected 15 feet from the nearest rail to provide maximum safety and prevent unauthorized access. In addition, robust access gates and protective bollards were strategically placed to facilitate controlled entry for authorized personnel and vehicles, while enhancing the overall security and operational efficiency of the rail corridor.

Next phase:

The upcoming project will involve installing approximately 12,800 feet of high-security, cut-resistant fencing along the tracks at the BNSF Mariposa Yard, within the Stockton Intermodal Facility. This enhancement aims to improve safety and security for the facility by preventing unauthorized access and protecting critical infrastructure.

Procurement Approach:
The amendment was handled in accordance with the Rail Commission's Procurement Manual, which the Authority adopted. Procurement and Contracts Staff reviewed and confirmed the price of the amendment to be fair, reasonable, and necessary.

This amendment increases the contract amount by $527,682 for a new not-to-exceed amount of $2,416,682.

This amendment commencement date is based upon execution by both parties and will expire June 30, 2026, unless extended in writing and approved by the Board.

Fiscal Impact:
Funding for this project was approved in the 2024/25 and 2025/26 Annual Business Plan award letters from CalSTA.

Project	Safety Fencing
Budget for this Project	$1,400,000
Amendment Amount	$527,682

Recommendation:
Adopt a Resolution Approving Amendment 04 to the Agreement with Burlington Northern Santa Fe (BNSF) for Construction of Metal Security Fencing Increasing the Amount by $527,682 for a New Amount Not-To-Exceed $2,416,682 and Authorizing the Interim 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 Their Spending Authority.

SJJPA RESOLUTION 25/26 –

RESOLUTION APPROVING AMENDMENT 04 TO THE AGREEMENT WITH BNSF RAILWAY (BNSF) FOR CONSTRUCTION OF METAL SECURITY FENCING INCREASING THE AMOUNT BY $527,682 FOR A NEW AMOUNT NOT-TO-EXCEED $2,416,682 AND AUTHORIZING THE INTERIM 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 THEIR SPENDING AUTHORITY

WHEREAS, the Construction and Maintenance of Trespasser Determent Metal Security Fencing Project (Project) has been a deterrent to the occurrence of trespassing along, over, or across BNSF Railway's (BNSF's) right of way (ROW) by unauthorized persons, to enhance the continuity of San Joaquin Joint Powers Authority (Authority) services, enhance public safety, avoid delays and disruptions resulting from unauthorized trespassers, with respect to the Authority's operations; and

WHEREAS, the Authority approved an agreement with BNSF for the Project at their January 2022 meeting, which included fencing along approximately 3,090 feet of the northern boundary of BNSF's railroad right of way on the BNSF Stockton Subdivision between milepost (MP) 1002.54 and MP 1003.17 and included all necessary related engineering, civil, track, signal, structures, and grade crossing modifications; and

WHEREAS, Amendment 01 was approved in May 2024 for additional fencing needed at W Ashlan Ave and N West Ave and E Weldon Ave to E Shields Ave in Fresno, CA (MP 1000.38 to 1001.23) and all necessary related engineering, civil, track, signal, structures, and grade crossing modifications in the amount of $889,000; and

WHEREAS, Amendment 02 extended the performance period from June 30, 2023, to June 30, 2025, by utilizing the first renewal year; and

WHEREAS, Amendment 03 was for the construction and maintenance of new metal security fencing along approximately 12,800 feet of the BNSF railroad right-of-way on the BNSF Stockton Subdivision, extending from MP 1112 to MP 1115; and

WHEREAS, this proposed Amendment 04 is for an estimated construction cost of around $2,416,682 which will be allocated to cover invoices for work completed since May 2025, ensuring all financial obligations are met for the ongoing construction projects; and

WHEREAS, Procurement and Contracts Staff reviewed and confirmed the price of the amendment to be fair, reasonable, and necessary.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves Amendment 04 to the Agreement with BNSF Railway (BNSF) for Construction of Metal Security Fencing Increasing the Amount by $527,682 for a New Amount Not-To-Exceed $2,416,682 and Authorizing the Interim 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 Their Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 21st day of November 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:	SAN JOAQUIN JOINT POWERS AUTHORITY
______________________________	______________________________
DAVID LIPARI, Interim Secretary	DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 8 **ACTION**

Adopt a Resolution Approving an Agreement with Jacobs Engineering Group for the San Joaquin Valley Network Integration and Transit-Oriented Development Plan for an Amount Not-to-Exceed $599,722 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project, Including Approving Any and All Amendments thereto within Their Spending Authority

Background:
The California Department of Transportation (Caltrans) has administered the Sustainable Transportation Planning Grant Program (STPGP) over seven (7) separate rounds since 2017 as part of Senate Bill (SB) 1 implementation. The purpose of this program is to benefit the multi-modal transportation system. These grants will also improve public health, social equity, environmental justice, and the environment, and will provide other important community benefits.

The San Joaquin Joint Powers Authority (Authority) has previously applied as a partner to STPGP applications in coordination with other local and regional governments, but not as the lead applicant. As part of staff's coordination with the San Joaquin Valley Regional Policy Council and the leadership role of the Rail/Transit/Transit-Oriented Development Working Group, the need for a coordinated planning effort to integrate disconnected rail service, Thruway bus routes, local transit, and supportive land use was identified in late 2023. The Policy Council determined that the Authority would take the lead for this application, given its role as provider of intercity passenger rail and Thruway bus service in the San Joaquin Valley. The joint application for the San Joaquin Valley Network Integration and Transit-Oriented Development Action Plan (Plan) was developed in coordination with staff from Policy Council member agencies with a request of $600,000. Authority staff led the development of the application, scope of work, and in obtaining letters of support. The application was submitted on January 18, 2024.

On July 9, 2024, Caltrans announced $51.4 million in STPGP awards to 89 local, regional, tribal, and transit agencies for transportation and land use planning, as well as planning for electric vehicle charging infrastructure. The application was successfully awarded the full funding request to develop the Plan and work is expected to begin in late 2025.

The Authority will lead the Plan which is a consolidated planning effort with key regional partners – San Joaquin Regional Rail Commission (Rail Commission), San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (StanCOG), Kings County Association of Governments (KCAG), Merced County Association of Governments (MCAG), Madera County Transportation Commission (MCTC), Fresno Council of Governments (Fresno COG), Kings County Association of Governments (KCAG), Tulare County Association of Governments (TCAG), Kern Council of Governments (KCOG), California High-Speed Rail Authority (CHSRA), and the California Department of Transportation (Caltrans). The Plan will highlight and recommend expanded connectivity options between High-Speed Rail's (HSR)

Bakersfield to Merced segment, the Rail Commission's ACE® service along the new Valley Rail corridor in the San Joaquin Valley, the Authority's Gold Runner service from Bakersfield to Sacramento, the Cross-Valley Corridor, and other transit and proposed passenger rail services within the San Joaquin Valley.

The Plan will recommend options and actions for integrating these existing and future passenger rail services, improve transit performance, and support station-area development and transit-oriented development (TOD). Integrating transit systems and station area development efforts is crucial for maximizing the benefits of intercity passenger rail investments in the San Joaquin Valley. The Plan builds on the principles and guidance set forth by the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure (CAPTI), and California Transportation Plan (CTP) 2050. The Plan involves engaging underserved communities and stakeholder working groups (SWG) to develop transportation and land use recommendations, reduce transportation barriers, and increase regional mobility options for the San Joaquin Valley. Authority staff led the development of the application, scope of work, and in obtaining letters of support.

Procurement Approach:
On June 26, 2025, the Authority released a Request for Qualifications (RFQ) via vendor portal PlanetBids. In addition to PlanetBids, a Notice Inviting Statement of Qualifications was shared with surrounding Chambers of Commerce, certified Disadvantaged Business Enterprise (DBE) firms, and posted on TransitTalent.com, which directed interested proposers to PlanetBids. One hundred and six (106) firms showed interest by registering on PlanetBids and either viewing or downloading the RFQ documents. On the due date of August 21, 2025, six (6) statements were received from the following firms:

- Arcadis Inc. – San Francisco, CA
- Arup US, Inc.– San Francisco, CA
- Jacobs Engineering Group, Inc.– Oakland, CA
- Kimley-Horn and Associates – Sacramento, CA
- Mark Thomas – Sacramento, CA
- VRPA Technologies, Inc. – Fresno, CA

The Procurement and Contracts Department reviewed the submissions for completeness and responsiveness, deeming all submissions received as responsive in meeting the RFQ requirements. The responsive submissions were evaluated by a panel consisting of Authority Staff and a representative from Fresno Council of Governments.

The written statements were scored, and four (4) firms were invited for interviews and presentations with the panel:

- Arup US, Inc
- Jacobs Engineering Group, Inc.
- Kimley-Horn and Associates
- VRPA Technologies, Inc.

The firms were evaluated on presentation and responses to the selection panel's questions. After the interviews, the scores were combined from the written statements and interviews to determine the final score and ranking.

Based on the final score and rankings, the firms are listed in order of rank:

- Jacobs Engineering Group, Inc.
- VRPA Technologies, Inc.
- Kimley-Horn and Associates
- Arup US, Inc

Staff deemed Jacobs Engineering Group, Inc. as the top-ranked firm. The Authority project manager reviewed the cost, determining that the overall price to be fair, reasonable, and in line with the scope.

The agreement will be effective upon execution by both parties with a not-to-exceed amount of $599,722. Due to grant guidelines, the scope of work must be completed by June 30, 2027. The Authority may be able to request an extension on the grant and if approved, this contract can be extended for up to two (2) six (6) month periods.

The Notice of Intent to Award was published on October 28, 2025. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on November 12, 2025, at 2:00 P.M. PDT. No Proposal Protests were received.

<u>Fiscal Impact:</u>
The Authority was awarded a Caltrans Sustainable Transportation Planning Grant for rail and transit network integration work in the San Joaquin Valley, which was approved after the Fiscal Year 2025/2026 Annual Business Plan and included in the San Joaquin Regional Rail Commission Work Program. Future Annual Business Plans will include and identify the project as work being performed by the Authority that is not being funded by the State through the Annual Business Plan.

<u>Recommendation:</u>
Adopt a Resolution Approving an Agreement with Jacobs Engineering Group for the San Joaquin Valley Network Integration and Transit-Oriented Development Plan for an Amount Not-to-Exceed $599,722 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project, Including Approving Any and All Amendments thereto within Their Spending Authority.

SJJPA RESOLUTION 25/26 –

RESOLUTION APPROVING AN AGREEMENT WITH JACOBS ENGINEERING GROUP FOR THE SAN JOAQUIN VALLEY NETWORK INTEGRATION AND TRANSIT-ORIENTED DEVELOPMENT PLAN FOR AN AMOUNT NOT-TO-EXCEED $599,722 AND AUTHORIZING THE INTERIM EXECUTIVE DIRECTOR, OR DESIGNEE, TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT, INCLUDING APPROVING ANY AND ALL AMENDMENTS THERETO WITHIN THEIR SPENDING AUTHORITY

WHEREAS, the California Department of Transportation (Caltrans) has administered the Sustainable Transportation Planning Grant Program (STPGP) over seven (7) separate rounds since 2017 as part of Senate Bill (SB) 1 implementation; and

WHEREAS, the San Joaquin Joint Powers Authority (Authority) has previously applied as a partner to STPGP applications in coordination with other local and regional governments, but not as the lead applicant; and

WHEREAS, the San Joaquin Valley Regional Policy Council determined that the Authority would take the lead for this application, given its role as provider of intercity passenger rail and Thruway bus service in the San Joaquin Valley; and

WHEREAS, the joint application for the San Joaquin Valley Network Integration and Transit-Oriented Development Action Plan (Plan) was developed in coordination with staff from Policy Council member agencies with a request of $600,000; and

WHEREAS, the Plan will recommend options and actions for integrating these existing and future passenger rail services, improve transit performance, and support station-area development and transit-oriented development (TOD); and

WHEREAS, the Authority project manager reviewed the cost, determining that the overall price to be fair, reasonable, and in line with the scope.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Approves an Agreement with Jacobs Engineering Group for the San Joaquin Valley Network Integration and Transit-Oriented Development Plan for an Amount Not-to-Exceed $599,722 and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project, Including Approving Any and All Amendments thereto within Their Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 21st day of November 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:	SAN JOAQUIN JOINT POWERS AUTHORITY
______________________________	______________________________
DAVID LIPARI, Interim Secretary	DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 9 **INFORMATION**

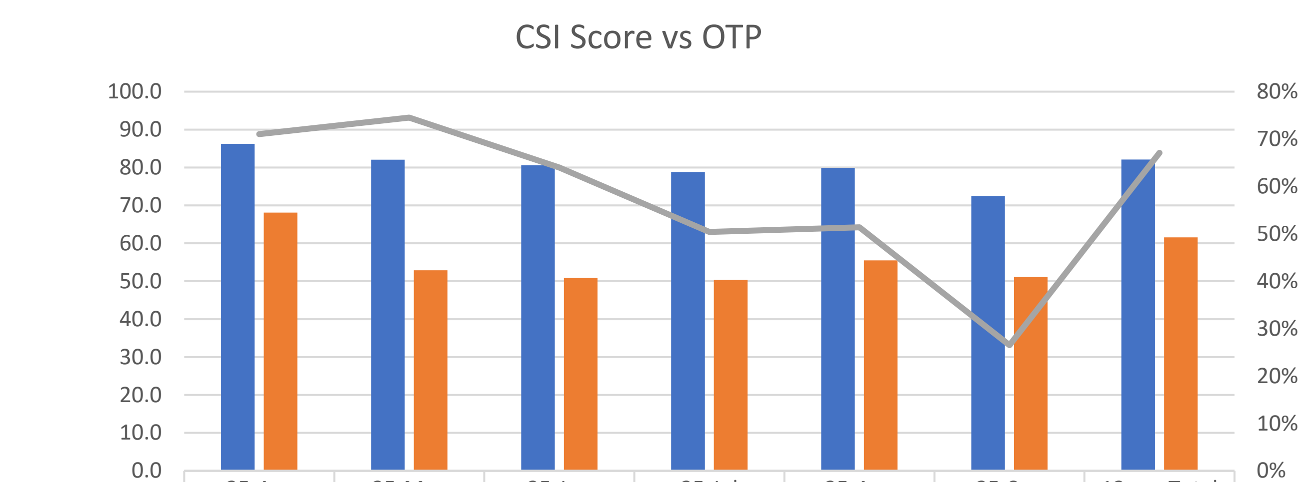
Gold Runner Service Food and Beverage Program Update

Background:
The food and beverage program for the Gold Runner service continues to evolve as the San Joaquin Joint Powers Authority (Authority) works toward delivering sustainable, cost-effective, and enhanced passenger experience. Following several years of elevated costs for onboard food service, the Authority has remained focused on identifying and implementing innovative approaches that reduce expenses while maintaining or improving service quality.

Since the November 2024 update, significant progress has been made on both short-term and long-term strategies, including the launch of a third-party provisioning pilot program with Canteen, advancement of the vending program, and development of a food truck pilot initiative in coordination with the City of Bakersfield.

Amtrak Rider Surveys:
Customer Satisfaction Index (CSI) results from April through September 2025 show a clear correlation between declining on-time performance (OTP) and lower customer satisfaction scores, particularly in onboard food and beverage (F&B) service.

Overall CSI fell from 86.3 in April to 72.5 in September, a 16% decline, while F&B satisfaction dropped even more sharply—from 68.1 to 51.1 over the same period. This trend mirrors the system's OTP performance, which decreased from 71% in April to just 27% by September.

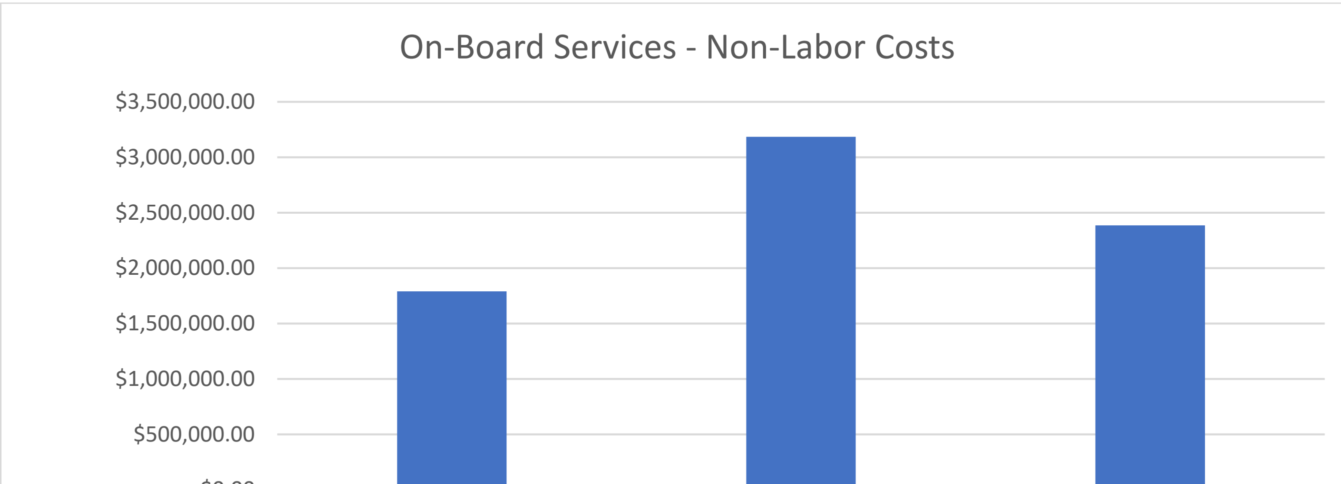


	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	12mo. Total
Overall CSI	86.3	82.1	80.6	78.8	79.9	72.5	82.1
F&B	68.1	52.9	50.9	50.4	55.5	51.1	61.6
OTP	71%	75%	64%	50%	51%	27%	67%

Onboard Service Costs:
During FFY2025, the (now) Gold Runner service experienced a significant rise in onboard service costs, with non-labor expenses increasing from $1.79 million in FFY2024 to $3.18 million, largely due to Amtrak-managed food and beverage operations. This spike reflected both elevated vendor pricing and inefficiencies in supply and service management.

In response, the agency implemented a mid-year transition to Canteen-managed complimentary food service, aimed at improving cost control while maintaining a positive passenger experience. This strategic change has already demonstrated positive results: projected FFY2026 onboard non-labor costs are expected to decline by over 25%, to $2.39 million, reflecting improved procurement efficiency and reduced dependency on third-party service providers. The transition represents a sustainable cost-containment strategy that balances fiscal responsibility with service quality, positioning Gold Runner for greater long-term operational stability and passenger satisfaction.

The data underscores how service reliability directly influences customer perception, especially regarding onboard experience and comfort. The Authority continues to prioritize schedule performance recovery efforts and onboard service quality improvements to rebuild rider confidence and restore satisfaction levels to historical norms.



	FFY2024 Gold Runner	FFY2025 Gold Runner	FFY2026 (Forecast) Gold Runner
OBS Non-Labor Cost	$1,789,984.15	$3,184,823.32	$2,386,057.80

**Above data includes both Amtrak & Canteen Managed On-Board Food & Beverage Services*

Third-Party Provisioning Pilot with Canteen:
In late 2024, the Authority executed a pilot program agreement with Canteen, a national food service and vending provider, to transition the provisioning of onboard food and beverage products away from Amtrak's in-house system. While the original target start date was January 2025, the transition was delayed due to logistical and coordination challenges between Canteen, Amtrak, and the Authority. The program officially launched in May 2025, marking a major milestone in modernizing how food and beverage service is managed.

Canteen has proven to be an excellent partner—working collaboratively with both the Authority and Amtrak to plan menus, determine appropriate par levels, and coordinate product delivery and loading logistics. Notably, Canteen expanded its original role from delivering provisions solely to Bakersfield Station to now also loading product directly onto trains, improving efficiency and accountability in the process. The pilot will continue to be evaluated through early 2026, focusing on cost savings, operational efficiency, and rider satisfaction. Lessons learned from the pilot will inform the structure of a competitive procurement process for a longer-term agreement.

Vending Program Update:
The Authority continues to advance the vending machine installation initiative as part of the long-term strategy to provide a sustainable, self-service model for food and beverage. Over the past year, the project has achieved several critical milestones, including:

- Completion of a fire safety analysis for onboard vending equipment
- Custom bracket design for secure installation within Siemens Venture Cars
- Fresh water plumbing system design for integration with coffee vending units

The initial prototype installation is targeted for February 2026 and will be used to conduct a testing phase prior to systemwide deployment. Pending successful testing and any necessary design refinements, the first passenger-accessible vending-equipped trainset is scheduled for July 2026, followed by a phased rollout to additional trainsets based on equipment availability.

The vending program will complement the Canteen provisioning initiative, creating a hybrid model that supports both complimentary and paid food options while improving inventory control and passenger convenience.

Bakersfield Station Food Truck Pilot:
In parallel with onboard service enhancements, the Authority is collaborating with the City of Bakersfield to develop a food truck pilot program at Bakersfield Station. The goal is to create a convenient option for passengers, particularly those transferring between trains and Thruway buses, to purchase food and beverages that can be taken onboard.

Initial program costs are expected to be minimal and primarily focused on permitting, signage, and setup; however, it is anticipated that ongoing operating costs will decrease over time as vendor participation stabilizes and the program becomes self-sustaining. The food truck pilot aligns with the Authority's broader passenger experience goals, offering more variety and flexibility for riders while supporting small local businesses.

Summary:
Through strong partnerships, particularly with Canteen and the City of Bakersfield, the Authority is advancing several parallel efforts designed to create a food and beverage ecosystem that is more efficient, modern, and responsive to passenger expectations.

Staff will continue to monitor and evaluate program performance metrics—including cost efficiency, passenger satisfaction, and operational feasibility—and will report back to the Board as the pilots mature and new phases of implementation begin in 2026.

<u>Fiscal Impact:</u>
There is no fiscal impact.

<u>Recommendation:</u>
This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 10 **ACTION**

Adopt a Resolution Allowing for an Agreement with Compass Group USA, Inc. dba Canteen for an Amount Not-To-Exceed $3,100,000 to extend the Food and Beverage Program Pilot for the Gold Runner Intercity Passenger Rail Service from January 1, 2026 to December 31, 2026, and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project Including Any and All Amendments thereto within Their Spending Authority

<u>Background:</u>
Last year, the San Joaquin Joint Powers Authority (Authority) launched a pilot program to work with a third-party provisioner for its food and beverage program to create a baseline of costs for the entire program, which has historically been managed by Amtrak and inclusive of Onboard Staff, commissary, regional and national charges, inventory. The pilot program has removed the commissary charge, lowered the regional and national charges, and replaced the inventory charges. Since the launch of the pilot, there have been some additions to the scope of Canteen, which have expanded their responsibilities from not only provisioning, but also for loading trains, thus causing an increase in their labor and management fees.

The goal was to run the pilot for one year to develop a business case for the market that could lead to an industry day, which could lead to competitive bidding. The pilot did not officially start until May, which has not been long enough to move to the next phase of the pilot.

Costs to have Amtrak operate all aspects of the food and beverage program for the Gold Runner continue to increase. For FFY 2024, costs came in at approximately $4.5M and the forecast for FFY 2025 is expected to be just over $6M. This is in consideration of the fact that of the twelve daily trains, four offer complimentary service due to the lack of cafe cars on the Venture Car sets, and an additional Venture Car set is expected to be added to the service during the year, which will expand complimentary service to six trains, or half of the entire service. For FFY 2024, the program generated $1.4M in revenue, a figure that will continue to decline as fewer trains with cafe cars will be operating in the future. While the Authority has been working towards food delivery alternatives such as vending to reduce operating costs, that program is still working through regulatory challenges and will take longer than anticipated to fully resolve.

The FFY 2025 Amtrak forecasted costs are unsustainable for the program, as the State is requesting that the Authority find ways to contain operating costs. In response to this, the Authority would like to launch a pilot program to address the escalating costs in the short term. To achieve true program cost savings, the Authority would like to introduce complimentary service across all trains with a limited offering of items, onboard a third-party provisioner to manage provisioning, and reduce Amtrak program expenses. By transitioning to complimentary service across the service, issues surrounding shrinkage, condemned items, and overall inventory cost controls can be put into place. From a passenger experience perspective, this will provide a uniform experience across the service and be a logical pathway to transition over to vending in the future. This also unlocks the Authority’s ability to work towards getting competitive costs from third-party provisioners.

Identified Amtrak expense inputs to that would be alleviated or reduced with the pilot include:

- National Costs
- Regional Costs
- Inventory
- Commissary Food Service
- Passenger Inconvenience

Prior work done in preparation for vending has enabled the Authority to gain greater insight into what would be required to work with a third-party provisioner for food and beverage. For the proposed pilot program, the Authority would like to onboard Canteen, a local vendor with locations along the Gold Runner corridor that would be able to fulfill the program needs for provisioning. Certain costs associated with Amtrak labor would need to remain; however, when looking at the proposed program costs with the introduction of Canteen's services against the forecasted FFY 2025 Amtrak costs, there would be an immediate reduction in overall expenses estimated at 16% that will help alleviate financial burdens of the program while the Authority continues to move the vending project forward.

Non-Competitive Procurement

Section 7.1 of the San Joaquin Regional Rail Commission's (Rail Commission's) Procurement Manual, which the San Joaquin Joint Powers Authority (Authority) adopted in 2015, sets forth the criteria allowing for sole source purchases. Pursuant to Sections 7.1.1.2 "Such procurements often arise where the specifications and requirements for the items or services to be procured are as unusual or distinct as to narrow possible sources down to one. This may be the case, for example, with replacement parts for brand name machinery, equipment, or vehicles where only one source of supply is available. In this example, however, if more than one distributor is available, the product is not exempt from competitive bidding as a sole source." And 7.1.1.5 "There are other sources of supply but because of financial, schedule, performance, and other factors a single source of supply is immune from effective competition. Such an immunity is created when the award to a different contractor would create a waste of SJRRC funds resulting from a substantial increase in support costs, a substantial schedule delay not owing to poor planning by SJRRC, an unacceptable technical risk towards completion of a project (or continuation of a warranty), or substantial increases in lifecycle costs."

Furthermore, pursuant to Section 7.1.2.3.1 of Procurement Manual, "…No purchase order shall be issued to the vendor until the Procurement and Contracts Department and a Director have confirmed that the procurement qualifies as a sole source purchase, and an encumbered requisition confirms that budgeted funds are available and SJRRC Legal Counsel has been consulted."

At this time, it is in the best interest of the Authority to approve a sole source agreement with Canteen for these services based on the following:

- While there have been public solicitations and interest in this program, the market has shown that proposed solutions are unestablished and untested causing an immunity from effective competition.
- There would be a waste of public funds if the Authority were to release another solicitation. The Authority has already released two solicitations that did not result in viable solutions.

- The Procurement and Contracts Department and the Director of Equipment Services have confirmed that the procurement qualifies as a sole-source purchase, budgeted funds are available, and Legal Counsel has been consulted.

Canteen is a well-established industry vendor that has, from time to time, provided consultative services for the pilot program. They have the infrastructure to help SJJPA formulate a program that, once assessed over several months, will enable the agency to put forth a competitive request for proposal that is in line with industry standards. During the pilot program, Canteen will:

- Develop a scope and budget for a food and beverage program that, when annualized, will be $1 less than what Amtrak is proposing to charge.
- Work with SJJPA to develop a menu of approved items in alignment with financial goals.
- Procure and provision the inventory of items to Amtrak San Joaquin trains at the agreed upon location(s), with the agreed upon frequency.
- Load trains with inventory for the onboard crew to replenish snack stations and cafe cars with complimentary items.
- Manage the inventory, reporting, and invoicing for the program.
- Assign a dedicated account manager to work with SJJPA for program needs, maintenance, and modifications.

Canteen has been the vendor for the pilot program since the beginning, and it would be disruptive and ineffective to consider working with a different vendor. Also, there is not sufficient time to try and engage an alternative vendor that would be able to step into the pilot at this stage. Extending the pilot for another year will provide an opportunity to perform an evaluation as well as move to the next phase of the program.

The FFY 2026 forecast provided by Amtrak has kept their charges for labor as well as regional and national costs consistent with the prior year, which has enabled SJJPA to achieve its goal of containing the costs from Amtrak. Canteen has been able to work within their allocated budget and provided the flexibility required by SJJPA to increase and decrease inventory costs based on product selections and seasonality of ridership.

The original contract for Canteen expires on December 31, 2025. In order to avoid any disruption in service, the Authority will need to execute a new contract that would go into effect on January 1, 2026.

Fiscal Impact:

The approved FY26 business plan has allocated costs for third-party provisioning and there will be no increase to the existing budget for the food and beverage program, as the cost for the pilot program is already included in the approved FY26 business plan for direct operations.

Recommendation:

Adopt a Resolution Allowing for an Agreement with Compass Group USA, Inc. dba Canteen for an Amount Not-To-Exceed $3,100,000 to extend the Food and Beverage Program Pilot for the Gold Runner Intercity Passenger Rail Service from January 1, 2026 to December 31, 2026, and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project Including Any and All Amendments thereto within Their Spending Authority.

SJJPA RESOLUTION 25/26 –

RESOLUTION ALLOWING FOR AN AGREEMENT WITH COMPASS GROUP USA, INC. DBA CANTEEN FOR AN AMOUNT NOT-TO-EXCEED $3,100,000 TO EXTEND THE FOOD AND BEVERAGE PROGRAM PILOT FOR THE GOLD RUNNER INTERCITY PASSENGER RAIL SERVICE FROM JANUARY 1, 2026 TO DECEMBER 31, 2026, AND AUTHORIZING THE INTERIM EXECUTIVE DIRECTOR, OR DESIGNEE, TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN THEIR SPENDING AUTHORITY

WHEREAS, the San Joaquin Joint Powers Authority (Authority) launched a pilot program to work with a third-party provisioner for its food and beverage program to create a baseline of costs for the entire program, which has historically been managed by Amtrak and inclusive of Onboard Staff, commissary, regional and national charges, inventory; and

WHEREAS, the pilot program has removed the commissary charge, lowered the regional and national charges, and replaced the inventory charges; and

WHEREAS, to achieve true program cost savings, the Authority would like to introduce complimentary service across all trains with a limited offering of items, onboard a third-party provisioner to manage provisioning, and reduce Amtrak program expenses; and

WHEREAS, for the proposed pilot program, the Authority would like to onboard Canteen, a local vendor with locations along the Gold Runner corridor that would be able to fulfill the program needs for provisioning; and

WHEREAS, the Procurement and Contracts Department and the Director of Equipment Services have confirmed that the procurement qualifies as a sole source purchase, budgeted funds are available, and Legal Counsel has been consulted.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Allows for an Agreement with Compass Group USA, Inc. dba Canteen for an Amount Not-To-Exceed $3,100,000 to extend the Food and Beverage Program Pilot for the Gold Runner Intercity Passenger Rail Service from January 1, 2026 to December 31, 2026, and Authorizing the Interim Executive Director, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project Including Any and All Amendments thereto within Their Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 21st day of November 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:
ATTEST:

SAN JOAQUIN JOINT POWERS AUTHORITY

______________________________ ______________________________

DAVID LIPARI, Interim Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 11 **DISCUSSION/ACTION**

Discussion and Direction to Staff regarding Fleet Modernization

Background:
For the past 2 years, a Working Group consisting of staff from Caltrans, San Joaquin Joint Powers Authority (Authority), Capitol Corridor Joint Powers Authority (CCJPA), and Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency has been working on an approach to address the needs of the State-owned Bilevel fleet and return the fleet to a state of good repair while providing passengers with modernized passenger vehicles. To prepare for the Modernization Project, a state of good repair audit was completed on the State-owned Bilevel fleet by Caltrans, prior to the mechanical transition to the Authority. The audit identified the condition of the equipment as a starting point for the mechanical transition and provided an initial list of projects/programs needed for the Modernization Project. Additionally, through the Working Group, a list of projects has been identified that will provide passengers with a modern aesthetic to the vehicles. The list of projects was then divided into two categories: Deferred Maintenance and Modernization/Upgrades.

The Working Group developed a list of projects/programs that worked in coordination with the Authority's life cycle maintenance approach to maintenance and when combined would add an additional 15 years of service life to the fleet. This additional service life will allow Caltrans, the Authority, CCJPA, and LOSSAN to develop an agreed-upon 'Passenger Car Specification' to obtain a competitive bid for the next generation of Intercity Passenger Rail vehicles serving California.

The High-Level Categories of Deferred Maintenance and Modernization/Upgrade projects include the following high-level categories:

- Braking Systems
- Door Systems
- Electrical Systems
- Water and Sanitary Systems
- HVAC System
- Interior Refurbishment passenger comfort systems (seats, flooring etc.)
- Coach Car Modifications – Bike Car
- System Upgrades – Communications
- Exterior Work

A total of twenty-two (22) separate projects were identified that will be grouped and completed during the mechanical inspections or as separate projects, taking vehicles out of service for short periods of time. While TRANSITAMERICA℠ (TASI) will be performing some of the work directly, many projects will be contracted to third parties by the Authority. For example, a project might consist of TASI removing passenger seats from the railcar, separating the cushions from the frame, then the seat frames and cushions would be refurbished by a supplier contracted by the Authority following agency bidding processes.

Planned projects expected to be contracted out by the Authority include:

- Flooring (carpet and tile)
- Staircase flooring and nosing
- Seat frame refurbishment
- Seat cushion reupholster
- Air brake system components
- LED lighting
- Interior liner deep clean, polish, and repair
- Wheelchair lift
- Exterior painting and livery
- Passenger Information system.
- Restroom flooring and liner deep clean/polish, and repair

On November 6, 2025, Caltrans requested that the Authority develop a written proposal for implementation of the State-owned Bi-Level Program that includes a contracting schedule, preliminary implementation schedule, and the timeline and approach for completing the deferred maintenance and modernization/upgrades scopes of work. The plan will include identification of projects the Authority will contract out, project/programs associated with the deferred maintenance, and modernization/upgrades, such as procurement of component replacement and third-party work. The initial projects/programs will be for the Northern California Fleet consisting of: forty (40) coach cars, twenty-one cab cars (21), six (6) bike cars, and two (2) business class cars. Following the development of an implementation plan for this initial set of cab cars, an approach to completing the remaining four (4) café-coach cars and fourteen (14) café-diner cars will be determined.

The Authority will coordinate closely with Caltrans on the implementation of the projects/programs in the current and future fiscal year scheduling and implementation to ensure adequate funding is secured on an annual basis. Funding for the projects/programs will be brought to the Authority for consideration as part of a budget amendment for any project implementation in fiscal year 2025/2026 projects or as part of Annual Business Plan approval process in future fiscal years. Any future work would be brought for Board consideration as part of the Annual Business Plan approval process.

Consistent with prior Caltrans requests for the Authority to complete additional work on behalf of the State, staff recommends the Authority provide direction to staff to proceed with engaging in detailed planning and contracting work associated with the Maintenance and Modernization Project as set forth above.

Fiscal Impact:
No fiscal impact at this time.

Recommendation:
Staff recommends the Authority provide direction to staff to proceed with engaging in detailed planning and contracting work associated with the Maintenance and Modernization Project as set forth above.

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 12 **INFORMATION**

Quarterly On-Time Performance and Gold Runner Service Update

Gold Runner Ridership and Revenue:
The Gold Runner service has shown a slight decrease in year-over-year revenue and ridership performance for the first quarter of 2025 vs 2024. Ridership for the first quarter of FY 25/26 remained largely stable compared to the same period in FY 24/25, declining slightly by 0.85% (from 228,435 to 226,482 passengers). Similarly, revenue held steady, decreasing marginally by 0.30%, from $7.78 million to $7.76 million. The Authority entered into the new fiscal year with a slight increase in ridership growth, supported by new and targeted promotional offers. August and September performance were both restricted by reduced service and train cancellations.

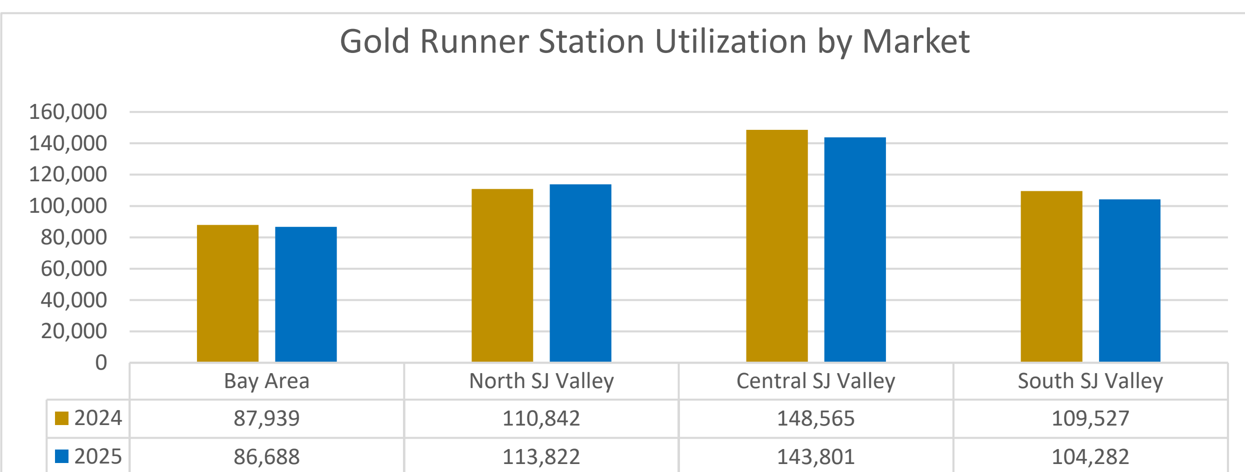
The table below provides an overview of the month-over-month and year-over-year performance between 2024 and 2025.

Gold Runner **Ridership and Revenue**

(Jul – Sep) 2024 vs 2025

Month	**Ridership**			**Revenue**		
	2024	**2025**	**% Change**	**2024**	**2025**	**% Change**
JUL	78,594	80,122	1.94%	$2,809,744	$2,776,422	-1.19%
AUG	76,503	78,186	2.20%	$2,571,377	$2,703,075	5.12%
SEP	73,338	68,174	-7.04%	$2,399,988	$2,278,276	-5.07%
Total	**228,435**	**226,482**	**-0.85%**	**$7,781,109**	**$7,757,773**	**-0.30%**

From a market perspective, the Bay Area saw a modest decline from 87,939 to 86,688 trips, while the North San Joaquin Valley recorded a small increase from 110,842 to 113,822. Both the Central and South San Joaquin Valley regions experienced decreases, from 148,565 to 143,801 and 109,527 to 104,282, respectively.



Presently, ridership and revenue for FY 25/26 Q1 are approximately 85% and 87%, respectively, of their pre-pandemic levels, signaling a strong recovery despite not having the 7th round-trip train between Bakersfield and Sacramento. Establishing and expanding destination partnerships with a market-specific focus has been the strategic approach to address declining ridership, like engaging with Castle Air Museum for the Central San Joaquin Valley performance. More partnerships and promotional offers are being implemented to help generate an increase in incremental ridership and revenue.

On-Time Performance (OTP):

During the first quarter of FY 25/26, on-time performance (OTP) experienced a notable decline compared to the same period in FY 24/25. July performance dropped from 80% to 50%, August from 73% to 51%, and September from 78% to 27%.

As detailed in the September 19, 2025 board staff report (Item 7 – San Joaquins Service Disruptions), the first quarter of FY 25/26 (July 1 – September 30, 2025) was heavily impacted by a rare convergence of planned and unavoidable operational challenges. These included two separate BNSF Railway (BNSF) track-maintenance projects, temporary train suspensions, speed restrictions, and a station-platform closure.

TRANSITAMERICA℠ (TASI) formally assumed responsibility for all Northern California fleet maintenance in Q1 of FY 25/26. The onboarding process revealed a higher-than-anticipated volume of deferred maintenance on the legacy bi-level fleet and locomotives, creating a challenging environment to provide consistent service while diagnosing and repairing the fleet.

Compounding the equipment-availability constraints were two BNSF track projects:

- A July 2025 track-maintenance window south of Stockton imposed recurring slow orders and contributed to the sharp OTP decline observed in July.
- A second, more extensive BNSF project between Fresno and Bakersfield (September 14 – October 9, 2025) required daily speed restrictions of 15–25 mph in the work area and a Sunday–Thursday bus bridge for trains 711 and 718.

As detailed in the September staff report, the Authority and Capitol Corridor Joint Powers Authority (CCJPA) proactively suspended select daily trains (San Joaquins 714 & 717; Capitol Corridor 520, 534, 535, 549) from September 3 through October 3, 2025, to facilitate TASI work. The remaining trains operated with persistent slow orders.

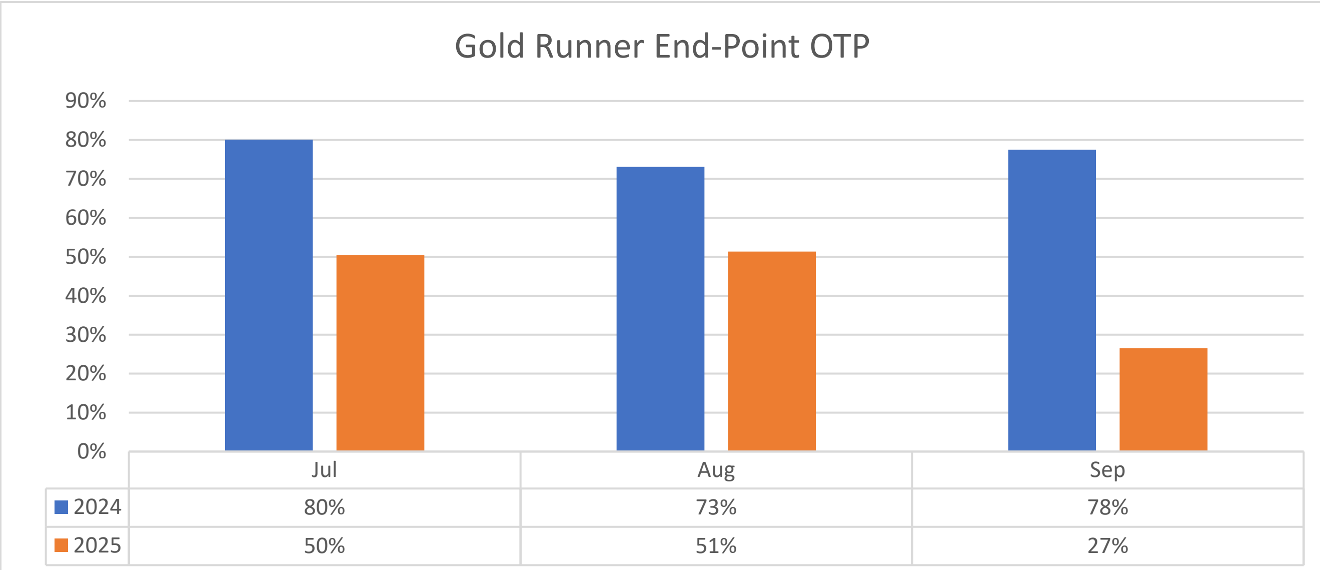
The combined effect of these disruptions produced an unusually low quarterly OTP for the service.

Corrective Actions & Outlook

All scheduled disruptions briefed in September have now concluded:

- TASI inspections and repairs to the fleet continue. Trains 714 and 717 have been restored to regular service. Challenges to locomotive availability continue; however, they are trending in a positive direction, with October 2025 OTP coming in at 66%.

- BNSF Fresno–Bakersfield track work concluded October 9, 2025; all related speed restrictions lifted.
- Meetings have been scheduled with the host railroads to discuss next year's planned track projects and prepare mitigation strategies to lessen the impacts to the service experienced in Q1.



Staff will provide an update regarding the above performance metrics at the November 21, 2025 Board meeting.

<u>Fiscal Impact:</u>
There is no fiscal impact.

<u>Recommendation:</u>
This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 13 **INFORMATION**

San Joaquins Rebranding Update

Background:
The Authority officially rebranded Amtrak San Joaquins to Gold Runner on November 3, 2025. Gold Runner will serve as the primary public-facing service name, while Amtrak's brand will be presented in a secondary capacity to ensure continued integration with Amtrak's reservation system. The transition is being implemented through a phased approach, beginning with marketing materials and digital assets, social media and email communication channels, Amtrak website and apps, followed by physical signage and equipment updates.

A new comprehensive branding style guide has been developed, including an updated logo, modernized color palette, typography, and messaging standards to maintain consistency across all applications. Outreach to community partners, transit agencies, and stakeholders has resulted in ample support in an effort to enhance public recognition and increase ridership.

In tandem with the refreshed brand guide, the Amtrak San Joaquins website has been transitioned to Gold Runner, including redirects to goldrunnner.com coordinated with the Amtrak team. The homepage has received an updated look for the booking module and new informational cards capable of populating important service alerts, updates, and promotional offers. To maintain clarity on the site, "Operated by Amtrak" has been incorporated into the booking module and website footer.

Social media channels have also been updated to reflect the rebrand, including a name change to 'GoldRunnerCA', a new profile image, and banners. A social media strategy has been developed to elevate and reinforce the new brand through social teasers, launch messaging, post-launch engagement, and influencer partnerships. In addition to organic social posts, a paid media campaign has been launched to communicate the rebranding of the service. This paid media campaign will roll out in sync with a holiday campaign geared towards increasing ridership not only on social but also across search and all other paid marketing channels.

Email communications have also been refreshed to support the brand transition. A coordinated launch email was deployed through both Gold Runner and Amtrak channels to announce the rebrand, explain the updated look and feel, and direct riders to goldrunner.com. In addition, a new automated welcome email series has been designed to introduce new subscribers to the Gold Runner brand, highlight key service features, and guide users through booking and trip-planning tools. All ongoing campaign emails are being redesigned using the new visual system to ensure consistent branding, improved legibility, and stronger engagement across all subscriber segments.

A press release announcing the new Gold Runner brand was issued in coordination with the rebrand launch to provide media outlets, partners, and community stakeholders with clear information about the transition. In addition, the Authority hosted an event on November 14, 2025, to formally introduce the Gold Runner brand, highlight key service enhancements to come, and showcase the updated look and feel. The event included remarks from agency leadership and partners and opportunities for attendees to view branded materials and equipment. This event served as a key milestone in building public awareness and reinforcing the positive momentum of the rebranding effort.

To support a consistent rider experience, the Authority has coordinated with Amtrak®, Capitol Corridor Joint Powers Authority (CCJPA), and Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency to update the branding of thruway buses and bi-level trains. Two buses have already been wrapped, and additional vehicles are currently in progress. Venture cars will receive refreshed logo decals but maintain the same design decals, with updates planned over the next year. Bi-level equipment will be evaluated, and all current decals will be removed and replaced with a fresh design that is consistent with the thruway buses and venture cars branding.

This rebranding effort has required significant collaboration across teams at the Authority and Amtrak, including coordination on cobranded elements, website updates, social media strategy, and operational communications. The teams successfully implemented the website redirects and delivered clear messaging to riders on the website as well as shared messaging with riders through Passenger Information Display System (PIDS) systems, email marketing, social media, station flyers, press release, GTFS updates, reservation system, in-app messaging, and website materials. The teams will continue to work together as we work to build brand awareness and provide a seamless transition for riders.

Fiscal Impact:
There is no fiscal impact.

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

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of November 21, 2025

STAFF REPORT

Item 14 **INFORMATION**

Partnerships Update – Allensworth and Castle Air Museum

Background:
Part of the San Joaquin Joint Powers Authority (Authority) Marketing & Outreach Plan includes marketing partnerships, which are an important strategy to amplify brand reach, enhance market presence, and reach shared partner goals. The Authority and the Outreach teams engage target destination, travel, sports, and event partners to establish mutually beneficial relationships that promote the Gold Runner through partner advertising channels such as email, website, digital and printed ads, etc. To offset costs, a partnership toolkit with asset valuation has been developed to leverage Authority-owned advertising channels for reduced-cost memberships and cross-promotional partnership marketing.

Marketing partnerships that have shown to be fruitful avenues of engagement in this component of the marketing plan have been with Colonel Allensworth State Park and most recently, Castle Air Museum.

Allensworth:
Founded in 1908, Allensworth is the first California town founded and funded by African Americans. Led by Colonel Allen Allensworth, who was born a slave in Kentucky but escaped and sought refuge behind the Union line and later volunteered as nurse, Allensworth was established with a goal of providing African Americans an opportunity to prosper economically, agriculturally, and educationally. In 1974, Allensworth was purchased by the State of California and established as a State Park. The Park is located between Wasco and Corcoran in Tulare County and has direct access from the Amtrak Gold Runner service by request for when scheduled trains are in service.

The Gold Runner has been partnering with Friends of Allensworth (FOA) for six (6) years by running special trains to the park for their Juneteenth, Rededication, and Black History events.

For 2025, the Authority was awarded a Route to Parks Grant in the amount of $50,000. This grant funding was used to conduct outreach to underrepresented communities to educate them about Allensworth, overcome travel barriers by covering transportation costs, and provide food vouchers for meals during park events. Outcomes from this program included:

- Carried over 500 passengers for the Juneteenth celebration.
- Provided transportation to over 430 passengers for the October Rededication event.
- Staff increased exposure through outreach efforts such as radio, press releases, social media, and interviews.

Castle Air Museum:
Located in Atwater, California, Castle Air Museum is located on 35 acres of the original Castle Air Force Base. The museum is one of the largest aviation museums on the West Coast, offering more than 80 restored military aircraft and unique experiences for aviation enthusiasts of all generations. Ranging from Pre-WWII to modern fighters, boasting the most complete collection of Bombers on the West Coast, including some of the rarest preserved bombers in the nation,

such as the Douglas B-18 Bolo, Douglas B-23 Dragon, Convair B-36 Peacemaker, North American B-45 Tornado, and more.

The Museum officially opened to the public in 1981 as a non-profit 501c3 organization with a mission “to preserve military aviation heritage for future generations.” Today, the Museum has evolved into a premier showcase for families, history buffs, schools, tourists, and aviation enthusiasts. The Museum hosts five annual signature events with two Open Cockpit Days. The latter invites visitors to step inside rare and historic aircraft, meet veteran aviators, and explore a fleet of vintage military planes up close.

For 2025, the Authority partnered with Castle Air Museum and the Merced Transit Authority to offer promotional train fares and shuttle service to and from the Merced Station for the Castle Air Museum’s annual Open Cockpit Day exhibit on Labor Day weekend. Outcomes from the inaugural partnership event included:

- Created a new Amtrak Arrow bus stop for Castle Air Museum (AIR) to track event ridership.
- Carried 274 passengers for the inaugural Open Cockpit Day Special service.
- Staff increased exposure through outreach efforts such as radio, press releases, social media, and interviews.
- This partnership helped bridge the last-mile gap between rail service and one of the Central Valley’s premier cultural destinations.

The Authority is continuing to build upon best practices to deepen existing relationships and expand to new partners.

Fiscal Impact:
There is no fiscal impact.

Recommendation:

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