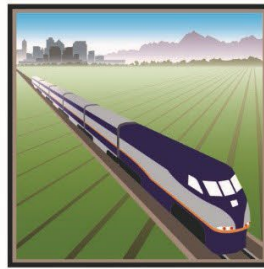


Supervisor **Doug Verboon**, Chair, Kings County
 Supervisor **Diane Burgis**, Vice-Chair, Contra Costa County
 Supervisor **Patrick Hume**, Vice-Chair, Sacramento County
 Supervisor **Vito Chiesa**, Stanislaus County
 Mayor **Christina Fugazi**, City of Stockton
 Supervisor **Leticia Gonzalez**, Madera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



San Joaquin
 Joint Powers Authority

Alternate **Nancy Howze**, City of Hanford
 Alternate **Aaron Meadows**, City of Oakley
 Alternate **Bobbie Singh-Allen**, Sacramento County
 Alternate **George Carr**, City of Hughson
 Alternate **Leo Zuber**, City of Ripon
 Alternate **Jose Rodriguez**, City of Madera
 Alternate **Melissa Hernandez**, Alameda County
 Alternate **Matt Serratto**, City of Merced
 Alternate **Eddie Valero**, Tulare County
 Alternate **Rey León**, City of Huron

**SAN JOAQUIN JOINT POWERS AUTHORITY
 BOARD MEETING**

Friday, May 15, 2026 – 10:00 am

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

Teleconference Locations

200 W 4 th Street Madera, CA 93637	8401 Laguna Palms Way Elk Grove City Hall Elk Grove, CA 95758	17053 12th Street Huron, CA 93234
2222 M Street 3 rd Floor Merced, CA 95340	2800 W. Burrel Avenue County Administrative Office Board of Supervisors Visalia, CA 93291	4501 Pleasanton Ave Heritage House Pleasanton, CA 94566

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/82522454870>
 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.**

MEMBER AGENCIES

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

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.sjipa.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. Roll Call

3. 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, Stockton, CA, 95202 during normal business hours. These documents are also available on the San Joaquin Joint Powers Authority website at <https://sjipa.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.

4. Consent Calendar

4.1 Approve Minutes of March 19, 2026 Board Special Meeting

ACTION

4.2 Adopt a Resolution Appointing Gloria Valdovinos to the San Joaquin Valley Rail Committee as a New Member Representing Merced County

ACTION

- 4.3 Adopt a Resolution Authorizing the Chief Executive Officer to Submit an Application for the California State Transportation Agency's (CalSTA) 2026 Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 for \$40,000,000 and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements Regarding the Same **ACTION**

- 4.4 Adopt a Resolution Approving Amendment 02 to the Agreement with Compass Group USA, Inc. dba Canteen, for the Food and Beverage Pilot Program Increasing the Compensation Amount by \$555,000 for a new Not-to-Exceed Amount of \$3,655,000, and Authorizing the Chief Executive Officer, 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 **ACTION**

- 4.5 Adopt a Resolution Approving Amendment 02 to the Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services Increasing the Compensation Amount by \$478,000 for a new Not-To-Exceed Amount of \$1,278,000, and Authorizing the Chief Executive Officer, 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 **ACTION**

- 4.6 Adopt a Resolution Approving an Agreement with National Railroad Passenger Corporation (Amtrak) for Procurement, Construction and/or Construction Management Services for the Fiscal Years 2024/2025 and 2025/2026 Minor Capital Program Projects in the Amount Not-to-Exceed of \$522,000, and Authorizing the Chief Executive Officer to Revise Project Cost Estimates and to Add or Remove Projects within Existing Board Approved Funding Limits, and Authorizing the Chief Executive Officer, or Designee to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Their Spending Authority **ACTION**

- 4.7 Operating Expense Report **INFORMATION**

- 4.8 Washington Update **INFORMATION**

- 5. **Update on California High-Speed Rail Authority (CHSRA) Draft 2026 Business Plan** **PRESENTATION**
Presented by: Dan Leavitt (Manager of Regional Initiatives) and Mark Tollefson (Chief of Staff for CHSRA)

- | | |
|---|---------------------------|
| <p>6. Adopt a Resolution Adopting the Final 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027
 <i>Presented by: Momoko Tamaoki (Deputy Director of Planning, Grants, and Programming)</i></p> | <p>ACTION</p> |
| <p>7. Adopt a Resolution Approving Amendment 05 to the Agreement with BNSF Railway (BNSF) for the Construction of Metal Security Fencing and Trespasser Mitigation Efforts by Increasing the Contract Amount by \$475,000, for a New Not-to-Exceed Amount of \$2,891,681, and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute all Agreements and Documents Related to the Project, Including Approving any Amendments within Their Spending Authority
 <i>Presented by: Tamika Smith (Director of Rail Services) and Autumn Gowan (Procurement and Contracts Manager)</i></p> | <p>ACTION</p> |
| <p>8. Adopt a Resolution Approving a Revision to Route 18 from its Current Year-Round Service to a Seasonal Service Pilot Plan and Authorize the Chief Executive Officer, or Designee, to Execute Any and All Agreements Necessary to Implement the Seasonal Service Pilot Plan in an Amount Not to Exceed \$36,000 Annually
 <i>Presented by: Teri Hayes (Connecting Services Manager)</i></p> | <p>ACTION</p> |
| <p>9. Thruway Bus Study Update
 <i>Presented by: Dan Leavitt (Manager of Regional Initiatives)</i></p> | <p>INFORMATION</p> |
| <p>10. Quarter 3 Gold Runner Service Performance Update
 <i>Presented by: Chad Duvachelle (Transportation Research Analyst) and Nathan Alastra (Operations Superintendent)</i></p> | <p>INFORMATION</p> |
| <p>11. Update and Discussion of Bay Area Marketing and Outreach Efforts for the Gold Runner Service
 <i>Presented by: Ahdel Ahmed (Public Relations Manager) and Christina Guarino (Winter Associate Director)</i></p> | <p>INFORMATION</p> |
| <p>12. Board Member Comments</p> | |
| <p>13. Chief Executive Officer's Report
 <i>Chris Orlando</i></p> | |
| <p>14. Adjournment
 The next regular meeting is scheduled for July 17, 2026 – 10:00 am</p> | |

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

Item 4.1

ACTION

Minutes of San Joaquin Joint Powers Authority March 19, 2026 Board Special Meeting

The special meeting of the San Joaquin Joint Powers Authority (Authority) was held at 12:00 pm on March 19, 2026, in the Kings County Board of Supervisors Chambers, at 1400 W. Lacey Blvd., in Hanford, CA. Board Members attended this meeting in person and via videoconference.

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

Chair Verboon called the meeting to order at 12:00 pm and led the audience in the Pledge of Allegiance.

Directors Present: Alternate Carr, Alternate Zuber, Gonzalez, Alternate Valero, Pedrozo, Valdez (remote), Alternate Singh-Allen (remote), Chair Verboon

Directors Absent: Haubert, Vice-Chair Burgis

2. Safety Briefing

Nathan Alastra, Operations Superintendent, provided a safety briefing.

3. Public Comment

Alternate Meadows joined the meeting remotely at 12:03 pm.

Michael Barnbaum, a member of the public, emailed a public comment, which is included as an attachment at the end of these minutes.

Elizabeth Claes, Chair of the San Joaquin Valley Rail Committee, gave a report out on the recent Committee meeting held on February 20, 2026.

4. Consent Calendar

4.1 Approve Minutes of January 23, 2026 Board Meeting **ACTION**

4.2 Adopt a Resolution Authorizing and Designating the Acting Clerk of the Board to Attend Closed Sessions of the San Joaquin Joint Powers Authority (Authority), to Keep and Enter in a Minute Book a Record of Topics Discussed and Decisions Made by the Authority Pursuant to Government Code Section 54957.2 **ACTION**

4.3 Adopt a Resolution Adopting a Digital Accessibility Policy Pursuant to the United States Department of Justice (DOJ) Final Rule Updating Title II of the Americans with Disabilities Act (ADA), and DOJ Adopted Web Content Accessibility Guidelines (WCAG) Specified in 28 CFR § 35.200(b) **ACTION**

- | | | |
|------|---|--------------------|
| 4.4 | Adopt a Resolution Authorizing Reimbursement for the Affordable Housing and Sustainable Community (AHSC) Grant in the amount of \$5,000,000 to the California Department of Transportation towards the purchase of one (1) Zero-Emission Multiple Unit (ZEMU) Car for Future Intercity Service | ACTION |
| 4.5 | Adopt a Resolution Ratifying and Affirming the Chief Executive Officer's Action Submitting an Application for the FY 24/25 National Railroad Partnership Program (NRPP) for the Natomas Station and Layover, Del Paso Siding, and San Joaquin Street Layover Projects for \$217,900,986, and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements Regarding the Same | ACTION |
| 4.6 | Adopt a Resolution Supporting Future Planning and Preservation for a Wye Connection at the Southwest Corner of the Haggin Junction in Downtown Sacramento | ACTION |
| 4.7 | Adopt a Resolution Ratifying and Affirming the Chief Executive Officer's Action in Negotiating and Executing the Second Amendment to the 2023 Amended Interagency Transfer Agreement with the California Department of Transportation (Caltrans) for Administration of Intercity Passenger Rail Service and Amendment No. 1 to State Equipment Transfer and Maintenance Agreement between Caltrans and San Joaquin Joint Powers Authority, and Authorizing the Chief Executive Officer, or Designee, to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Their Spending Authority | ACTION |
| 4.8 | Adopt a Resolution Approving the Minor Capital Program within Existing Board Approved Funding Limits and Authorizing the Chief Executive Officer, or Designee, to Revise Project Cost Estimates and to Add or Remove Projects within Existing Board Approved Funding Limits and Authorizing the Chief Executive Officer, or Designee to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Their Spending Authority | ACTION |
| 4.9 | Accept Independent Auditors' Report for Fiscal Year 2024/25 | ACTION |
| 4.10 | Operating Expense Report | INFORMATION |
| 4.11 | Capital Expense Report | INFORMATION |
| 4.12 | Washington Update | INFORMATION |

There were no comments on this item.

M/S/C (Alternate Valero/Alternate Zuber) to approve Items 4.1-4.12 of the Consent Calendar.

Passed and Adopted by the Authority Board on March 19, 2026, by the following vote, to wit:

AYES: 9 Alternate Carr, Alternate Zuber, Gonzalez, Alternate Valero, Pedrozo, Valdez, Alternate Singh-Allen, Alternate Meadows, Chair Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 1 Haubert

5. Kings County Area Public Transit Agency Presentation

PRESENTATION

Dan Leavitt, Manager of Regional Initiatives and Angie Dow, Kings County Area Public Transit Agency Executive Director, gave a presentation on this item.

Chair Verboon and Alternate Valero thanked staff for their presentation and commented on the Kings Area Regional Transit building enhancements.

6. Adopt a Resolution Approving the Draft 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027

ACTION

Momoko Tamaoki, Deputy Director of Planning, Grants, and Programming, gave a presentation on this item and stated comments received thus far will be incorporated into the final business plan and presented at the May 15, 2026 Authority Board Meeting.

There were no comments on this item.

M/S/C (Gonzalez/Alternate Zuber) to approve the Draft 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027.

**Passed and Adopted by the Authority Board on March 19, 2026,
by the following vote, to wit:**

AYES: 9 Alternate Carr, Alternate Zuber, Gonzalez, Alternate Valero, Pedrozo, Valdez, Alternate Singh-Allen, Alternate Meadows, Chair Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 1 Haubert

7. Valley Rail Program Implementation Update

INFORMATION

David Lipari, Deputy Executive Director, gave a presentation on this item.

Alternate Singh-Allen left the meeting at 12:40 pm.

Chair Verboon asked for Stockton Wye specifics and construction timelines.

Christine Inouye, Director of Capital Programs, provided additional details on the Stockton Wye project.

Alternate Meadows asked for the Oakley Station construction start date.

Ms. Inouye stated the Oakley Station construction should start in the late summer or early fall of 2026.

There were no public comments on this item.

This was an information item only.

8. Comfort Class Presentation

INFORMATION

Marissa Cabusas, Onboard Experience Manager and Jans Hettmann (DB E.C.O North America Inc. Consultant) gave a presentation on this item.

Alternate Valero commended staff on the synergy of the Comfort Class service implementation and its seamless integration of varying components.

Chair Verboon asked if the Comfort/Business Class plans would require a new train car or if it would utilize an existing car.

Ms. Cabusas stated that staff would convert an existing train car.

There were no public comments on this item.

This was an information item only.

9. Gold Runner Operations and Performance Update

INFORMATION

Mariah Bryant, Senior Marketing Coordinator, and Mr. Alastra gave a presentation on this item.

Director Pedrozo left the meeting at 1:09 pm.

Director Gonzalez and Alternate Carr suggested additional marketing strategies, such as advertising in gas stations or creating a cost-comparison, showcasing Amtrak travel against driving a car from Sacramento to Bakersfield.

There were no public comments on this item.

This was an information item only.

10. Route 18 Update

INFORMATION

Mr. Lipari gave a presentation on this item.

There were no comments on this item.

This was an information item only.

11. Board Member Comments

Director Gonzalez and Alternate Valero thanked Chris Orlando, Chief Executive Officer, for meeting with them and other County Supervisors.

12. Chief Executive Officer's Report

Mr. Orlando thanked Hanford staff for hosting the Authority Board Meeting at the Kings County Board of Supervisors Chambers and provided an update on the ongoing renovations being made at Cabral Station in Stockton. Mr. Orlando also provided information on the upcoming Ag Day event occurring in Sacramento on April 21.

13. Adjournment

Chair Verboon adjourned the meeting at 1:31 pm.

The next San Joaquin Joint Powers Authority regular meeting is scheduled for:
May 15, 2026 – 10:00 am.

From: [Clerk SJRRC](#)
Cc: [Clerk SJRRC](#); [Clerk SJRRC](#)
Subject: 3/19 SJJPA - Public Comment
Date: Thursday, March 19, 2026 11:01:38 AM

Good morning SJJPA Board Members,

Below you will find a public comment submitted by Michael Barnbaum regarding future meetings. Please let me know if you have any questions or concerns. The comment will also be made part of the official meeting minutes.

Public comment from Michael Barnbaum:

"I'll provide public comment to suggest that the May 15th meeting be held in Sacramento and that the July 17th meeting be held somewhere in Alameda County so that 1) It is held in a county that is prone to a strong sea breeze in July and that the date is one that can be opened to invitation to the Rail Commission and therefore be a joint meeting that would allow the Rail Commission themselves to then cancel their regularly scheduled July meeting as July 3rd falls on the Friday of what some would consider a 3-Day holiday weekend. Thank you in advance, and again, my apologies for not being able to have an employer that would allow me to change the day off to Thursday. Once we pick our incremental days off in December for all of the following twelve months, we are not allowed to change them. We are only allowed to change our floating holidays and our vacation weeks - and even changing those are fairly difficult to do as well. I look forward to being back in-person at the JPA meetings in either May or July."

Sincerely,

Ariana Talosig ([she/her](#))

Administrative Analyst – Board and Committee

209.901.7665 cell | atalosig@sjrrc.com

San Joaquin Regional Rail Commission

949 East Channel Street Stockton, CA

sjrrc.com | sjjpa.com | acerail.com | goldrunner.com

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 4.2

ACTION

Adopt a Resolution Appointing Gloria Valdovinos to the San Joaquin Valley Rail Committee as a New Member Representing Merced County

Background:

The purpose of the San Joaquin Valley Rail Committee (SJVRC) is to discuss and formulate suggestions and ideas for improvements to the Gold Runner intercity passenger rail service. The SJVRC was established in 1987 and was managed by Caltrans until the San Joaquin Joint Powers Authority (Authority) took over management in 2015. The SJVRC is part of a larger grassroots effort by the Authority to engage and inform citizens about the Gold Runner rail service.

The SJVRC is a citizen-based committee. Each of the following Counties have two (2) Regular Members: Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Tulare, and Mariposa. The Authority may select up to four (4) additional Regular Members who reside in counties outside of those counties listed above that are served by Gold Runner Thruway bus services and/or represent areas that could be served by future extensions of the Gold Runner (as identified in the latest Authority Annual Business Plan). Regular members of SJVRC must be residents of the county they represent and cannot be elected officials. Regular Members cannot be staff of the Authority, Authority Member Agencies, or Authority staff.

Staff recommends appointing Ms. Gloria Valdovinos to fill a vacancy on the SJVRC based on a recommendation from the Merced County Association of Governments (MCAG) Board to have Ms. Valdovinos represent Merced County as a regular committee member on the SJVRC.

Ms. Valdovino's SJVRC application, MCAG Board recommendation, and biography are attached to this staff report.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Appointing Gloria Valdovinos to the San Joaquin Valley Rail Committee as a New Member Representing Merced County.



Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Mariposa, Merced, Sacramento, San Joaquin, Stanislaus, Tulare
Partners: Amtrak, Caltrans Division of Rail, BNSF Railway Company, Union Pacific Railroad

REPRESENTING COUNTIES ALONG THE SAN JOAQUIN RAIL CORRIDOR

**SAN JOAQUIN JOINT POWERS AUTHORITY APPLICATION
FOR APPOINTMENT TO SAN JOAQUIN VALLEY RAIL COMMITTEE**

NAME: Gloria Valdovinos DATE: 3/25/26

ADDRESS: [REDACTED]
Street City Zip Code

PHONE: HOME [REDACTED] BUSINESS [REDACTED] FAX [REDACTED]

EMAIL: [REDACTED]

OCCUPATION: Please check below.

- Agriculture
- Citizen At-Large
- Engineering
- Construction
- Economic Development
- Education
- Finance/Commerce
- Goods Movement
- Health Care
- Real Estate
- Small Business
- Student
- Water/Irrigation
- Other

Tell us about yourself, relevant volunteer experience, relationship/experience with Member Agency (Transit Authority or Council of Government) and why you are applying for this Committee.

I serve as the Executive Director of the Downtown Merced Partnership and Visit Merced, with a focus on strengthening our local economy and community.

I bring both personal and professional experience with regional transit. I have been a rider and advocate of the Gold Runner for several years, using a variety of routes that have included both rail and bus connections. These experiences have given me a strong understanding of the value of accessible and reliable transportation across the Valley.

Prior to my role in Merced, I worked in Downtown Fresno, where I saw firsthand how transportation connects people to jobs, amenities, and cultural experiences. That experience reinforced my belief that while strong internal transit systems are important, regional connectivity is just as critical. Cities like Merced and Fresno cannot thrive in isolation, but together they create a more connected and accessible region.

I am interested in joining this committee because I can offer both a passenger perspective and a broader understanding of how transportation supports growing communities. I would value the opportunity to contribute to conversations that help strengthen connectivity across the Valley.

What is your understanding of the roles and responsibilities of the San Joaquin Valley Rail Committee?

My understanding is that the San Joaquin Valley Rail Committee serves as a space to discuss and provide input on improvements to the Gold Runner passenger rail service, helping ensure it meets the needs of riders and the broader region.

Please describe a transportation issue that is of concern.

One transportation issue that stands out to me is the perception that a car is the only reliable option. While that can be true in some cases, it is often shaped by experiences with transit that feel inconsistent, such as delays, cancellations, or schedules that do not align with everyday needs.

Because of this, many people do not see services like the Gold Runner as a realistic option. I believe this is especially important in the Central Valley, where stronger regional connections can expand access to jobs, education, and experiences without relying solely on cars.

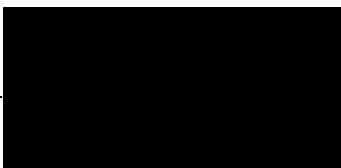
Please provide any additional information you believe will be helpful during the review process.

Through both my previous work in Fresno and my current role in Merced, I approach regional efforts with a broader perspective of the Central Valley as a whole. I believe there is an opportunity for our communities to think beyond individual cities and instead see the Valley as a collective destination.

A key part of this is continued support and investment in services like the Gold Runner, which help strengthen connections between our communities. By working together and supporting one another, we can improve connectivity, strengthen tourism, and create a more unified and competitive region.

This perspective continues to guide how I engage in my work and would inform how I contribute to this committee.

Signature:



Please submit a short bio and/or resume attached to this application to Rene@sijpa.com.



GOVERNING BOARD MEETING SUMMARY

March 19, 2026

Directors Present: Chair Scott Silveira, John Cale, Michael Amabile, Matt Serratto, Jim Pacheco, Daron McDaniel, Lloyd Pereira, Josh Pedrozo, Vice-Chair Gurpal Samra, Katy Reed, Rich Ford

Directors Absent: None

The MCAAG Governing Board:

- Adopted the final Health and Environmental Justice Analysis report.
- Nominated Gloria Valdovinos to serve as a regular member of the San Joaquin Valley Rail Committee that reports to the San Joaquin Joint Powers Authority Board.
- Adopted the preferred scenario “C” for the 2026 Sustainable Communities Strategy.

Indicators	Scenario A Baseline/ Historical	Scenario B Multimodal Infill	Scenario C Affordable Housing	Notes
GHG reduction/capita	-14.74%	-15.01%	-15.21%	Target: -14% by 2035
VMT/capita	-12.23	-12.19	-12.16	Lower is better
Air quality	Worst	Moderate	Best	Lower is best
Farmland consumed	47 acres	38 acres	40 acres	Lower is better
Wetland consumed	1,752 acres	1,606 acres	1,544 acres	Lower is better
Total land consumed	3,785 acres	3,376 acres	3,279 acres	Lower is better
Housing density (dwelling units/acre)	5.48	6.11	6.55	Higher is better

- Adopted resolution in support of MCAAG’s application for community project funding for \$1.7 million to construct the Highway 152 Pacheco Blvd. Regional Path.
- Approved the Measure V programming for the 2025 Implementation Plan. *(linked below)*
- Directed staff to release the [DRAFT 2025 Measure V Implementation Plan](#) for public review and comment.
- Reviewed the Draft Action Element for the 2026 Regional Transportation Plan and Sustainable Communities Strategy.
- Reviewed the Draft FY 2026/27 Overall Work Program and Budget.

MCAG OWP/Budget			
	AMENDED BUDGET FY 25/26	DRAFT BUDGET FY 26/27	INCREASE (Decrease)
MPO Revenue	\$5,436,557	\$5,342,146	(\$94,411)
MPO Expenditure	\$5,436,557	\$5,342,146	(\$94,411)

The TJPA Governing Board:

- Approved 160,000 annual revenue service hours for inclusion in the Operations and Maintenance RFP.

The MCRWMA Governing Board:

- Authorized the Executive Director to enter into a contract for professional janitorial services with Olympic not to exceed \$155,448 for both the Highway 59 and Billy Wright landfill sites.
- Selected “option 1” Traditional Brick & Mortar for the Highway 59 landfill administration building structure type.

Construction Type	Service Life	Upfront Cost	Construction Time	Durability	Est. Cost
Brick-and-Mortar	50-75 Years	Highest	12-18 Months	High	\$4.5m - \$6.3m
Prefabricated	30-40 Years	Moderate	8-12 Months	Moderate	\$3.8m - \$5.5m
Modular	20-30 Years	Lowest	4-6 Months	Poor	\$3.2m - \$4.7m*

OTHER NOTABLE ITEMS:

- RWA will be celebrating Earth Day on April 11th.
- Cotton Recycling Educational Event at Bowles Farm on April 1, 2026 from 10am-1pm

Gloria Valdovinos serves as the Executive Director of the Downtown Merced Partnership, where she leads efforts to support and enhance Downtown Merced through Clean and Safe services, beautification initiatives, placemaking, and business engagement. She joined the organization in May 2025, bringing experience from the Downtown Fresno Partnership, where she supported district programs, merchant outreach, and large-scale community events that helped shape her passion for downtown leadership.

In addition to her work in downtown Merced, Gloria is helping guide the development of Visit Merced, the city's Tourism Improvement District, with a focus on positioning Merced as a welcoming, experience-driven destination.

She is a graduate of Fresno State, where she earned a Bachelor of Arts in Business Administration with a Marketing option. Gloria is passionate about storytelling, supporting local businesses, and creating vibrant, inclusive spaces that connect residents, visitors, and the broader community.

SJJPA RESOLUTION 25/26 –

RESOLUTION APPOINTING GLORIA VALDOVINOS TO THE SAN JOAQUIN VALLEY RAIL COMMITTEE AS A NEW MEMBER REPRESENTING MERCED COUNTY

WHEREAS, the purpose of the San Joaquin Valley Rail Committee (SJVRC) is to discuss and formulate suggestions and ideas for improvements to the Gold Runner intercity passenger train service; and

WHEREAS, the SJVRC was established in 1987 and was managed by Caltrans until the San Joaquin Joint Powers Authority (Authority) took over management in 2015; and

WHEREAS, the SJVRC is part of a larger grassroots effort by the Authority to engage and inform citizens about the Gold Runner rail service; and

WHEREAS, the SJVRC is a citizen-based committee and the following Counties each have two (2) Regular Members: Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Tulare, and Mariposa; and

WHEREAS, regular members of SJVRC must be residents of the county they represent and cannot be elected officials; and

WHEREAS, staff recommends appointing Ms. Gloria Valdovinos to fill a vacancy on the SJVRC based on a recommendation from the Merced County Association of Governments (MCAG) Board to have Ms. Valdovinos represent Merced County as a regular committee member on the SJVRC.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Appoints Gloria Valdovinos to the San Joaquin Valley Rail Committee as a New Member Representing Merced County.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 15th day of May 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 4.3

ACTION

Adopt a Resolution Authorizing the Chief Executive Officer to Submit an Application for the California State Transportation Agency’s (CalSTA) 2026 Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 for \$40,000,000 and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements Regarding the Same

Background:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements. These improvements will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California.

The goal of the TIRCP program is to achieve the following objectives:

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

The California State Transportation Agency (CalSTA) released a Call for Projects for 2026 TIRCP Cycle 8 on February 23, 2026, with project applications due on May 18, 2026. The grant awards are currently scheduled to be announced in September 2026. The 2026 TIRCP Cycle is expected to have approximately \$950 million in funding for awards to eligible projects statewide. The available funding is subject to change due to the results of quarterly Cap-and-Invest auctions.

Staff is requesting authorization to negotiate and execute any grant agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements regarding the grant application for the Bi-Level Fleet Modernization and Capacity Expansion project (Project), a vehicle overhaul program to extend the useful life and reliability of the Northern California intercity rail fleet. The Project preserves and expands passenger capacity, supporting ridership growth and service reliability on shared corridors, including the Gold Runner. Table 1.1 below lists the Project costs.

Table 1.1

Project	Funding Request (\$)
Bi-Level Fleet Modernization and Capacity Expansion	\$37,741,000
Project Administration Costs (6%)	\$2,259,000
Total	\$40,000,000

If awarded the TIRCP funding, the San Joaquin Joint Powers Authority (Authority) will be a direct recipient of the funding through a joint application led by Capitol Corridor Joint Powers Authority (CCJPA) with the San Mateo County Transit District (Caltrain), the City of Sacramento, Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, and the Authority as collaborators. The other two projects included are SVS 4th Street Project and Caltrain Updates at Diridon Station, to be implemented by partnering agencies.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Authorizing the Chief Executive Officer to Submit an Application for the California State Transportation Agency's (CalSTA) 2026 Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 for \$40,000,000 and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements Regarding the Same.

SJJPA RESOLUTION 25/26 –

RESOLUTION AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO SUBMIT AN APPLICATION FOR THE CALIFORNIA STATE TRANSPORTATION AGENCY’S (CALSTA) 2026 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) CYCLE 8 FOR \$40,000,000 AND FURTHER AUTHORIZING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE, TO NEGOTIATE AND EXECUTE ANY GRANT AGREEMENTS, STANDARD AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, FUND EXCHANGE AGREEMENTS, AND/OR FUND TRANSFER AGREEMENTS REGARDING THE SAME

WHEREAS, the Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements; and

WHEREAS, these improvements will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California; and

WHEREAS, the California State Transportation Agency (CalSTA) released a Call for Projects for 2026 TIRCP Cycle 8 on February 23, 2026, with project applications due on May 18, 2026; and

WHEREAS, staff is requesting authorization to submit a grant application for the Bi-Level Fleet Modernization and Capacity Expansion project (Project), a vehicle overhaul program to extend the useful life and reliability of the Northern California intercity rail fleet; and

WHEREAS, the Project preserves and expands passenger capacity, supporting ridership growth and service reliability on shared corridors, including the Gold Runner; and

Project	Funding Request (\$)
Bi-Level Fleet Modernization and Capacity Expansion	\$37,741,000
Project Administration Costs (6%)	\$2,259,000
Total	\$40,000,000

WHEREAS, if awarded the TIRCP funding, the San Joaquin Joint Powers Authority (Authority) will be a direct recipient of the funding through a joint application led by Capitol Corridor Joint Powers Authority (CCJPA) with the San Mateo County Transit District (Caltrain), the City of Sacramento, Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, and the Authority as collaborators.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Authorizes the Chief Executive Officer to Submit an Application for the California State Transportation Agency's (CalSTA) 2026 Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 for \$40,000,000 and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements Regarding the Same.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 15th day of May 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 4.4

ACTION

Adopt a Resolution Approving Amendment 02 to the Agreement with Compass Group USA, Inc. dba Canteen, for the Food and Beverage Pilot Program Increasing the Compensation Amount by \$555,000, for a new Not to Exceed Amount of \$3,655,000, and Authorizing the Chief Executive Officer, 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

Background:

On November 21, 2025, the San Joaquin Joint Powers Authority (Authority) Board approved an agreement with Compass Group USA, Inc., dba Canteen (Canteen) in an amount not-to-exceed \$3,100,000 to extend the Food and Beverage Program Pilot through December 31, 2026. Since Board approval, the pilot program has continued to mature and provide valuable operational data that has helped refine service delivery and cost projections. Based on lessons learned through implementation, staff have identified additional resources necessary to support expanded operational responsibilities and maintain consistent passenger experience onboard.

The Authority launched a pilot program in January 2025 to transition food and beverage services from a fully Amtrak-managed model to a third-party provisioning model, reducing costs associated with:

- National and regional charges
- Commissary services
- Inventory management

Canteen has supported provisioning, inventory management, and train loading, enabling the Authority to:

- Reduce reliance on Amtrak cost structures
- Move toward a complimentary service model
- Establish a baseline for future competitive procurement

The pilot program has demonstrated measurable progress toward cost containment and operational flexibility, particularly as Amtrak's projected costs continue to rise significantly year-over-year.

Amendment Justification:

Approving this Amendment 02 with Canteen ensures program continuity and cost control . Since the original Board approval, several factors have required an increase in contract authority:

Expanded Operational Scope

- Canteen's role has evolved beyond provisioning to include:
 - Train loading operations: Canteen is now responsible for physically staging, transporting, and loading all food and beverage inventory onto train departures, ensuring proper quantities are loaded per consist, and managing time-sensitive loading windows to avoid service delays. These activities require additional labor

- resources, logistical planning, and on-site supervision to ensure accuracy and efficiency across multiple daily departures.
- Increased inventory management oversight: The program has shifted to a more dynamic inventory model that requires Canteen to actively monitor product levels, adjust quantities based on ridership trends, and minimize waste associated spoilage or overstocking. This includes tracking usage patterns, reconciling inventory across multiple trains, and providing regular reporting to inform operational and financial decision-making. Enhanced oversight has increased the level of effort required for inventory controls, forecasting, and coordination with Authority staff.
 - Enhanced coordination with onboard crews has increased labor and management costs beyond initial estimates.

Service Expansion & Demand Alignment

- Growth in complimentary service across additional trains
- Increased ridership variability requiring more flexible inventory levels
- Seasonal and service-level adjustments to maintain passenger experience

Refined Cost Modeling

- Initial pilot estimates were based on limited operational duration. With more data now available:
 - Actual program costs have been more accurately forecasted
 - Adjustments ensure the program remains fully funded through December 2026

This Amendment 02 is necessary to ensure continuity of service, operational stability, and delivery of consistent onboard passenger experience while the Authority continues advancing long-term food and beverage strategies, including vending implementation and future competitive procurement.

Procurement Approach

Amendment 02 was handled in accordance with the Rail Commission's Procurement Manual, which the Authority adopted in 2015. Staff have confirmed that the price of the amendment is fair and reasonable, and that the additional services are reasonable, necessary, and in line with the current scope of work. Staff have evaluated Canteen's performance on this project and determined that their performance is satisfactory.

Amendment 02 will increase the Canteen's compensation by \$555,000 for a new not-to-exceed amount of \$3,655,000. The original contract terms and conditions remain unchanged.

This amendment will be effective upon execution by both parties and shall remain in effect until December 31, 2026, unless extended in writing.

Fiscal Impact:

Revenues and expenses for Amendment 02 are included in the Fiscal Year (FY) 2026 Annual Business Plan. There will be no increase to the existing budget for the Food and Beverage Program.

Recommendation:

Adopt a Resolution Approving Amendment 02 to the Agreement with Compass Group USA, Inc. dba Canteen for the Food and Beverage Pilot Program Increasing the Compensation Amount by \$555,000 for a new Not to Exceed Amount of \$3,655,000, and Authorizing the Chief Executive Officer, 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 APPROVING AMENDMENT 02 TO THE AGREEMENT WITH COMPASS GROUP USA, INC. DBA CANTEEN FOR THE FOOD AND BEVERAGE PILOT PROGRAM INCREASING THE COMPENSATION AMOUNT BY \$555,000 FOR A NEW NOT TO EXCEED AMOUNT OF \$3,655,000, AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER, 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, on November 21, 2025, the San Joaquin Joint Powers Authority (Authority) Board approved an agreement with Compass Group USA, Inc., dba Canteen (Canteen) in an amount not-to-exceed \$3,100,000 to extend the Food and Beverage Program Pilot through December 31, 2026; and

WHEREAS, since Board approval, the pilot program has continued to mature and provide valuable operational data that has helped refine service delivery and cost projections; and

WHEREAS, the pilot has demonstrated measurable progress toward cost containment and operational flexibility, particularly as Amtrak's projected costs continue to rise significantly year-over-year; and

WHEREAS, approving this amendment with Canteen ensures program continuity and cost control progress; and

WHEREAS, since the original Board approval, several factors have required an increase in contract authority:

- Expanded Operational Scope;
- Service Expansion and Demand Alignment;
- Refined Cost Modeling; and

WHEREAS, staff is now requesting approval to increase the contract authority by \$555,000, for a new total not-to-exceed amount of \$3,655,000; and

WHEREAS, staff have confirmed that the price of the amendment is fair and reasonable and that the additional services are reasonable, necessary, and in line with the current scope of work.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Approves Amendment 02 to Agreement with Compass Group USA, Inc. dba Canteen for the Food and Beverage Pilot Program Increasing the Compensation Amount by \$555,000 for a new Not to Exceed Amount of \$3,655,000, and Authorizing the Chief Executive Officer, 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 15th day of May 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 4.5

ACTION

Adopt a Resolution Approving Amendment 02 to the Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services, Increasing the Compensation Amount by \$478,000 for a new Not-To-Exceed Amount of \$1,278,000 and Authorizing the Chief Executive Officer, 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

Background:

In July 2023, the San Joaquin Joint Powers Authority (Authority) approved an agreement with DB E.C.O. North America Inc. (DB) to provide on-call planning consulting services. The contract term will end on June 30, 2026; however, the contract allows for two (2) option years. The contract provides consulting services supporting advancements to the Gold Runner intercity service including performance management and monitoring, service planning, infrastructure requirements, simulation modeling and analysis, and analysis of the Thruway Bus network. Key outcomes include the return of the 7th round-trip and, in partnership with Caltrans and the City of Hanford, a recommended operating plan, capital infrastructure requirements, and simulation modeling for the Kings-Tulare Cross Valley Corridor, a proposed regional rail service connecting to the high-speed rail.

Consistent with the 2026 Annual Business Plan, the Authority is pursuing service optimization and expansion for the Gold Runner to meet growing demand and improve connectivity. Initiatives include but are not limited to: Gold Runner Ridership Analysis, Thruway Bus Study, and Service Plan Update. The service plan coordination is for documenting assumptions, updating service plans based on defined scenarios, and estimating operational and maintenance costs, ridership, and revenues for both Gold Runner and high-speed rail service. As part of the Valley Rail expansion, the 8th round-trip will be implemented to connect with high-speed rail service.

Amendment 01 was approved on August 30, 2024, for an amount not-to-exceed \$800,000 for on-call services.

This Amendment 02 will utilize the first of two (2) option years, increase the total compensation by \$478,000 for a new not-to-exceed amount of \$1,278,000, and will be effective July 1, 2026 through June 30, 2027, unless extended in writing.

The Authority requires DB to continue to support planning for the deployment of the additional round-trip service, advance future expansion of the Gold Runner service, and assist in developing improved schedules, performance monitoring tools, and strategies to increase on-time performance, and ridership/revenue for both current and future Gold Runner and Thruway Bus service.

DB will conduct extensive data and trends analysis and recommend rail and Thruway Bus service changes that will result in a more efficient transit system. The consultant team will assist staff in monitoring the performance of the Gold Runner and working with the host railroads to ensure on-time performance. DB will conduct ridership and greenhouse gas emissions analysis and other

forecasting to identify the appropriate level of improvements needed to support a significant increase in Gold Runner service.

DB will support staff through these activities by providing the necessary technical support. The work for this Amendment 02 is for DB's planning consulting services through the end of June 2026.

Procurement Approach:

Amendment 02 was handled in accordance with the Rail Commission's Procurement Manual, which the Authority adopted in 2015. Staff have confirmed that the price of the amendment is fair and reasonable, and that the additional services are reasonable, necessary, and in line with the current scope of work. Staff have evaluated DB's performance on this project and determined that their performance is satisfactory.

This amendment will utilize the first of two (2) option years, increase the total compensation by \$478,000 for a new not-to-exceed amount of \$1,278,000, and will be effective July 1, 2026 through June 30, 2027, unless extended in writing. The original contract terms and conditions remain unchanged.

Fiscal Impact:

Expenses and Revenues for this agreement are identified in the Approved FY 2027/28 San Joaquin Joint Powers Authority Administrative Budget in the Professional Services Planning, Operations, and High-Speed Rail/Early Train Operator Coordination Support lines.

Recommendation:

Adopt a Resolution Approving Amendment 02 to the Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services Increasing the Compensation Amount by \$478,000 for a new Not-To-Exceed Amount of \$1,278,000 and Authorizing the Chief Executive Officer, 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 APPROVING AMENDMENT 02 TO THE AGREEMENT WITH DB E.C.O. NORTH AMERICA INC. FOR ON-CALL PLANNING CONSULTING SERVICES INCREASING THE COMPENSATION AMOUNT BY \$478,000 FOR A NEW NOT-TO-EXCEED AMOUNT OF \$1,278,000 AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER, 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, in July 2023 the San Joaquin Joint Powers Authority (Authority) approved an agreement with DB E.C.O. North America Inc. (DB) to provide on-call planning consulting services; and

WHEREAS, through this contract, consulting services supporting advancements to the Gold Runner intercity service included performance management and monitoring, service planning, infrastructure requirements, simulation modeling and analysis, and analysis of the Thruway Bus network. Key outcomes include the return of the 7th round-trip and, in partnership with Caltrans and the City of Hanford, a recommended operating plan, capital infrastructure requirements, and simulation modeling for the King-Tulare Cross Valley Corridor, a proposed regional rail service connecting to the high-speed rail; and

WHEREAS, the Authority requires DB to continue to support planning for the deployment of the additional round-trip service, advance future expansion of the Gold Runner, and assist in developing improved schedules, performance monitoring tools, and strategies to increase on-time performance and ridership/revenue for both current and future Gold Runner and Thruway Bus service; and

WHEREAS, Amendment 01 was approved on August 30, 2024 for an amount not-to-exceed \$800,000 for on-call services; and

WHEREAS, this Amendment 02 will utilize the first of two (2) option years, increase the total compensation by \$478,000 for a new not-to-exceed amount of \$1,278,000, and will be effective July 1, 2026, through June 30, 2027, unless extended in writing.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Approves Amendment 02 to the Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services Increasing the Compensation Amount by \$478,000 for a new Not-To-Exceed Amount of \$1,278,000 and Authorizing the Chief Executive Officer, 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 15th day of May 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 4.6

ACTION

Adopt a Resolution Approving an Agreement with National Railroad Passenger Corporation (Amtrak) for Procurement, Construction and/or Construction Management Services for the Fiscal Years 2024/2025 and 2025/2026 Minor Capital Program Projects in the Amount Not-to-Exceed of \$522,000 and Authorizing the Chief Executive Officer to Revise Project Cost Estimates and to Add or Remove Projects within Existing Board Approved Funding Limits and Authorizing the Chief Executive Officer, or Designee to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Their Spending Authority

Background:

At the May 27, 2016, San Joaquin Joint Powers Authority (Authority) board meeting, the Authority Board approved the Master Fund Transfer Agreement for Minor Capital Program with Caltrans. The Minor Capital Program projects are funded by the State as part of the Authority's annual funding request (\$500,000 per year) and approved annually by the Authority Board. The Minor Capital Program objective is to identify and implement projects along the Gold Runner Corridor to improve station structures and amenities that will help address safety and security issues and enhance the Gold Runner passenger experience.

Historically, the Authority has worked with Amtrak on these projects due to the need for access to the stations or property where improvements will be made. Amtrak is the lease holder for various stations along the corridor and has access to an on-call list of consultants for the work needed. The Authority will continue to work with Amtrak and the Authority's Facility and Maintenance team to complete projects efficiently and cost-effectively as projects are identified.

Authority staff will continue to collaborate with various stakeholders, including the State, Authority member agencies, Amtrak, Union Pacific Rail Road (UPRR), BNSF Railway (BNSF), California Operation Lifesaver (CAOL), Transportation Security Administration (TSA), California Governor's Office of Emergency Services (Cal OES), local law enforcement and first responders along the Gold Runner Corridor to identify projects and explore pathways to complete projects efficiently and cost effectively.

Minor Capital Program:

As part of the Authority's Annual Business Plan process, the California State Transportation Agency (CalSTA) has approved the annual Minor Capital Program funding request of \$500,000 for each Fiscal Year (FY) FY24/25, and FY25/26. At the March 19, 2026 meeting, the Authority Board approved the Minor Capital Program within existing Board approved funding limits. Authority staff is now recommending projects for contract authority to move forward with project implementation.

Caltrans has prepared guidelines and an authorization checklist for the use of Minor Capital Program funding consistent with State law. These guidelines and checklist shall be used in

requesting minor capital funding. Minor capital funds cannot be used for administrative, marketing, or operating expenses.

Authority staff submitted a “call for projects” to all internal and external stakeholders to identify new minor capital projects and update its ongoing projects list that is being maintained continuously. In collaboration with Authority staff and Amtrak engineers, a multi-year Minor Capital Program projects list has been compiled and narrowed down to meet the State’s Minor Capital Program budget threshold. See Minor Capital Program projects recommended for contract authority with Amtrak included in Table 1.

Table 1. Minor Capital Program Funding

Funding Allocation	FY 24/25	FY 25/26
Total	122,000	400,000

Table 2. Minor Capital Program Projects

Project Name	Budget Allocation
Hanford – Extension of Security Fencing Upgrades	\$ 72,000
Turlock/Denair- Facility, Landscaping Improvements	\$ 50,000
Merced- Facility, Roof Repairs, Landscaping Improvements	\$ 250,000
Richmond- Facility, Landscaping Improvements	\$ 150,000
Total	\$ 522,000

Based on the locations of the projects and the authority Amtrak has at said locations, a new agreement with Amtrak for procurement, construction and/or construction management services for the Minor Capital Program projects identified is recommended.

Fiscal Impact:

Funding for the Minor Capital Program projects is in the Approved Annual SJJPA Business Plans and Budgets, with the projects having a three (3) year funding expiration cycle. Future projects will be included in each annual SJJPA Business Plan and Budget request.

Recommendation:

Adopt a Resolution Approving an Agreement with National Railroad Passenger Corporation (Amtrak) for Procurement, Construction and/or Construction Management Services for the Fiscal Years 2024/2025 and 2025/2026 Minor Capital Program Projects in the Amount Not-to-Exceed of \$522,000 and Authorizing the Chief Executive Officer to Revise Project Cost Estimates and to Add or Remove Projects within Existing Board Approved Funding Limits and Authorizing the Chief Executive Officer, or Designee to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Their Spending Authority.

SJJPA RESOLUTION 25/26 –

RESOLUTION APPROVING AN AGREEMENT WITH NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) FOR PROCUREMENT, CONSTRUCTION AND/OR CONSTRUCTION MANAGEMENT SERVICES FOR THE FISCAL YEARS 2024/2025 AND 2025/2026 MINOR CAPITAL PROGRAM PROJECTS IN THE AMOUNT NOT-TO-EXCEED OF \$522,000 AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO REVISE PROJECT COST ESTIMATES AND TO ADD OR REMOVE PROJECTS WITHIN EXISTING BOARD APPROVED FUNDING LIMITS AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECTS INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN THEIR SPENDING AUTHORITY

WHEREAS, at the May 27, 2016, San Joaquin Joint Powers Authority (Authority) board meeting, the Authority Board approved the Master Fund Transfer Agreement for Minor Capital Program with Caltrans; and

WHEREAS, the Minor Capital Program projects are funded by the State as part of the Authority's annual funding request (\$500,000 per year) and approved annually by the Authority Board; and

WHEREAS, the Minor Capital Program objective is to identify and implement projects along the Gold Runner Corridor to improve station structures and amenities that will help reduce safety and security issues and enhance the Gold Runner passenger experience; and

WHEREAS, Amtrak is the lease holder for various stations along the corridor and has access to an on-call list of consultants for the work needed; and

WHEREAS, the Authority will continue to work with Amtrak and the Authority's Facility and Maintenance team to complete projects efficiently and cost-effectively as projects are identified; and

WHEREAS, Authority staff will continue to collaborate with various stakeholders, including the State, Authority member agencies, Amtrak, Union Pacific Rail Road (UPRR), BNSF Railway (BNSF), California Operation Lifesaver, Transportation Security Administration (TSA), California Governor's Office of Emergency Services (Cal OES), local law enforcement and first responders along the Gold Runner Corridor to identify projects and explore pathways to complete projects efficiently and cost effectively; and

WHEREAS, as part of the Authority's Annual Business Plan process, the California State Transportation Agency (CalSTA) has approved the annual Minor Capital Program funding request of \$500,000 for each Fiscal Year (FY) FY24/25, and FY25/26; and

WHEREAS, at the March 19, 2026 meeting, the Authority Board approved the Minor Capital Program within existing Board-approved funding limits; and

WHEREAS, Authority staff is now recommending projects for contract authority to move forward with project implementation; and

WHEREAS, in collaboration with Authority staff and Amtrak engineers, a multi-year Minor Capital Program projects list has been compiled and narrowed down to meet the State’s Minor Capital Program budget threshold; and

Project Name	Budget Allocation
Hanford – Extension of Security Fencing Upgrades	\$ 72,000
Turlock/Denair- Facility, Landscaping Improvements	\$ 50,000
Merced- Facility, Roof Repairs, Landscaping Improvements	\$ 250,000
Richmond- Facility, Landscaping Improvements	\$ 150,000
Total	\$ 522,000

WHEREAS, based on the locations of the projects and the authority Amtrak has at said locations, a new agreement with Amtrak for procurement, construction and/or construction management services for the Minor Capital Program projects identified is recommended.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Approves an Agreement with National Railroad Passenger Corporation (Amtrak) for Procurement, Construction and/or Construction Management Services for the Fiscal Years 2024/2025 and 2025/2026 Minor Capital Program Projects in the Amount Not-to-Exceed of \$522,000 and Authorizing the Chief Executive Officer to Revise Project Cost Estimates and to Add or Remove Projects within Existing Board Approved Funding Limits and Authorizing the Chief Executive Officer, or Designee to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Their Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 15th day of May 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair

**San Joaquin Joint Powers Authority
Operating Expense Report
MARCH 2026
75% of Budget Year Elapsed**

OPERATING EXPENSES	SJJPA FY 25/26 ALLOCATION	EXPENSE THRU MAR 2026	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	4,620,670	2,569,008	56%
Office Expense	21,010	4,891	23%
Subscriptions/Periodicals/Memberships	13,800	8,485	61%
Office Equipment Lease	20,000	6,864	34%
Computer Systems	5,460	-	0%
Communications	4,200	1,310	31%
Motor Pool	20,953	14,458	69%
Transportation/Travel	42,800	21,115	49%
Training	9,917	5,315	54%
Audits Regulatory Reporting	47,580	18,465	39%
Professional Services Legislative	270,400	197,264	73%
Professional Services Legal	167,280	52,432	31%
Professional Services General	690,650	762,276	110%
Professional Services Grants	254,800	160,301	63%
Publications/Legal Notices	12,500	188	2%
Professional Services Operations	-	-	0%
Communications, Operations	15,105	12,005	79%
Maintenance of Headquarters Structures/Grounds	221,424	114,505	52%
Insurance	170,432	145,258	85%
Insurance Management Fees	10,000	5,250	53%
Security Services/Safety Program	121,066	62,023	51%
Administrative Expenses Subtotal	6,740,047	4,161,414	62%
Marketing Expense			
Marketing & Outreach	1,850,000	1,500,121	81%
Marketing Expenses Subtotal	1,850,000	1,500,121	81%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	100,651,051	49,424,194	49%
Contract Expense Subtotal	100,651,051	49,424,194	49%
TOTAL OPERATING EXPENSES	109,241,098	55,085,730	50%



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

PREPARED BY TAI GINSBERG &
ASSOCIATES, LLC



APRIL
2026

MONTHLY REPORT

LATEST LEGISLATIVE &
REGULATORY UPDATES

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EXECUTIVE SUMMARY

APRIL PRIORITIES

The Trump administration released its Fiscal Year (FY) 2027 budget request, the partial government shutdown affecting the Department of Homeland Security (DHS) continued through April, and the House, so far, has refrained from considering a Senate-passed bill to fund most of DHS through FY 2026, excluding Immigration and Customs Enforcement (ICE), and most of Customs and Border Protection (CBP).

Despite the funding lapse, Transportation Security Administration (TSA) employees are being paid retroactively through an Executive Order. While the strain on the aviation system was temporarily alleviated, a wave of TSA resignations and absences, driven by uncertainty over future paychecks, could lead to a staffing crisis and threaten to disrupt airports further, especially during the upcoming FIFA World Cup.

Congress is seeking to address aviation safety, though the House and Senate are taking differing approaches. The Senate-passed *Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act* focuses on narrowly mandating Automatic Dependent Surveillance Broadcast (ADS-B) equipment for aircraft, while the House-passed *Airspace Location and Enhanced Risk Transparency (ALERT) Act* takes a broader approach, addressing collision avoidance technology, air traffic control, helicopter routing, and Federal Aviation Administration (FAA) oversight reforms. The House Appropriations Committee also announced its markup schedule for FY27 funding bills, beginning in mid-April and running through the spring.

LOOKING FORWARD

The FY27 appropriations cycle is progressing, with House markup dates soon approaching. TG&A will continue monitoring the schedule closely and supporting client priorities as committees begin advancing spending bills.

Surface transportation reauthorization markups remain on the horizon, with House Transportation & Infrastructure (T&I) Committee markups expected in early May and Senate Environment and Public Works (EPW) Committee activity expected later in the year. However, delays on both fronts are expected.

APPROPRIATIONS UPDATE

OVERVIEW

The partial government shutdown of DHS has lasted over 60 days, making it the longest such lapse in US history. Agencies, including TSA, Federal Emergency Management Agency (FEMA), Immigration and Customs Enforcement (ICE), and the Coast Guard, remain without full-year funding.

At the end of March, the Senate passed a bipartisan funding package that would provide full-year funding for most DHS agencies, except ICE and parts of CBP. The Senate's action came less than a day after President Trump effectively endorsed a two-track strategy for DHS: funding most of it through a bipartisan deal with Democrats and using the party-line budget reconciliation process for immigration enforcement activities.

Through this strategy, GOP leaders want to fund ICE and CBP for three years via a party-line reconciliation bill. While House Speaker Mike Johnson signed off on the strategy, conservative members of the Freedom Caucus have slowed down the bill's swift passage.

Members across both chambers continue to negotiate a path forward ahead of President Trump's June 1 deadline for a deal.



Senate Leader Thune, Politico, 4/14/26



Senate Minority Leader Schumer. Politico, 4/13/26



House Speaker Johnson, Axios, 4/2/26

APPROPRIATIONS UPDATE

IMPACT ON AVIATION & TRANSPORTATION

DHS has ordered thousands of furloughed employees back to work, according to internal emails, even as most of the agency technically remains shut down and unfunded by Congress.

The directive, which was issued to employees at DHS agencies like FEMA and the Cybersecurity and Infrastructure Security Agency (CISA), marks a significant shift in how the administration is managing the funding lapse. Under standard shutdown rules, only “essential” personnel report to work, often without pay, while furloughed staff are barred from performing duties. This new recall blurs those long-standing distinctions.



Officials warn that although airport TSA lines at airports have improved after President Trump signed an order to retroactively pay TSA officers who had worked for more than six weeks without pay, issues for both passengers and TSA workers will continue until DHS is fully funded. A wave of TSA resignations and absences, driven by uncertainty over future paychecks, could lead to a staffing crisis and threatens to disrupt airports further during the FIFA World Cup soccer tournament, which starts June 11.

FY27 APPROPRIATIONS

In terms of FY27 appropriations, on April 13, the House Appropriations Committee announced its FY27 markup schedule, which remains subject to change. Notable dates on the schedule include:

- **May 15:** Subcommittee consideration of Energy and Water Development (E&W) bill.
- **May 20:** Full Committee consideration of E&W bill.
- **May 21:** Subcommittee consideration of Transportation and Housing (THUD) bill.
- **June 4:** Full Committee consideration of THUD bill.



View the full markup schedule [here](#)

APPROPRIATIONS UPDATE

FY27 PRESIDENT'S BUDGET REQUEST

On **April 3**, President Trump released his FY27 annual budget request to Congress. The Presidential Budget Request (PBR) reflects the administration's policy priorities, not an enacted spending plan. Congress will ultimately decide what funding levels and policy directions to adopt later in the FY27 appropriations process

The proposal includes a **\$411 million increase** in gross discretionary spending for USDOT, excludes an extension of the *Infrastructure Investment and Jobs Act* (IIJA) advanced appropriations, and reduces funding for transit.



The current proposal outlines a reduction in scope for both intercity and interstate rail networks. Key provisions include a **13.5%** decrease in Amtrak's total funding and the elimination of the Federal-State Partnership for Intercity Passenger Rail Grant Program. In contrast, the administration's plan maintains steady funding for motorist-centric federal programs, with the exception of specific recalibrations regarding electric vehicle infrastructure.

Regarding aviation, the budget allocates resources for the FAA to onboard 2,300 air traffic controller trainees. The measure is intended to address a persistent staffing deficit, with the FAA currently operates with approximately 3,500 fewer fully certified controllers than required by established staffing targets.

The request would (in comparison with current FY26 funding levels):

- Trim **\$350 million** allocated to retrofit transit stations with elevators and ramps for people with disabilities.
- Cut **\$500 million** set aside to fortify railroad crossings.
- Cancel **\$1.05 billion** to help communities purchase zero- and low-emission buses.
- Cut **\$1.2 billion**, nearly half of its total funding, from the Federal Transit Administration (FTA) Capital Investment Grant Program.
- Double funding to **\$300 million** for Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding.
- Increase funding by **2.1%** for the Highway Trust Fund contract authority.
- Create a new **\$1.4 billion** per year Maritime Security Trust Fund to provide extra mandatory funding for the Maritime Administration (MARAD).

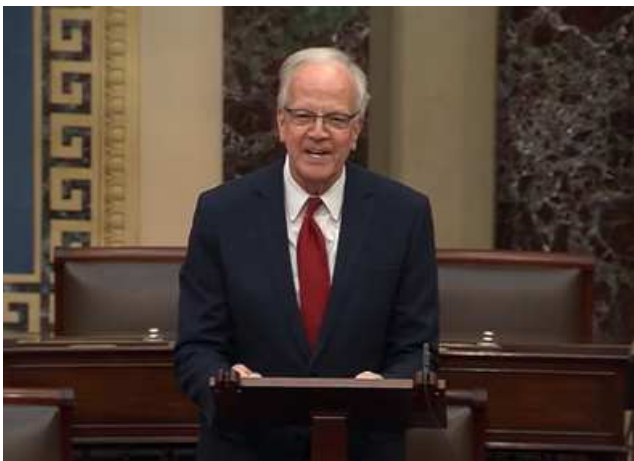
NOTABLE APRIL HEARINGS & MARKUPS

APRIL 14 - SENATE COMMERCE COMMITTEE EXECUTIVE SESSION

The Committee approved the following nine bipartisan measures:

- [S.1682](#), *Alex Gate Safety Act of 2025*
- [S.1885](#), *Stop the Scroll Act*
- [S.1962](#), *Secure Space Act of 2025*
- [S.2378](#), *SAFEGUARDS Act of 2025*
- [S.3257](#), *Mental Health in Aviation Act of 2025*
- [S.3404](#), *Satellite Cybersecurity Act of 2025*
- [S.3597](#), *National Quantum Initiative Reauthorization Act of 2026*
- [S.3618](#), *No Fentanyl on Social Media Act*
- [S.3791](#), *Regional Ocean Partnerships Reauthorization Act of 2026*

The bipartisan Moran-Duckworth *Mental Health in Aviation Act* would improve aviation safety by ensuring both pilots and air traffic controllers can seek mental health care without fear of reprisal and while reducing the stigma associated with mental health.



Senator Moran (R-KS), 4/21/26



Senator Duckworth (D-IL), UPI, 4/14/26



ON THE HILL

SURFACE TRANSPORTATION REAUTHORIZATION

The House Transportation and Infrastructure Committee is scheduled to begin markups for the surface transportation reauthorization in early May. Chairman Sam Graves (R-MO) has proposed a funding ceiling **between \$500 billion and \$550 billion**, while Ranking Member Rick Larsen (D-WA) continues to advocate for a more robust allocation.

Chairman Graves has signaled a strategic shift toward a traditional infrastructure framework, prioritizing the rehabilitation of roads and bridges. However, the legislative viability of the bill within the committee remains uncertain as leadership gathers the necessary support. In the Senate, the EPW Committee has yet to announce a formal markup date, and the Commerce, Science, and Transportation Committee has provided no updates regarding their progress.

With the current authorization set to expire on **September 30, 2026**, a short-term extension is the anticipated contingency should Congress fail to ratify a five-year package by the deadline. This would maintain existing funding levels and programmatic rules pending a final resolution.



T&I Chair Graves, Politico, 3/26/26

ALERT ACT

On April 14, the House passed the *ALERT Act* via a 396 to 10 vote. An alternative to CST Chair Ted Cruz's (R-TX) *ROTOR Act*, the *ALERT Act* is the House's response to the NTSB's findings from the January 2025 midair collision near Ronald Reagan Washington National Airport. Both chambers will now have to find a way forward on their competing aviation safety legislation.

Senate CJS Committee Chair Ted Cruz (R-TX) and Ranking Member Maria Cantwell (D-WA) have argued that compared to their bipartisan *ROTOR Act*, S. 2503, the House legislation is inadequate when it comes to improving air safety.



USDOT UPDATES

RAIL

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) PROGRAM

On April 20, Secretary Duffy announced a **\$2.04 billion investment** in the modernization of national rail infrastructure via the Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. These funds are designated to enhance safety, efficiency, and reliability for both passenger transit and freight logistics.

 [Apply or learn more *here*](#)

Applications are due June 22, 2026

HIGHWAY

RURAL AND TRIBAL ASSISTANCE (RTA) PILOT PROGRAM

On April 6, Secretary Duffy announced **\$54.2 million in new grant awards** through the Rural and Tribal Assistance (RTA) Pilot Program. This latest round brings the program's total to 62 grants, representing a **\$57.6 million investment** in rural and tribal infrastructure development.

These awards are designed to support pre-construction activities by enabling recipients to fund additional personnel or secure specialized financial, technical, and legal expertise. This funding facilitates the rehabilitation of aging roads and bridge infrastructure, enhances regional safety and mobility, and advances port and multimodal projects to improve the efficiency of passenger and freight transport.

USDOT UPDATES

AVIATION

AIR TRAFFIC CONTROLLER RECRUITMENT

On April 10, Secretary Duffy launched a strategic FAA recruitment initiative for air traffic controller trainees. The campaign specifically targets candidates with high cognitive and spatial aptitude, including individuals within the gaming community, to reach those pursuing non-traditional career trajectories. Current data indicates that approximately 75% of the existing controller workforce does not hold a traditional four-year degree.

The hiring window will close once the FAA receives 8,000 applications.

MARITIME

FERRY IMPROVEMENT NOFO

On April 6, USDOT issued a Notice of Funding Opportunity (NOFO) for a **\$657 million investment** in ferry services and infrastructure. Administered by the FTA, these grants are intended to help modernize terminal infrastructure, establish new ferry routes, and expand fleet capacity to improve regional connectivity and commuter efficiency.

[↪ Apply or learn more *here*](#)

Applications are due May 11, 2026



UNION PACIFIC AND NORFOLK SOUTHERN MERGER

INDUSTRY AND REGULATORY FEEDBACK

BNSF CEO Katie Farmer has formally challenged the merger, citing concerns regarding reduced market competition and potential rate escalations. Farmer emphasized that network optimization by the merged entity could negatively impact customers and the short-line railroad community.

“ There will be a significant reduction in flexibility and optionality. They want to optimize their large network but optimizing it won't be good for customers or short lines.
– BNSF CEO Katie Farmer

LABOR INPUT

Internal discourse continues within the SMART-TD union regarding its formal endorsement of the UP-NS merger. Some members have raised concerns regarding procedural adherence, specifically the timing of the endorsement relative to the negotiation of the enforceable implementing agreements. Conversely, the BLET and BMWV unions have maintained their opposition to the merger, aligning with broader strategic negotiation objectives.

SHIPPER AND AGRICULTURAL CONCERNS

The American Farm Bureau Federation (AFBF) reports that the merger may adversely affect rural shippers by reducing system redundancies, which could impact supply chain flexibility and national security.

Concurrently, four major shipper groups have petitioned federal regulators to disclose “Schedule 5.8” of the merger agreement - a previously omitted section detailing the regulatory conditions under which UP may terminate the transaction.



CONTACT US

TAI GINSBERG & ASSOCIATES



202-536-6632

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 6

ACTION

Adopt a Resolution Adopting the Final 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027

Background:

To continue the administrative responsibilities of the Gold Runner, the San Joaquin Joint Powers Authority (Authority) must develop an Annual Business Plan (ABP) during the term of the Interagency Transfer Agreement (ITA) as required by Assembly Bill AB 1779. The ABP must be submitted to the Secretary of California State Transportation Agency (CalSTA) in draft form by April 1st of each year and in final form by June 30th of each year. The final ABP will be reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Staff recommends board action to adopt the Final 2026 Annual Business Plan Update. Section 7.1(d) of the Authority Joint Exercise of Powers Agreement (JEPA) requires adoption of the ABP by a two-thirds vote of the Authority Board membership. The Draft 2026 ABP Update was unanimously approved at the March 15, 2026, Authority Board Meeting.

Comments on the draft ABP were received from Caltrans on April 15, 2026. These comments are included as an attachment to this staff report. No other comments have been received from CalSTA, regional and local agencies, or members of the public since the draft ABP was approved by the Authority Board on March 15, 2026.

Based on the comments received, minor edits were made to the Final 2026 ABP for clarification. To further improve the document, grammatical edits for consistency were also made throughout the document. These edits do not change the content of the final ABP from what was approved by the Authority in the draft ABP. A clean version of the Final 2026 Business Plan is included at the end of the Board Packet.

Key Updates of the Final 2026 Annual Business Plan Update:

- Text in the Executive Summary was updated to note that Caltrans is responsible for the procurement of new equipment for all state-supported intercity passenger rail services.
- Text in the Operating Plan and Strategies and Capital Program Overview Chapters were updated to clarify the reference to Corridor Development and Improvement Portfolio.
- Table SRF1.1 in the State Rail Fleet Initiative Chapter was updated to remove Comet cars.
- Text in the State Rail Fleet Initiatives Chapter was updated to clarify the Authority's role for the F59 overhaul contract overseen by Caltrans.

Fiscal Impact:

Adoption of the 2026 Annual Business Plan is required for the Authority to continue managing the Gold Runner service and to receive funding from the State for the planning, administration, marketing, and operations for the Gold Runner.

Recommendation:

Adopt a Resolution Adopting the Final 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027.

SJJPA RESOLUTION 25/26 –

RESOLUTION ADOPTING THE FINAL 2026 SAN JOAQUIN JOINT POWERS AUTHORITY ANNUAL BUSINESS PLAN UPDATE AND AUTHORIZING AND DIRECTING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE, TO EXECUTE ANY AND ALL DOCUMENTS ASSOCIATED WITH THE MASTER FUND TRANSFER AGREEMENT SUPPLEMENTS FOR OPERATIONS, ADMINISTRATION, AND MARKETING BUDGETS FOR FISCAL YEAR 2026/2027

WHEREAS, to continue the administrative responsibilities of the Gold Runner, the San Joaquin Joint Powers Authority (Authority) must develop an Annual Business Plan (ABP) during the term of the Interagency Transfer Agreement (ITA) as required by Assembly Bill AB 1779; and

WHEREAS, the ABP must be submitted to the Secretary of California State Transportation Agency (CalSTA) in draft form by April 1st of each year and in final form by June 30th of each year; and

WHEREAS, the final ABP will be reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature; and

WHEREAS, the Draft 2026 ABP Update was unanimously approved at the March 15, 2026, Authority Board Meeting; and

WHEREAS, comments on the draft ABP were received from Caltrans on April 15, 2026; and

WHEREAS, no other comments have been received from CalSTA, regional and local agencies, or members of the public since the draft ABP was approved by the Authority Board on March 15, 2026; and

WHEREAS, key updates of the Final 2026 Annual Business Plan include:

- Text in the Executive Summary was updated to note that Caltrans is responsible for the procurement of new equipment for all state-supported intercity passenger rail services; and
- Text in the Operating Plan and Strategies, and Capital Program Overview Chapters were updated to clarify the reference to Corridor Development and Improvement Portfolio; and
- Table SRF1.1 in the State Rail Fleet Initiative Chapter was updated to remove Comet cars; and
- Text in the State Rail Fleet Initiatives Chapter was updated to clarify the Authority's role for the F59 overhaul contract overseen by Caltrans.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Adopts the Final 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 15th day of May 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair



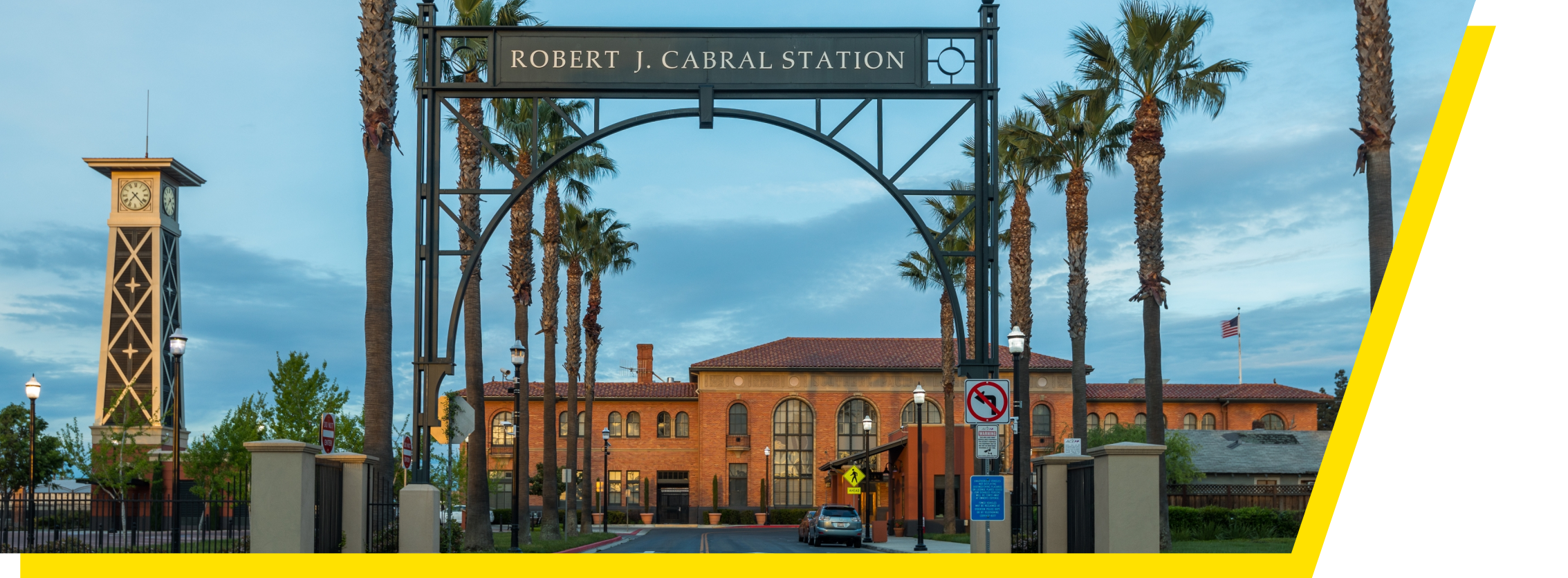
San Joaquin
Joint Powers Authority

SAN JOAQUIN JOINT POWERS AUTHORITY

2026 BUSINESS PLAN UPDATE



**PREPARED FOR CALIFORNIA STATE TRANSPORTATION AGENCY
UPDATED FOR FY 26/27 AND FY 27/28**



EXECUTIVE SUMMARY

The San Joaquin Joint Powers Authority (SJJPA) Annual Business Plan (Business Plan) outlines the agency’s priorities, strategies, and funding needs for State Fiscal Years (SFY) 2027 and 2028 as SJJPA continues to manage, operate, and advance the Gold Runner intercity passenger rail service. The Business Plan reflects a period of transition—one focused on stabilizing performance, transitioning maintenance responsibilities, improving reliability and passenger experience, delivering major capital investments, and positioning the service for long-term growth and integration with California’s expanding statewide rail network.

Gold Runner’s 365-mile rail route is the State’s longest and most diverse intercity rail corridor, serving urban, suburban, rural, and disadvantaged communities. The Gold Runner service includes a thruway bus network that stretches throughout California and into Nevada, providing vital connections to communities and regions across the west.

This Business Plan seeks to optimize available funding and infrastructure while maintaining and growing high standards of safety, service quality, and reliability. The Business Plan also includes strategic initiatives to significantly expand and improve passenger experience, service levels, and regional connectivity through an ambitious capital infrastructure and investment program.

Below summarizes key elements of the San Joaquin Joint Powers Authority 2026/2027 and 2027/2028 Annual Business Plan:

Operating Plan and Strategies

The Business Plan includes providing seven daily round-trips, supported by a pulsed schedule designed to improve connectivity and manage freight rail conflicts. This level of service maintains pre-pandemic levels, representing the first full fiscal year the Gold Runner will operate equivalent to those prior to 2020. Improving on-time performance remains a top priority, and the agency will continue close coordination with Amtrak, host railroads, and state partners through structured performance reviews, capital coordination meetings, and schedule refinements.

The Gold Runner Thruway Bus Program remains a core component of the service, extending connectivity to major destinations, rural regions, and transit hubs throughout California. In FY 2026/27, SJJPA will continue to optimize the Thruway network through targeted route adjustments, expanded bus-only ticketing, partnership development, and performance-based evaluations, ensuring the program supports both ridership growth and cost effectiveness.

Passenger Experience and Marketing

Enhancing the passenger experience is another focus for the coming year. Planned initiatives include improved passenger information systems, upgraded Wi-Fi, expanded food and beverage options, and phase one introduction of Business Class. These

efforts are intended to improve customer satisfaction, attract new riders, and support incremental revenue growth while maintaining affordability.

Marketing, public relations, and community engagement continue to play an essential role in supporting ridership recovery, service awareness, and stakeholder trust. SJJPA will maintain a strong presence throughout the corridor, engage proactively with elected officials and community partners, and leverage data-driven marketing strategies to support both near-term ridership goals and long-term service expansion.

Capital Program

SJJPA and its managing agency, the San Joaquin Regional Rail Commission (SJRRRC), are delivering a robust program of capital projects to enhance and expand the Gold Runner service. A central focus of FY 2026/27 is advancing service reliability and infrastructure delivery. Through a phased approach to the Valley Rail Program, SJJPA is prioritizing near-term projects that improve operational flexibility, expand service, and support future growth. Major capital efforts—including Oakley Station, Madera Station Relocation, CP Lake-to-CP West Escalon, San Joaquin Street Layover planning, and platform accessibility improvements—are designed to improve on-time performance, enhance safety, and create the foundation needed for additional service frequencies in future years.

Equipment and Maintenance

SJJPA has assumed an expanded role in statewide rail fleet management. The transition of Northern California intercity rolling stock maintenance responsibilities marks a significant shift for the agency, requiring a prioritization to return equipment to a state of good repair, expand fleet availability, and control costs through efficiencies. Through coordinated lifecycle preventive maintenance, legacy fleet overhaul planning, and Venture car deployment, SJJPA is working with Caltrans and partner Joint Powers Authorities to stabilize the fleet, improve reliability, and support future service expansion across all state-supported corridors.

Station Area Development and Connectivity

The Business Plan reflects SJJPA's continued efforts to focus on advancing targeted station area development planning, improving first- and last-mile connections, and coordination with local, regional, and state partners. This work includes alignment with the California High-Speed Rail Authority's Merced-Bakersfield Early Operating Segment. Ongoing coordination related to service planning, infrastructure, ticketing, and operations will position Gold Runner as a critical feeder network for high-speed rail and ensure a seamless transition to a more integrated statewide passenger rail system.

Uniform Performance Standards

SJJPA continues to work in partnership with Caltrans to apply the State's Uniform Performance Standards (UPS) framework in a manner that advances transparency and accountability. While the service continues to face structural challenges in meeting the UPS related to corridor length, freight rail congestion, and market diversity, SJJPA remains committed to delivering an affordable, accessible, and reliable service that balances equity, performance, and fiscal responsibility.

This Business Plan reflects an effort to drive service quality, maintain fiscal stability, scale business processes, and expand services and infrastructure. To better account for corridor characteristics, demographics, and service commitments the Business Plan metrics include Individual Performance Adjustments (IPA). These adjustments augment the UPS and allow for a more focused assessment of performance while still driving accountability and continuous improvement.

Annual Funding Requirement

SJJPA is committed to delivering the greatest possible level of intercity rail services within available funding levels, while maintaining high safety, service quality and reliability standards. The Annual Funding Request included within the Business Plan is designed to achieve those goals, while recognizing the structural funding constraints for intercity rail within the State Budget. As such, most expense categories have remained the same or consistent with SFY 2025/2026 levels.

The Business Plan includes an Operating Budget request of \$44,605,642 for Amtrak Operations, \$41,045,000 for direct operations

for maintenance of equipment used in intercity service, and \$16,083,455 for other direct activities outlined in the Annual Funding Requirement section. This represents a nominal increase of approximately \$3.7M (under 4% YoY) from the prior year request due primarily to maintenance cost associated with an increase in the size of the State-controlled fleet, and fuel variability.. The request for Administration, Marketing, Minor Capital, and Service and Program Initiatives total \$12,013,403. Administrative, Marketing, and Minor Capital Budgets are unchanged from the prior year's request.

The strategies and investments outlined in this Business Plan demonstrate SJJPA's commitment to responsible stewardship of public funds, measurable performance improvement, and the delivery of a passenger rail service that supports mobility, equity, economic vitality, and statewide connectivity.

SJJPA State Funding Request		
Expense Category	FY26/27 (Requested)	FY27/28 (Projected)
Operating		
Amtrak Contract	\$44,605,642	\$45,943,811
Operations State Controlled Equipment	\$41,045,000	\$41,045,000
Other Operations	\$16,083,456	\$16,708,788
Administrative	\$6,740,047	\$6,795,697
Marketing	\$1,750,000	\$1,750,000
Minor Capital Program	\$500,000	\$500,000
SJJPA Service and Program Initiatives	\$3,023,356	\$2,792,290
Total Request	\$113,747,500	\$115,535,587

Table ES.1



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INTRODUCTION

The purpose of this 2026 Business Plan (“Business Plan”) is to identify the San Joaquin Joint Powers Authority’s (SJJPA) intentions for State Fiscal Year (SFY) 2027 and FY 2028 in its management of the Gold Runner Intercity Passenger Rail Service (Gold Runner), and to request the annual funds required by SJJPA for the Gold Runner. The State of California requires that an Annual Business Plan update be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1 of each year, and final form by June 30 of each year to finalize operating cost estimates. This Business Plan will be reviewed and approved by CalSTA and used to develop an annual appropriation request for the State Legislature.

Management of the Gold Runner service by SJJPA was initiated through an Interagency Transfer Agreement (ITA) with the California Department of Transportation (Caltrans). The ITA is a living document that memorializes the roles, responsibilities, scope, and constraints between Caltrans and SJJPA. The ITA’s administrative authority is key to actively addressing emerging opportunities and implementing appropriate strategies. The agreement is critical to long-term success and requires both collaboration and continual maintenance to memorialize allowable costs and activities.

The Gold Runner service extends 365 miles and provides direct rail service to 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Between Oakland and Bakersfield, the Gold Runner route is 315 miles long and has 13 intermediate stops. The Gold Runner route is 49 miles between Sacramento and Stockton with one additional intermediate stop. Gold Runner service includes an extensive network of dedicated Thruway Buses connecting with the Gold Runner to and from destinations throughout California and into Nevada. This network is critical to the performance of the overall service.



In 2012, transportation planning agencies throughout the San Joaquin Valley worked together to set up a regional Joint Powers Authority and to support legislation that would enable regional governance of the Gold Runner. This establishes a governing structure capable of protecting the existing service and to promote its improvement, local and regional agencies throughout most of the Gold Runner corridor sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form SJJPA to take over the administration and management of the Gold Runner from the State. AB 1779 was passed by the Legislature on August 30, 2012, with bi-partisan support, and was signed by Governor Brown on September 29, 2012. SJJPA became the managing agency of the Gold Runner on July 1, 2015.

The SJJPA Governing Board includes elected representatives of ten Member Agencies:



Alameda County



Contra Costa
Transportation
Authority



Fresno Council
of Governments



Kings County
Association of
Governments



Madera County
Transportation
Commission



Merced County
Association of
Governments



Sacramento
Regional Transit



San Joaquin
Regional Rail
Commission



Stanislaus Council
of Governments



Tulare County
Association of
Governments

The State shares operating responsibility for the Gold Runner with SJJPA. Under the provisions of AB 1779, the State continues to provide the funding necessary for service operations, administration, and marketing. Furthermore, Caltrans is responsible for the development of the California State Rail Plan; coordination and integration between the three state-supported intercity passenger rail services; and the development of state budget requests. The State also remains the owner or lessor of the trainsets used for the Gold Runner and Capitol Corridor services and continues to be responsible for the procurement of new equipment for the state-supported intercity passenger rail services. Amtrak continues to serve as the operator of the Gold Runner.

Public outreach of the draft Business Plan will include briefings for key stakeholder groups, electronic outreach to the SJJPA stakeholder list, and posting a public review draft on sjjpa.com. This process is meant to engage with the public and stakeholders to provide information about this document and the opportunity for public comment. Gold Runner train and connecting Thruway Bus services are developed with input from riders and other public interests, private sector interests, and the various transportation agencies and communities that help deliver and are served by the Gold Runner.



OPERATING PLAN AND STRATEGIES

SJJPA is pursuing service optimization and expansion for the Gold Runner to meet growing demand and improve connectivity. This growth is designed to meet the needs of current passengers and to attract new riders to the system. The expansion also positions SJJPA and the Gold Runner service to integrate with future high-speed rail (HSR) in the San Joaquin Valley, playing a key role in connecting riders to the new service.

FY26/27 and FY27/28 Operating Plan

The Gold Runner operating plan for the upcoming fiscal year is centered on delivering seven daily round-trips supported by a reliable, repeatable schedule that aligns with statewide intercity rail best practices. Service will continue to operate on a pulsed schedule framework, with targeted adjustments to account for known freight conflicts and strategically distributed pad time to improve on-time performance (OTP) and strengthen timed connections with the Thruway bus network.

Under this service plan, Gold Runner will provide five daily round-trips between Bakersfield and Oakland and two daily round-trips between Bakersfield and Sacramento. This operating pattern maximizes market coverage while maintaining schedule consistency and operational efficiency, supporting both ridership growth and dependable statewide connectivity.

Rail Operating Strategies

During FY26/27, SJJPA will work closely with Amtrak, host railroads, Caltrans, and regional partners to improve service reliability, operational coordination, and cost effectiveness.

Key efforts will focus on refining the pulse schedule following the restoration of the seventh round-trip, coordinating with host railroads on dispatcher training and scheduled train meets, and identifying targeted capital and system improvements that can measurably improve reliability. SJJPA will also evaluate schedule adjustments to enhance ridership potential while maintaining fiscal discipline, and will continue participating in quarterly capital coordination meetings with BNSF and UPRR.

In parallel, SJJPA will advance service coordination with peer corridor agencies, including CCJPA and LOSSAN, to improve passenger connections.

On-Time Performance Improvement Initiatives

Improving OTP remains a priority focus for FY26/27, particularly following the December 2025 restoration of the seventh daily round-trip. SJJPA will lead a set of structured, recurring performance management actions with operating partners to stabilize and improve service reliability. These actions include quarterly joint operational reviews with BNSF and Amtrak to assess train meet performance under the current schedule and recommend targeted adjustments, as well as monthly performance meetings with Amtrak to analyze delay drivers, quantify impacts, prioritize corrective actions, and track progress through regular reporting to SJJPA leadership.

Additionally, SJJPA will continue working with Amtrak and TransitAmerica Services, Inc. (TASI) to address equipment reliability issues affecting the Northern California fleet. This effort will focus on diagnostics, remediation, and

accountability with the goal of achieving measurable reductions in equipment-related delays during FY26/27, supporting more consistent service delivery and improved passenger experience.

Thruway Bus Expansion and Optimization

Thruway Route Expansion

The Gold Runner Thruway Bus Program is a core component of Gold Runner operations, extending rail connectivity to major transit hubs, key destinations (e.g., Yosemite, Bay Area, Southern California), and rural communities. It offers coordinated schedules, integrated ticketing, reliable timed-transfers, and corridor-wide travel options to enhance systemwide connectivity and support ridership growth.

Since the enactment of SB 742, SJJPA has implemented bus-only ticketing on seven routes—Routes 1C, 3 (north of Sacramento), 7, 10, 18, 19, and 40, the newest route (Merced–Los Banos–Gilroy–San José). These corridors were prioritized for shared-use operations due to their rural/interregional mix and limited alternatives. Mixed passenger use has improved load factors, increased fare revenue, advanced environmental and equity goals, and complemented local/regional transit, aligning with SB 742's intent. In 2026, SJJPA intends to open Route 6 (Stockton to Santa Cruz) and the new Route 5 (formally known as “Salmon Runner”) for bus-only ticketing. Additionally, SJJPA will coordinate with the Butte County Association of Governments (BCAG) to potentially implement adjustments to Route 3 between Chico and Sacramento. These changes could enable more round trips between Chico and Sacramento with bus-only ticketing while also providing cost-savings to SJJPA for the thruway network.

Thruway Optimization

SJJPA pursues strategic partnerships with regional agencies and stakeholders to enhance Thruway performance, expand intercity connectivity, and integrate services with local/regional networks and reduce Public Transportation Account (PTA) costs borne by SJJPA through new local, regional, and state funding contributions. Efforts emphasize leveraging partner investments, aligning patterns, improving travel times, reducing duplication, and preserving seamless access/integrated ticketing for Gold Runner passengers. Interline agreements enable Gold Runner passengers to use partner intercity bus services with integrated ticketing, extending reach beyond the core network. SJJPA will evaluate these agreements for cost-effectiveness, customer benefit, and alignment with program goals through performance and financial analysis. Interline services will

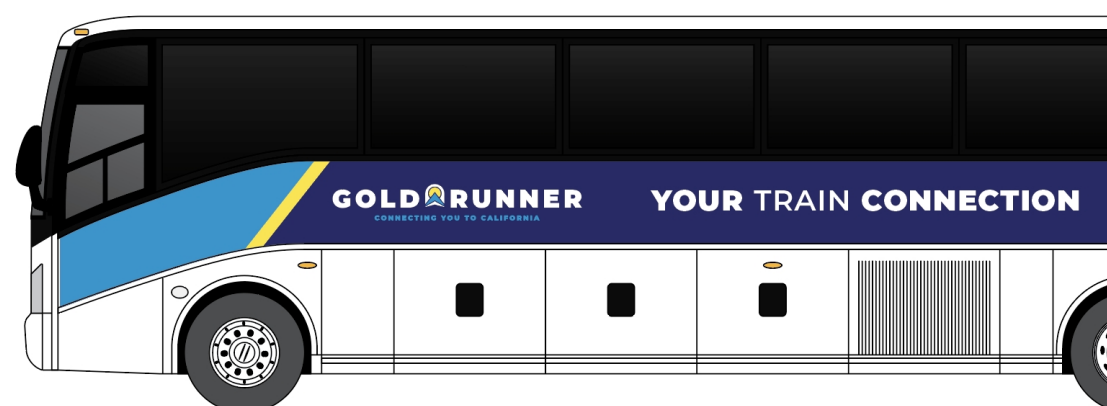
continue in FY26/27 to maintain continuity during this review, leading to a more transparent, performance-based program.

Service Quality Improvement

During FY26/27, SJJPA will focus on strengthening the Thruway Bus network as a core component of Gold Runner's statewide connectivity by advancing targeted planning, partnerships, and service refinements. SJJPA will focus planning for the near-term, mid-term, and longer-term timelines to identify targeted and achievable improvements that enhance coverage, reliability, ridership, cost-effectiveness, and integration with the intercity passenger rail system (including future high-speed rail operations in the San Joaquin Valley).

Key corridor initiatives will advance toward implementation or refinement. SJJPA will continue developing Route 5 North State partnerships to strengthen service along the I-5 corridor between Redding and Sacramento, with the goal of positioning the route for implementation beginning in 2026. Route 6 will be optimized through expanded bus-only ticketing, evaluation of integration opportunities with San Joaquin RTD Route 150 to Dublin BART, and coordinated adjustments with Routes 3, 40, and 56 to improve efficiency and connectivity.

Additional efforts will focus on improving network cohesion and long-distance connectivity. SJJPA will continue restructuring and coordinating Route 7 to streamline North Bay operations, leverage SMART rail expansion, and strengthen local and regional connections. For Route 40, SJJPA will support post-launch performance through ridership monitoring, interagency coordination, targeted promotion, and schedule alignment with connecting services to improve connectivity and grow demand. Finally, SJJPA will advance planning for a pilot connection for Route 1 between Bakersfield and Metrolink at Newhall Station, laying the groundwork for future bus connections to Pacific Surfliner service along the Antelope Valley Line in coordination with state and regional partners.



Service Expansion Planning and Future Growth

SJJPA continues to advance a phased service expansion strategy for Gold Runner that increases frequency, improves market balance, and positions the service to support future high-speed rail connectivity. The initial expansion of Gold Runner includes the introduction of an eighth and ninth daily round-trip, expanding Sacramento service from two to four daily round-trips while maintaining five daily round-trips to the Bay Area.

In the near term, FY26/27 will focus on advancing the planning and readiness required to support the eighth and ninth daily round-trips. SJJPA will refine a detailed service plan for eight and nine-round-trip operations, including schedule development, operating concepts, and additional analysis of infrastructure and capacity requirements. This work will be coordinated through the Corridor Capacity and Operational Improvement Portfolio and will culminate in a proposal suitable for review and consideration by host railroads. Initial planning assumes the initial additional round-trip would originate and terminate at the San Joaquin Street Station in Stockton, with timed connections to existing services, allowing for scalable extension as future system conditions evolve.

As part of the broader expansion framework, SJJPA will continue planning for increased Sacramento-focused service using the UPRR Sacramento Subdivision. This concept supports future service to emerging station markets, including Natomas, Old North Sacramento, Midtown, City College, and Elk Grove, with the potential for integrated ground transportation connections as service levels warrant. Longer-term planning will prioritize increased frequencies between Sacramento and Central Valley destinations to strengthen feeder service to high-speed rail, while maintaining strong Bay Area connectivity and evaluating opportunities for expansion north of Sacramento as demand, funding, and infrastructure capacity allow. SJJPA will continue collaboration with the Tri-Valley–San Joaquin Valley Regional Rail Authority to support Valley Link planning and ensure future interoperability across service, infrastructure, and equipment.

Future Alignment and Integration with High-Speed Rail

SJJPA is actively positioning Gold Runner to integrate with the California High-Speed Rail Authority (CHSRA) Early Operating Segment between the Central Valley and Bakersfield, anticipated to begin service in the early 2030's. This work is focused on advancing coordinated service planning, infrastructure readiness, and operational alignment to ensure Gold Runner is prepared to connect seamlessly with high-speed rail at launch.

Key initiatives include advancing station improvements and relocations, completing environmental clearance and design for future high-speed rail interfaces, and coordinating systemwide readiness efforts. These efforts span fare and ticketing integration, service planning, operational preparation, grant development, and market readiness. For example, the requested funding for ticketing will be used to continue to partner with the California Rail Alliance. In parallel, SJJPA continues to pursue and implement agreements with CHSRA and CalSTA that establish a clear framework for Gold Runner's role in supporting interim high-speed rail operations.

Together, these actions position Gold Runner as a critical feeder and connectivity service, strengthening statewide mobility through improved frequencies, reduced travel times, increased reliability, and expanded market reach. By aligning planning, operations, and passenger experience early, SJJPA is laying the groundwork for a fully integrated intercity rail network that maximizes the benefits of high-speed rail investment and supports long-term ridership growth and system sustainability.





PASSENGER EXPERIENCE AND MARKETING

Fares and Cost Efficiency

Efforts to realign Gold Runner fares began in 2018, following an SJJPA board action to establish distance-based fare setting methodology for both train and Thruway buses. Due to the pandemic, the SJJPA had refrained from adjusting fares as the focus was on rebuilding ridership. In October 2025, SJJPA implemented a 7.5% increase of fares across the service. To ensure that fares keep pace with market and operational demands, a bi-annual evaluation of a fare increase for both train and thruway services was implemented following a May 2025 board action. Additionally, to ensure that the Gold Runner service can attract and appeal to as many riders as possible, SJJPA will continue to leverage market research and data insights to diversify product offerings.

Marketing, Public Relations, and Outreach

SJJPA maintains a yearly budget of \$1,750,000 to facilitate an integrated marketing, public relations, and outreach plan that focuses on growing brand awareness, increasing ridership, developing partnerships, and elevating passenger experience.

Marketing and Advertising

For the Gold Runner service, SJJPA employs a strategy that combines digital and traditional media to reach current and prospective riders. Leveraging data insights, campaigns are developed and executed throughout the year with key messaging to promote offers, highlight destinations, and drive engagement through data-enriched targeting. Current advertising channels include display, paid search, digital audio, social media, and commercial

videos in addition to traditional radio, billboard, print and sponsorship marketing. Previous advertising efforts have included a successful campaign such as the Senior 50% off Midweek Travel pictured below, resulting in almost 5 million impression and over 43,000 clicks in July 2025.

TAKE THE SCENIC ROUTE!
50% OFF
SENIOR TRAVEL
TUESDAY-THURSDAY!*
THRU JULY 31, 2025
BOOK NOW

BUY 1 FARE, GET UP TO 5 MORE AT **50% OFF**
USE CODE V302 AT CHECKOUT

To support ridership growth, reinforce the rebranded service, and maintain consistent market presence, SJJPA will implement a structured FY26/27 paid media campaign calendar balancing both evergreen campaigns and targeted promotional windows.

The evergreen campaigns will anchor paid media efforts, ensuring year-round visibility, aligning creative with seasonality, and appealing to a broad audience. The campaign will be built on a well-established companion offer of Buy One Ticket, Get 50% Off Up to 5 More Tickets, encouraging travel with small groups, family, and friends.

In addition to the evergreen efforts, the paid media plan will include more targeted promotional offers that are designed to address farebox recovery in high-value rider segments. An active senior focused campaign will be launched in the fall focusing on media placements and creative that is targeted to an audience 65 years and older. In addition to this, there will be a midweek focused fall sale to support low ridership days. This campaign will target an audience aged 18-54 with creative focus on highlighting short getaways, work travel, and school travel and emphasize the ease and affordability of the service.

During historically low ridership months at the beginning of the calendar year, SJJPA will launch a new seasonal campaign that appeals to budget-conscious travelers who plan post-holiday adventures. This will then lead to a spring offer that prioritizes traveling with one or more people whether traveling for work, school, or leisure. Together, this campaign framework will ensure a consistent and relevant paid media footprint while still allowing performance-based flexibility and optimization.

On November 3, 2025 Amtrak San Joaquins was rebranded as the Gold Runner service, creating a cohesive and recognizable identity across the passenger experience, positioning the service as a modern intercity rail option in California. The rebrand marketing effort will continue to include updated station signage, platform wayfinding, along with refreshed train exterior livery, interior branding, and crew materials to reinforce the Gold Runner identity. The rebrand will also extend to digital media, including service webpages, social media, and real-time passenger information systems. Complementary marketing, printed materials, and outreach efforts will introduce the updated brand and highlight the service's speed, reliability, and convenience, supporting stronger brand recognition and future ridership growth.



Public Relations

SJJPA is implementing a forward-looking plan to improve connectivity, expand service, and enhance passenger experience. With the transition to Gold Runner, this effort marks the beginning of a phased approach to improve and expand intercity rail service throughout Central Valley and beyond.

To meet the evolving needs of Gold Runner passengers, SJJPA is continuing and expanding its outreach efforts. These efforts are essential to informing the general public about the availability and the benefits of intercity rail service in the region, strengthening community awareness, and building meaningful relationships with local partners. A consistent focus on positive public relations helps reinforce the value of passenger rail in some of California's most vital, and economically disadvantaged regions.

In addition, SJJPA is prioritizing stakeholder engagement and community presence as core elements of its public relations strategy. Participation in community events, local celebrations, and stakeholder convenings provides opportunities to build trust, strengthen visibility, and position the agency as an active and invested community partner. These engagements support the development of strong working relationships and generate goodwill that benefits the agency as service expands and evolves.

Public Relations is essential to SJJPA and serves as a critical link between external outreach and nearly every department within the agency, including Planning, Grants and Programming, Operations, and Capital. Given the scale of current and upcoming capital investments, particularly major initiatives such as the Valley Rail program, it is vital that messaging remains clear, consistent, and well-coordinated. As the agency continues to expand and deliver transformative projects, there will be an increased focus on proactively telling SJJPA's story. This includes highlighting Valley Rail milestones, key partnerships, program and grant initiatives, planning efforts, capital delivery, and operational achievements to build awareness, demonstrate impact, and support efforts to secure additional funding and long-term support.

In parallel, SJJPA is strengthening its engagement with federal partners as a core component of its communications and outreach strategy. Coordination with the Federal Railroad Administration, the U.S. Department of Transportation, and other federal agencies is essential to aligning SJJPA's programs with national transportation priorities and positioning the agency for competitive discretionary grant opportunities. Proactive federal outreach ensures that the needs of the Central Valley are clearly communicated at the national level and supports SJJPA's ability to secure and steward federal funding critical to delivering major capital projects, advancing service expansion, and sustaining long-term system growth.

Furthermore, amid multiple policy and funding shifts at both the local and state levels, the agency is focused on improving education and engagement with the many stakeholders across the corridor. Specifically, it is estimated that approximately 220 elected officials at the local, county, state, and federal levels have some degree of jurisdictional overlap with the Gold Runner service area. Proactive educational outreach to these elected leaders is critical to building long-term support and securing future funding opportunities.



Grassroots Outreach

As the Gold Runner service expands to encompass new stations like Oakley and new Thruway corridors such as routes 5 and 40, it is imperative that SJJPA continue to invest in on-the-ground efforts to educate communities across the region about new connections and destinations. Throughout the year, SJJPA will continue to participate in community, stakeholder, college and university, conferences, and business development events to reach prospective riders and to encourage additional travel for current riders.

Establishing strong, diverse partnerships has proven successful for the Gold Runner service, and SJJPA will continue to deepen existing relationships as well as connect with new partners to grow brand awareness. In the coming fiscal year, SJJPA will partner with and promote travel to Colonel Allensworth State Park, the California State Railroad Museum, Castle Air Museum, the Lodi Wine Trolley, and many more key partners throughout the state.



Market Research

To continuously improve the onboard passenger experience for Gold Runner trains and thruway bus service as well as to identify new riders, SJJPA conducts bi-annual passenger and market research.

For SFY 2026 and 2027, as with years past, this research will include both onboard data collection to capture current rider demographics, trip purpose, satisfaction and awareness in addition to off-board research methods to gather insights

from non-riders. Together, this data is compiled into a comprehensive report that informs marketing strategy, messaging, service planning, and passenger experience improvements.

Given the recent changes to the service including removing café car service, the addition of new routes, schedule changes, and a full service rebrand, it is critical to track how these changes have affected awareness, perception, and ridership behavior in real time. This fiscal year will incur a cost of \$300,000 to facilitate these surveys.

Station and Onboard Amenities

There have been and will continue to be changes to various aspects of the Gold Runner service both onboard trains and buses as well as at stations. Over the next year, there will be a focus on continuing to evolve the food and beverage experience; the introduction of a Comfort Class travel option as the first product offering under the Business Class Study initiative; the initial rollout of updated passenger information technology; and signage updates.

Food and Beverage

SJJPA is continuing to expand and improve the food and beverage program for the Gold Runner, leveraging new and unconventional methods of delivering options to riders, despite not having Cafe Cars available. Complimentary service is anticipated to continue throughout the year as the following program initiatives continue to advance:

Vending Program: Critical milestones are near completion for the program with the fire safety analysis underway, and SJJPA is working with the equipment vendor to make modifications that would comply with the Federal Railroad Administration (FRA) guidelines. Once approved, a pilot testing of the equipment on board one of the Venture trainsets will begin. It is anticipated that the pilot will start in SFY 2027. Following a successful pilot, all Venture cars would be outfitted with vending machines offering snacks, ready-made meals, and hot and cold beverages.

Pre-Boarding Meals: The delays in being able to roll out the vending program have created a need for SJJPA to explore other alternatives for connecting passengers to food and beverage options at stations while waiting or transferring between services. In December 2025, SJJPA worked with the City of Bakersfield to introduce assigned spots for food trucks to park at the station. Being a multi-modal station with high utilization and transfers, Bakersfield was chosen as the pilot station for this new program. SJJPA is looking to expand this model to other stations such as Fresno, Modesto, and Sacramento.

Cart Service: The Venture Cab cars coming into service add additional storage space and opportunities to evaluate another option for food service delivery. SJJPA is pursuing the possibility of leveraging the storage space for food carts that would allow onboard attendants to introduce cart service. Should this be an effective channel, it will not only expand the options of inventory carried onboard the train, but it could also allow for a limited menu of sellable items on board directly to passengers at their seat, and provide revenue.

SJJPA will continue to work with a third-party for provisioning, as this has already provided a reduction in operating costs, even while offering complimentary items. For the upcoming year, the food and beverage program will require \$3.9M to cover annual operating costs.



Comfort Class

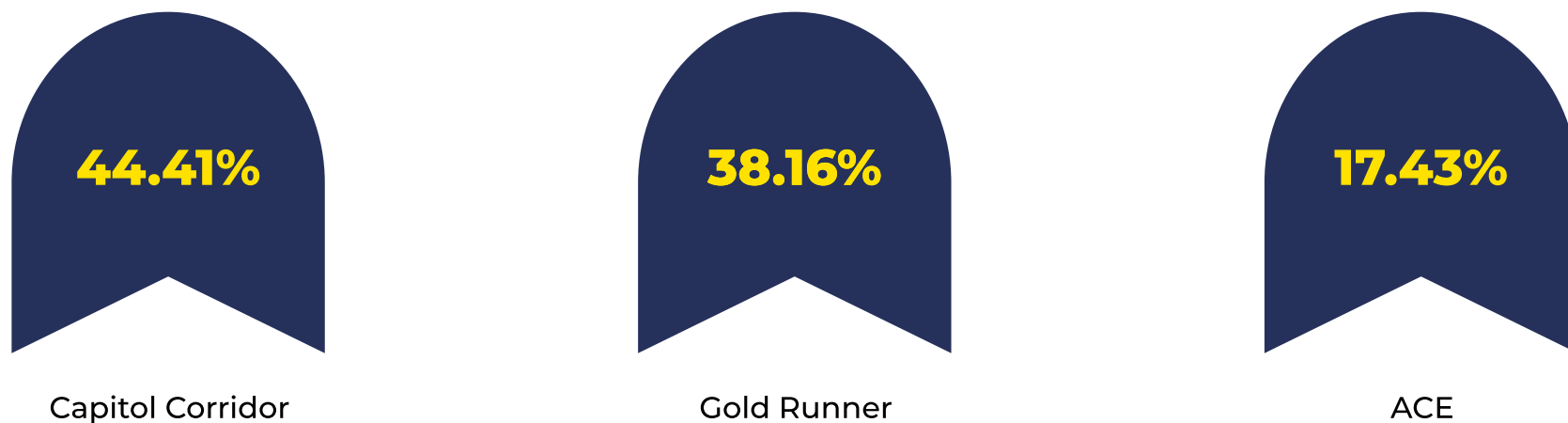
In the fall of 2025, SJJPA began a Business Class Study supported by the feedback gathered from passenger surveys and market intelligence. Preliminary research has indicated that this could be a revenue positive initiative with increased fares from current riders that want to upgrade in addition to a means to attract a new demographic of riders that want an elevated experience.

The study is also designed to provide a phased approach that encompass very minimal modifications and down time to the current equipment such as lighting, more privacy, and additional amenities; a more involved approach that could involve structural changes to the car, such as new seating or seating configurations; and finally, the research will also help evaluate what could be achieved for a Business Class service with the procurement of new equipment as a longer term goal. These efforts lead to a seamless passenger experience between Gold Runner and future high-speed rail service that will also have a demand for a Business Class experience, which market surveys strong support use for the existing service.

Gold Runner is the only intercity passenger rail service with a route over 250 miles that does not offer a business class option, again indicating that there is a market interest. The type of offerings vary greatly by route, allowing SJJPA to design an experience that is specific to the service and considers Thruway Bus travel as well. SJJPA is moving forward with phase one of the program, which allow for modest improvements that distinguish the experience and more in line with a comfort class, or a level above traditional coach travel. Conservative projections are that the comfort class model has the potential of realizing an additional \$1-3M in revenue each year for the service. The initial phase will include slight modifications to seven Venture cars, an augmented version for bi-level equipment, and a solution to carry over into the Thruway buses with an initial investment of \$1M to cover the project.

Passenger Information Displays (PIDS) and Signage

In November 2018, CCJPA, with the support of SJJPA and SJRRC, issued a Request for Statement of Qualifications (RFSOQ) to upgrade and replace the existing, legacy Passenger Information Display system (PIDS), with the modern version. As a result of the procurement, CCJPA awarded its contract in November 2019 to XenaTech Software Integration Services, LLC (XenaTech) for the design, testing, implementation, and maintenance of a solution called CalPIDS. By December 2020, CCJPA took over the operational and mechanical responsibilities of legacy PIDS from Amtrak, and shared costs among the three services:



Delays in project delivery for CalPIDS continue to extend past the initial 18–24-month design and implementation plan, which has required the ongoing reliance on legacy PIDS. The most recent timeline update is that Capitol Corridor stations would all be upgraded to the CalPIDS solution by the end of calendar year 2026. No new completion date has been established for Gold Runner stations. The San Joaquin Regional Rail Commission (SJRRC) is currently working towards identifying a new PIDS solution for ACE, which can work as a template for upgrading the PIDS at Gold Runner stations. SJRRC is approaching the project with a goal to have non-propriety equipment and technology that can easily integrate with other systems, particularly at shared stations. In the interim, Gold Runner will need CCJPA to continue management of the legacy PIDS systems for both ACE and Gold Runner.

In addition to this new technology planned for the station, SJJPA will be updating station signage and wayfinding for Gold Runner stations. With the service newly rebranded, current signage will need to be changed and updated at stations and along Thruway Bus routes. Additionally, in alignment with the Valley Rail Program, SJJPA completed the design manual for its signage and wayfinding which looks to create a unified look of these assets across ACE and Gold Runner stations.

Safety and Security

Ongoing capital improvements, communication, collaboration, and education are essential to the safety and security of Gold Runner passengers, the public, staff, and areas in and around equipment. SJJPA partners with local law enforcement and rail stakeholders to identify and address risks, with emphasis on (rail stakeholders listed in Appendix Table APP.4)

- Vehicular and pedestrian safety at highway-rail grade crossings, including rural private crossings;
- Pedestrian safety along the right-of-way;
- Security at stations and facilities;
- Passenger safety onboard trains and buses; and
- Emergency preparedness training and exercises coordinated with first responders.

Safety and Security Program for SFY26/27

In the coming year, the program will be focused on two objectives: (1) implementing targeted capital improvements and corrective actions to mitigate risks and reduce unsafe conditions; and (2) providing education, training, and outreach to build safety awareness and best practices among partners and stakeholders.

SJJPA conducts systematic risk assessments of the right-of-way, stations (including parking lots and platforms), and trains to guide physical improvements. Bi-annual inspections use the Risk-Based Hazard Analysis and Assessment Program, with prompt follow-up on reported concerns and documented mitigation shared with partners.

Key initiatives include:

- Fencing upgrades along the corridor, with a focus on Phase 4 of the BNSF project (starting in the Bakersfield station area) to address encampments; and fencing at trespassing hot spots and locations with high near-miss incidents.
- Clearing encampments near the right-of-way, stations, and neighboring areas affecting operations.
- Improving safety and security signage, including suicide prevention and rail safety messaging.
- Minor safety-related repairs in targeted areas of need, including at Stations maintenance facilities.

Educational Activities

SJJPA draws on training and resources from the Department of Homeland Security (DHS) and TSA to expand existing

programs, provide refresher training, and to launch new initiatives. Emergency preparedness exercises prepare first responders for critical incidents, incorporating realistic scenarios, drills, and coordinated responses to hazards such as flooding, high winds, and extreme temperatures through the lens of the rail.

Participants include Amtrak Police, local law enforcement, emergency responders, train crews, customer service managers, public information officers, and transit partners. Additionally, SJJPA promotes rail safety awareness along the corridor in partnership with Northern California Operation Lifesaver, reaching diverse audiences including employees, non-English speakers, agricultural workers, students, professional drivers, law enforcement, and emergency responders.

To support the safety and security program for FY26/27, SJJPA is requesting \$650,000, which will help with important safety maintenance, repairs, and training along the Gold Runner route.





CAPITAL PROGRAM OVERVIEW

The San Joaquin Joint Powers Authority (SJJPA) manages a diverse group of capital investment portfolios that support both the expansion of intercity passenger rail service and the continued improvement of the Gold Runner system. These capital investments are organized using a portfolio-program-project framework to ensure strategic alignment, effective oversight, and clear communication of priorities. SJJPA is working in partnership with San Joaquin Regional Rail Commission (SJRRRC) on the Valley Rail Program for expanding Gold Runner and ACE services.

SJJPA's capital efforts are guided by the need to improve service reliability, expand access to new markets, enhance the passenger experience, and position the agency to successfully compete for state and federal funding. Given escalating construction costs and increasing competition for limited funding sources, SJJPA continues to refine its approach to project prioritization, risk management, schedule control, and funding alignment to support timely and successful delivery of capital projects.

Capital Investment Portfolios

Corridor Capacity and Operational Improvement Portfolio		
Program	Program Focus	Representative Project Examples
Valley Rail Program	Phased expansion of intercity (Gold Runner) and commuter rail (ACE) services; corridor capacity and operational improvements	Valley Rail North and South projects; new stations; track and siding improvements; layover facilities; rail junction improvements
FRA Corridor Identification & Development Program	Long-term intercity corridor planning and development consistent with federal and state rail planning requirements	Gold Runner service extensions to Chico and Redding; service development planning; environmental review; preliminary design
Core Service and Asset Improvement Portfolio		
Program	Program Focus	Representative Project Examples
Customer Experience & Station Access Program	Systemwide improvements to station access, accessibility, passenger information, and customer-facing infrastructure	Public Information Display Systems (PIDS); digital and static signage; Mini-High Platforms; platform extensions; station amenities and access improvements

Table CPO.1

Corridor Capacity and Operational Improvement Portfolio

The Corridor Capacity and Operational Improvement Portfolio focuses on large-scale, transformational investments that expand passenger rail service, increase corridor capacity, and advance long-term intercity rail development. Projects within this portfolio typically involve multi-agency coordination, significant external funding, and phased implementation over multiple years. This portfolio includes capital programs that are essential to advancing new service markets and supporting statewide and federal rail planning initiatives.

Two primary programs are included within this portfolio: the Valley Rail Program and the Federal Railroad Administration (FRA) Corridor Identification and Development Program.

Valley Rail Program

The Valley Rail Program is a phased capital program focused on expanding Gold Runner and ACE passenger rail service within the Sacramento–San Joaquin Valley corridor. The program advances infrastructure projects necessary to support Valley Rail North, connecting Sacramento to the San Joaquin Valley for both Gold Runner and ACE services, and Valley Rail South, extending ACE commuter rail service into Stanislaus County.

Implementation of Valley Rail North prioritizes early service expansion with projects currently advancing through environmental review and design. These improvements will enable additional intercity and commuter rail round-trips, benefiting both Gold Runner and ACE riders, expanding access to new stations, and serving emerging transportation markets. Concurrently, Valley Rail South efforts continue to advance project development activities and pursue additional grant funding opportunities to support future service expansion.

Projects within the Valley Rail Program include new stations, track and capacity improvements, layover facilities, and rail junction enhancements that collectively improve operational efficiency, reliability, and long-term service growth.

Federal Railroad Administration Corridor Identification and Development Program (Corridor ID)

Corridor ID will serve as the basis for prioritizing and funding intercity passenger rail projects included in the SJJPA capital program in future Annual Business Plans. In early 2023, following the FRA request for corridor projects, Caltrans applied on behalf of SJJPA for expanded Gold Runner service between Sacramento/Oakland and Merced, including long-

term extensions to Chico and Redding, which the FRA accepted into Corridor ID. All Corridor ID projects were accepted into the first program iteration at the initial scoping stage, requiring participating states and corridor partners to receive approval from FRA to advance into and complete subsequent service development planning, environmental review, and preliminary design stages.

Corridor ID is set up as a 3-step program, with the San Joaquin Valley Corridor currently close to completing Step 1. Deliverables from Step 1 include an approved scope, schedule, and budget for the creation of a Service Development Plan (SDP), which will be developed in Step 2. After completion of Step 2, capital projects that were identified in the Step 2 SDP will be moved into Step 3 of the program, where they will undergo environmental review. Projects that finish Step 3 of the Corridor ID program will then be eligible to be in the prioritized pipeline of projects for construction funding under the FRA's Federal-State Partnership Partnership (FSP) grant program.

The scope and service planning process for the plan is consistent with the California State Rail Plan. During 2026, SJJPA will coordinate with Caltrans to develop a service development plan for FRA and, if approved, is expected to be completed by 2029. Additionally, to advance the existing capital improvement program, SJJPA will work with Caltrans for both state and federal support through the Corridor ID Program.

Core Service and Asset Improvement Portfolio

The Core Service and Asset Improvement Portfolio focuses on ongoing, systemwide capital investments that enhance the functionality, accessibility, and passenger experience of the Gold Runner service. Unlike large-scale expansion programs, projects within this portfolio emphasize minor capital improvements to existing stations, passenger information systems, accessibility features, and customer-facing infrastructure.

This portfolio supports near- and mid-term capital priorities that improve safety, clarity, comfort, and operational efficiency while ensuring that the existing system continues to meet customer needs and regulatory requirements.



Customer Experience and Station Access Program

The Customer Experience and Station Access Program groups projects that improve how customers access, navigate, and experience the Gold Runner service across stations and facilities. Projects within this program focus on signage and wayfinding, passenger information systems, platform and station accessibility, and station environment improvements.

Key initiatives include the modernization of digital and static signage, implementation of Public Information Display Systems (PIDS), installation of Mini-High Platforms to support accessibility for high-floor rail cars, platform extensions, and station area improvements. Collectively, these projects enhance boarding efficiency, improve accessibility, reduce dwell times, and provide clearer, more consistent passenger information across the system.

Capital Improvement Program FY26/27 Highlights

In the upcoming fiscal year, SJJPA's short-term capital priorities will focus on major track improvements, enhanced safety and security features, improved passenger information systems, new and relocated stations, and accessibility enhancements. These investments support both near-term service reliability and long-term strategic goals, ensuring that the Gold Runner system remains competitive, accessible, and responsive to customer needs while advancing future service expansion opportunities.

Oakley Station

A new Oakley Station will be located at the intersection of Main Street and Norcross Lane in the city of Oakley. Features include a 700-foot platform, a 300-space parking lot, signage, landscaping, and improved access to public transit for the community. Support from local officials, including Contra Costa County Supervisor and SJJPA Board Vice Chair, Diane Burgis, emphasizes Oakley's investment and readiness to provide a modern, safe, and accessible transportation hub for the growing East (Contra Costa) County region. As a way to integrate the service into the community, the station will include passenger shelters designed to match the style of similar bus shelters in and around the city.

Once the Oakley Station is operational, the current Antioch Station will be decommissioned. SJJPA has worked closely with Antioch city officials and community members to address concerns surrounding safety and the station closure as well as initiatives that could be addressed during the transition, which has included additional lighting, new landscaping, and new signage.

Construction for the Oakley Station is set to begin in the winter of 2026 and open in quarter two of 2027. The projected annual ridership is 35,000 to 52,000.

Madera Station Relocation

The Madera Station Relocation project will move the existing station from Madera Acres to just north of Avenue 12. The new, intermodal station features a 600-foot platform, local bus connections, and a direct connection to the future California High-Speed Rail service. This project is supported by a partnership of local agencies including Madera County Transportation Commission, Madera County, City of Madera, California State Transportation Agency (CalSTA), and the CHSRA.

As the primary transit route for the county, Avenue 12 provides excellent access to State Route 99 and central Madera, improves access for the southern end of the county and accommodates future growth in southeast down to north Fresno, and supports transit-oriented development. The Madera Relocation project has three major construction categories, trackwork, station, and roadway modifications which are planned to begin in mid-2026, with the station projected to open in late 2028.

San Joaquin Street Layover

The San Joaquin Street Layover will facilitate a new short-run passenger rail service between Stockton and Sacramento and connect with the Gold Runner service. The project requires a minimum of 600 feet of track within 2 miles of the Stockton San Joaquin Station and accommodate current railcars and locomotives. Additional plans for the layover include paved siding, fencing, lighting, and security.

The layover site will provide the location and track to reliably terminate and originate service to and from the Stockton San Joaquin Station to facilitate additional round-trips between Stockton and Sacramento that will allow train-to-train transfers with service between Oakland, Stockton, and Sacramento (instead of a Thruway bus connection). Currently in the environmental phase for potential site evaluation, the project will undergo the California Environmental Quality Act (CEQA) process, as required for rail projects, which is anticipated to be completed in late 2026.

Stockton Wye

The Stockton Wye project provides a connection between the UPRR Fresno Subdivision and the BNSF Stockton Subdivision, located in the northwest corner of the existing at-grade crossing between the two freight railroads.

This initiative, supports increased capacity for Gold Runner and improves efficiency for regional commuter services (ACE) and freight rail. Additionally, the Stockton Wye will help improve rail traffic through the crossing and allow easier access to the Port of Stockton.

The Stockton Wye project includes approximately 594 feet of trackwork, modifications to two at-grade crossings (Stanislaus and Aurora Streets), removal of existing track segments, relocations of signals, switches, and sidewalk areas.

Construction is planned to be completed in June 2026. Signaling work has been completed, and the remaining trackwork requires connections to both the UPRR and BNSF main tracks.

Control Point (CP) Lake to CP West Escalon

The Control Point Lake to Control Point West Escalon Track Improvement Project creates a critical win-win for both the Gold Runner Service as well BNSF as it will connect two existing segments of double track on the BNSF Stockton Subdivision by adding a second main track and related improvements between Lake and West Escalon in Escalon, California. The 3.8 miles of new double track – when combined, the existing double track between West Stockton and Lake with an existing segment of double track through Escalon will create approximately twenty-three (23) miles of continuous double-track along this segment of the corridor.

The goal of this effort is to increase operational efficiency, allow for more reliable and predictable scheduling, improve on-time performance, increase top speed, and is critical to enabling the extension of the 8th round-trip for Gold Runner to Merced to connect with future high-speed rail. In addition to the new track, the work will include turnout removal; modification of six at-grade crossing; nine culvert extensions; installation of signals to support bi-directional train operations; as well as grading, drainage, fencing, and landscaping (hydroseeding). This project was designed and is being constructed by BNSF, the latter of which began in 2024 and currently has embankment and grading activities in progress. Completion is anticipated in the second half of 2026.

Stockton Diamond

The Stockton Diamond project builds a new overpass to carry Union Pacific Railroad (UPRR) trains over Burlington Northern Santa Fe (BNSF) tracks, easing congestion and

improving freight and passenger rail efficiency through a critical junction.

Since the effort began in 2020, accomplishments have included securing CEQA/NEPA (State and Federal) environmental approvals, obtaining roughly \$400 million in federal, state, and local funding, completing all necessary property acquisitions and utility agreements, and reaching the 100% design phase. The Stockton Diamond is now positioned for the next phase, which involves a hand-off to a large agency that can deliver a project of this magnitude through construction. This important milestone reflects extensive coordination with UPRR, BNSF, Caltrans, and local partners, often going beyond the responsibilities of SJJPA as outlined in the California High Speed Rail Authority (CHSRA) Memorandum of Understanding (MOU).



Platform Accessibility for High-Floor Cars

The introduction of Siemens Venture Cars has created some passenger experience and operational challenges for the Gold Runner service, particularly with the high floors of the cars. Currently, boarding/deboarding cars require passengers to utilize steep stairs which not only limits accessibility but also slows boarding and, in turn, increases the dwell time of trains at stations. To improve accessibility and speed boarding for existing and future high-floor passenger cars, SJJPA is currently working to install modular Mini-High Platforms (small sections of the platform that are raised to the same height as the high-floor rail cars and accessible via a ramp from the lower part of the platform) at all existing and planned Gold Runner stations. The Mini-High Platforms will be installed at stations along the BNSF corridor first with the UPRR stations following behind as SJJPA continues to work with the railroad through the installation designs.

San Joaquin Corridor Second Platforms at Modesto and Turlock/Denair Stations

This is a Caltrans-led project that is required for the Gold Runner service to achieve eight round-trips to connect with high-speed rail. The project will extend the existing station platforms and construct a second platform at two locations. A single platform currently serves these stations and whenever there are opposing meets, one train must wait farther out at a siding while the other train serves the station. The construction of the second platform will allow two passenger trains to operate at the station simultaneously. The project is also needed to eliminate delays and improve on-time performance of intercity rail passenger services through the entire Gold Runner corridor.





STATE RAIL FLEET INITIATIVES

In SFY25/26, SJJPA, Caltrans, and CCJPA completed a major strategic initiative to transition maintenance of the Northern California fleet of equipment that supports the Capitol Corridor and Gold Runner services to SJJPA. Over the long term, this transition will enable a more efficient and reliable fleet maintenance program, increasing fleet availability and service stability while controlling costs. The transition of fleet maintenance significantly expanded SJJPA’s roles and responsibilities in regard to the management of the State-owned and controlled intercity rail fleet. It requires close coordination with Caltrans to ensure the funding required to maintain the existing and new fleet and bring the fleet into a state of good repair, not only in this fiscal year but for future years to come. In addition to advancing projects and initiatives to enhance passenger experience and reliability for the Gold Runner, SJJPA serves in both lead and advisory capacities for several major State rail initiatives.

Intercity Rolling Stock Fleet

The Northern California rolling stock is comprised of 75 legacy vehicles (California 1 and 2 bi-level cars), 49 single-level Venture cars, and 21 active locomotives, and two decommissioned locomotives. Currently, to operate and maintain the equipment, the annual program costs are approximately \$41M, and based on service utilization, \$17.6M can be assigned to Capitol Corridor and \$23.4M for the Gold Runner.

Northern California Intercity Rolling Stock				
Series	Vehicle Type	Qty.	Years in Service	Last Overhaul
Cal 1 Bi-level	Cab Car	14	14	2008
	Coach	38	38	2008
	Cafe/Diner	14	14	2008
Cal 2 (Surfliner) Bi-level	Cab Car	5	24	-
	Coach	2	24	-
	Food Service	2	24	-
Venture Car Single-level	Cab Car	7	>1	-
	Coach	28	1	-
	Vending	14	1	-
EMD F59PHI Tier II prime mover Tier IV HEP	Locomotive	13 <small>(2 decommissioned)</small>	22	2011
Siemens SC-44 Charger Tier IV	Locomotive	10	8	-

Table SRFI.1

Mechanical Transition

In 2025, working in partnership and coordination with Caltrans, CCJPA, and LOSSAN, SJJPA executed the Mechanical Transition Agreement and assumed the responsibility to maintain the Northern California Intercity Rolling Stock. Under the agreement, SJJPA is responsible for restoring the fleet to a state of good repair, reducing cost through efficiencies and increasing fleet availability. TransitAmerica Services, Inc. (TASI) is under contract with SJJPA to provide mechanical services and is responsible for the development and execution of scheduled maintenance, repairs, and maintenance planning.

State of Good Repair

Equipment maintenance and cleaning are completed at the Oakland Maintenance Facility (OMF) and the Stockton Rail Maintenance Facility (RMF); however, with the OMF being jointly owned by Amtrak and Caltrans, and with Union Pacific Rail Road (UPRR) owning the outdoor material storage, parking and access road (currently leased by Amtrak from UPRR), access to the required shop facilities has become limited and requiring augmented solutions to conduct certain maintenance requirements. SJJPA is exploring ways to resolve and improve options for equipment maintenance for the long term. As part of the transition process, SJJPA has been conducting inspections of each car and locomotive to ensure operability and has been working in coordination with CCJPA to complete critical work. Addressing fleet availability will require continued coordination with the State to ensure adequate funding for state-of-good-repair investments.

Cost Reductions

The intermediate goal of improved in-service readiness which would allow for extending consist size and the long-term goal of equipment optimization will require a steady reinvestment of funding to achieve progressive maintenance. The transition to Lifecycle Preventative Maintenance (LCPM) and adjusting the fleet maintenance approach to a “consist based maintenance,” performing maintenance and repair when equipment is laid over for more than 1 hour at a maintenance facility or layover point is expected to reduce cost and down time. Future costs are anticipated to right size mid-life overhaul costs and improve all of the California State-Supported services.

Fleet Availability Improvement

Given the limited equipment to support the full-service levels of train trips for each of the California state-supported services, it is critical that SJJPA be positioned to support the State’s goal to overhaul the legacy fleet of equipment, introduce and align the full number of Venture cars into service, and redistribute equipment among the three JPAs. These efforts are all a part of the Statewide Fleet Working Group led by Caltrans. The purpose of the working group is to bring together CCJPA, LOSSAN, and SJJPA to address critical fleet related initiatives. The most immediate projects benefitting all three JPAs include but are not limited to: major fleet modernization and zero emission transition.



Fleet Modernization and Overhaul

Locomotives

Caltrans, CCJPA, and SJJPA collaborated to develop a midlife overhaul of the F-59 locomotives, overseen by Caltrans. SJJPA plays an advisory role during inspections, material planning, design review and other key milestones. Additionally, with the SC-44 Charger locomotives entering their first year of major LCPM activities, work will begin to overhaul engines, trucks, and braking systems.

Legacy Fleet

SJJPA plays an advisory role for the Bi-level Legacy Fleet Modernization program led by Caltrans. The program aims to improve and modernize the aesthetics and functionality of the legacy fleet. SJJPA has developed a project plan for the modernization initiative designed to extend the service life of the legacy fleet by at least 15 years, ensuring continued operation through 2043. The initial scope encompasses 51 California bi-level cars, with workstreams addressing deferred maintenance, state of good repair restoration, and customer-focused refurbishment. For this work, SJJPA is recommending that the program be structured in three phases – initiation, pilot vehicle, and serial production – with a preliminary completion target of February 2030 at an estimated cost of \$1.4 million per coach car in today's dollars. The current scope is in development and has identified the following potential enhancements.

- Floor heater and heater wiring repairs
- Seat cushion reupholstery and covering replacement
- Seat frame and slide mechanism refurbishment
- Passenger information systems
- Interior panel repairs and clean-up
- Restroom refurbishment including plumbing and appliances
- Fresh and waste water systems
- Floor / Carpet replacement
- Side entrance and car to car end doors
- Exterior livery, branding, and decals
- Sub-Flooring replacement (as needed)
- Window coverings (Shade or modern curtain material that is easy to clean)
- Stair covering and bull-noising replacement
- Lights to LED upgrade

Over the next year, \$6.4M would be required for SJJPA to begin the multi-year modernization program on the legacy fleet. The work includes engineering studies for planned modernization and procurement of components such as diaphragms and coupler systems. The coordination of these

efforts will create greater efficiency, increase fleet availability, reduce costs, and extend the useful life of the equipment.

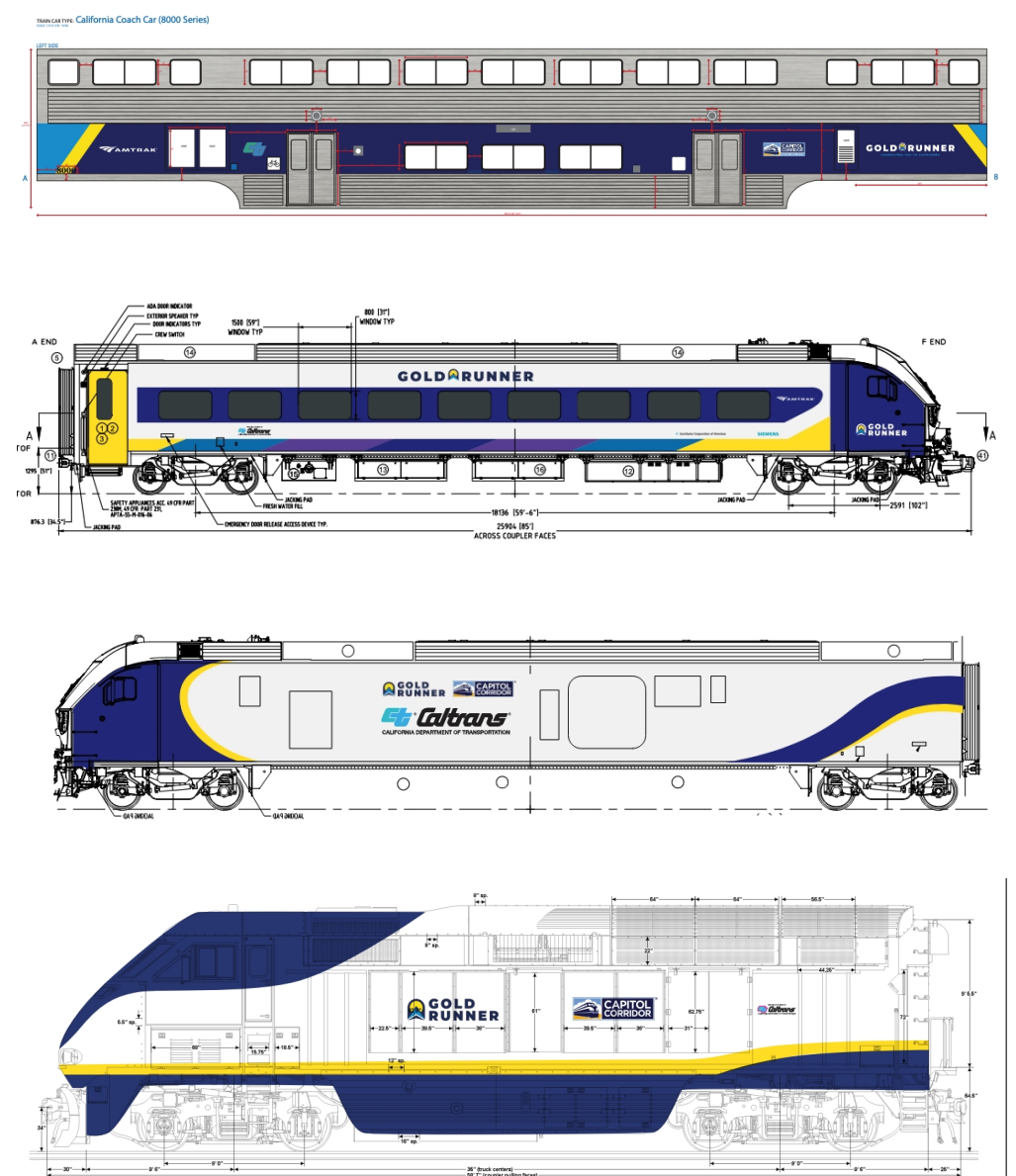
Zero Emission Intercity Rail Fleet Transition

Caltrans aims to transition its entire intercity passenger rail fleet to zero-emission (ZE) technology, utilizing hydrogen-hybrid and battery-electric trains. The strategy focuses on purchasing new ZE rolling stock and converting existing diesel locomotives to cleaner fuels. In partnership with Caltrans, SJJPA will continue to look for ZE locomotive solutions for the future Gold Runner service.

Gold Runner Service Enhancements

Caltrans is working with SJJPA on initiatives to improve performance and reliability of the fleet, such as truck overhaul, a vending service, and a modernization program in coordination with CCJPA and LOSSAN to ensure consistency among all intercity services.

The State-procured Siemens Venture cars are near completion and in the final close-out phase of the project. It is anticipated that the last cars will be made available to SJJPA in March 2026. Once all 49 cars have been accepted, the Gold Runner will have seven trainsets with seven cars each including the cab car with limited seating and checked baggage storage.



With the recent delivery of the Venture cab cars, additional storage will be made available on the train pending a design change for the luggage racks that need to be re-evaluated for ergonomics as well as to install a permanent gun storage solution. An additional issue that is still impacting Gold Runner service, as well as overall equipment availability, is the loss of shunt issue identified during the Cab car 238.111 test. This is a critical safety feature that allows for communication between a train that is in service and track signals at crossings. Until this issue is resolved, the Venture Cab cars are unable to operate in the lead position, and the augmented solution is to use a bi-level cab car at one end of the train consist. SJJPA is working with its partners and operator, Amtrak, to find a solution that can effectively address the loss of shunt.

Maintenance and Material Storage

Bi-level cars parts and materials are stored primarily at the OMF, while the Venture cars' parts and materials are stored at the RMF. With the mechanical transition, to ensure ongoing access to materials at the OMF, a lease agreement between Caltrans and UPRR is required. Also, access to the Amtrak-controlled shop is restricted, and work is being conducted only in designated areas. SJJPA is exploring short and long-term solutions to be able to address the current and future material storage and workshop needs. SJJPA is exploring material storage locations in the West Oakland area to serve as a nearby alternative location, should the lease not be executed between Caltrans and UPRR. Annual costs for an alternative storage location are projected to be between \$1.8M and \$2.5M, which would include movement of material between the OMF and storage location. Should SJJPA lose the storage location at OMF, SJJPA would not be able to support service on either Gold Runner or Capitol Corridor for several months while an alternative location can be identified, secured, and mobilized with additional staff and required equipment, such as material handling trucks and storage systems.





STATION AREA DEVELOPMENT AND CONNECTIVITY

Station area development and multimodal connectivity are critical to maximizing the value of Gold Runner service and supporting long-term ridership growth. Concentrating housing, employment, and services near stations strengthens access to rail, reduces vehicle travel, and supports more efficient land use patterns. Well-connected stations also improve equity by expanding access to reliable transportation for communities that depend on transit for daily mobility.

While land use authority resides with local jurisdictions, SJJPA plays an active role in advancing station-area development and connectivity by aligning service planning, capital investments, and partnerships to support transit-oriented outcomes. In SFY26/27, SJJPA's efforts will focus on advancing targeted station area planning, improving first- and last-mile connections, and coordinating with local, regional, and state partners to ensure Gold Runner stations function as effective multimodal hubs.

SFY 2026 and 2027 Station Area, Connectivity, and TOD Focus

During SFY26/27, SJJPA will prioritize planning and coordination activities that support near-term service delivery and long-term growth. This includes working with local governments to advance station area plans, supporting grant-funded planning efforts that encourage transit-supportive land uses, and ensuring new or upgraded stations are designed to accommodate multimodal access. SJJPA will also continue integrating station planning with broader rail and bus network investments to improve usability, safety, and connectivity.

Sacramento Area Initiatives

In the Sacramento region, SJJPA will continue advancing station area planning tied to Valley Rail and Gold Runner expansion. This includes completing the Del Paso Multimodal Transportation Network and Land Use Compatibility Action Plan, which focuses on safety, connectivity, and transit-supportive development around the planned Old North Sacramento Station and adjacent light rail stations. Work on this effort will be completed during SFY26/27 and will inform near-term improvements that support future rail service.

SJJPA will also continue participating in Sacramento Valley Station planning efforts led by the City of Sacramento to ensure Gold Runner and Valley Rail operational needs are reflected in station and surrounding area development. Coordination will remain focused on maintaining access to the station, improving passenger circulation, and preserving future rail connectivity opportunities that support expanded Sacramento service.

Stockton Area Initiatives

In Stockton, SJJPA will continue supporting station area development and connectivity improvements around both the Cabral

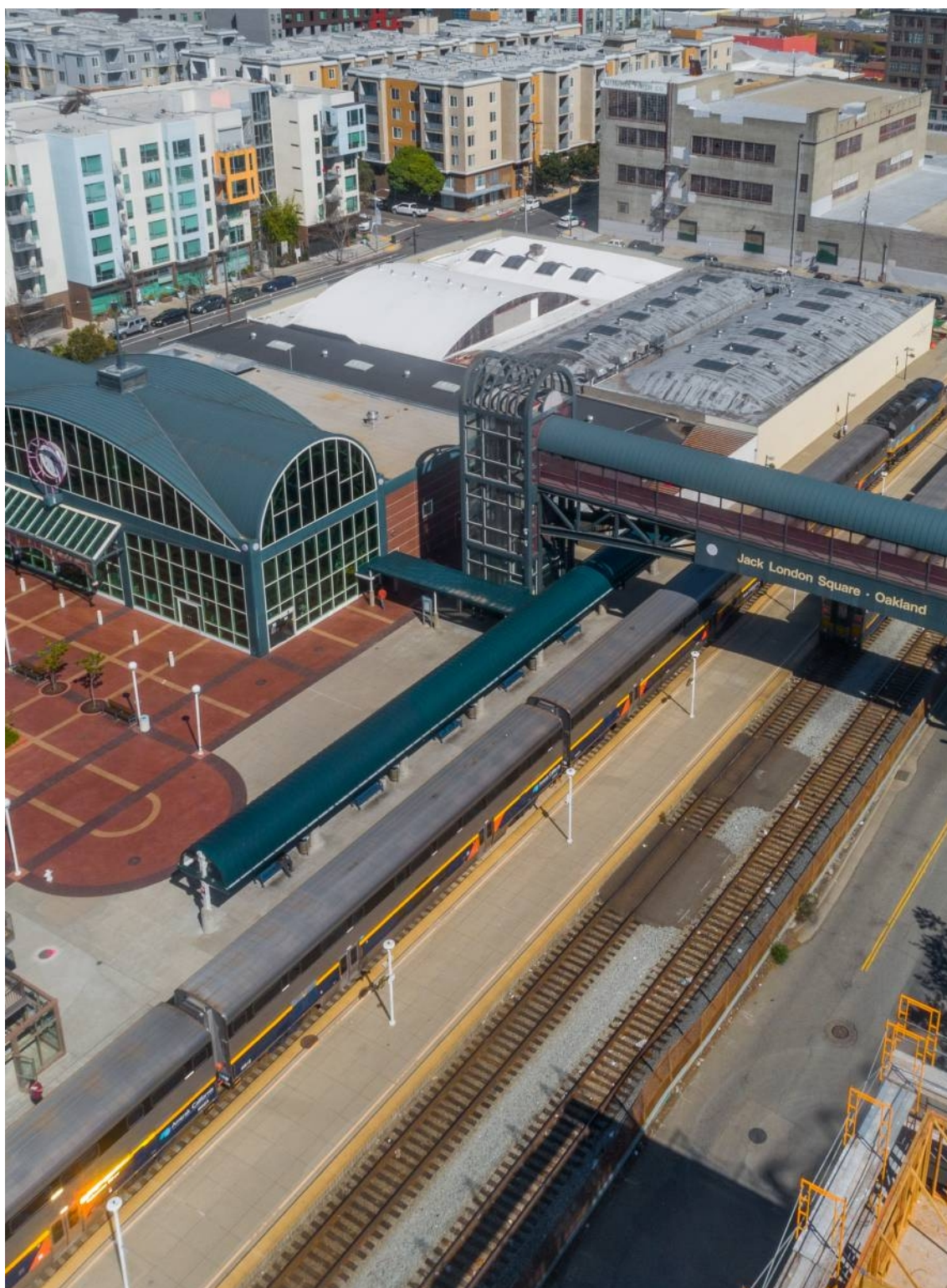
Station and San Joaquin Street Station. During SFY26/27, SJJPA will participate in the MOVE Downtown planning effort led by the City of Stockton, which is advancing transit-oriented development, walkability, and multimodal access in downtown Stockton. This work is expected to strengthen station access, support ridership growth, and improve the integration of rail, bus, and active transportation networks.

San Joaquin Valley Network Integration and TOD Action Plan

SJJPA will continue leading development of the San Joaquin Valley Network Integration and TOD Action Plan, funded through a Caltrans Sustainable Transportation Planning Grant. During SFY26/27, this effort will focus on coordinating with regional transportation planning agencies to identify priority transit connections, improve schedule and fare integration, and align land use planning with existing and future rail and bus services. The action plan will serve as both an implementation guide and a communication tool that highlights the State's investment in rail and transit while supporting climate, equity, and economic development goals. Completion of the action plan is anticipated by the end of SFY26/27.

Regional Coordination and Corridor Integration

SJJPA will continue coordinating with regional partners to strengthen connecting transit services that support Gold Runner ridership. This includes participation in Cross Valley Corridor planning to support phased implementation of intercity bus service and future rail connectivity, continued coordination with local transit operators to improve timed connections and service reliability, and engagement in regional rail studies and long-term planning to ensure consistency with valley-wide network integration efforts. These activities will focus on near-term improvements that enhance access to Gold Runner while laying the groundwork for future expansion.





GOLD RUNNER UNIFORM PERFORMANCE STANDARDS

Performance for the Gold Runner service is captured in the tables that align with prior years reporting for consistency; however, to create better alignment between Caltrans and the three intercity passenger rail services—Capitol Corridor, Gold Runner, and Pacific Surfliner—SJJPA has provided an additional performance view that focuses on the state’s Uniform Performance Standards (UPS).

State Fiscal Year 2025 Annual Operating Performance

The following tables offer the high-level key performance indicators that SJJPA works to improve each year; individual route performance; as well as top performing city-pairs that are represented with and without Thruway Bus figures. Year over year Gold Runner performance for FY24/25 was relatively flat from the prior year, with a slight increase in revenue and ridership in addition to a slight reduction in expenses.

Ridership Performance	Ridership		Passenger-Miles per Train Mile	
		908,860		96.1
Financial Performance	Revenue	Expense	Subsidy	Farebox Ratio
	\$31,579,881	\$98,473,785	\$66,893,904	32.07%

Table UPS.1 Source: Amtrak, 2025 [Jul24-Jun25]



Gold Runner Thruway Bus Route Ridership - FY25

Thruway Bus Route		Ridership
Route 1*	Fresno - Bakersfield - Los Angeles - Santa Ana - San Diego	254,317
Route 1C	Bakersfield - Van Nuys - Santa Monica	32,899
Route 3	Stockton - Sacramento - Chico	153,403
Route 3R	Chico - Redding (RABA)	4,616
Route 6	Stockton - San Jose	27,043
Route 7	Martinez - Napa - Santa Rosa - Eureka - Cal Poly Humboldt/Arcata	46,809
Route 10	Las Vegas - Bakersfield - Oxnard - Santa Barbara	32,280
Route 15A/15B	Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley (YARTS)	4,566
Route 18	Visalia - Hanford - San Luis Obispo - Santa Maria	10,623
Route 19	Bakersfield - Riverside-San Bernardino	41,705
Route 56	San Jose - Stockton	8,846
Route 99	Emeryville - San Francisco	42,758
Total Ridership		626,966

Table UPS.2 Source: Amtrak, 2025 [Jul24-Jun25]

The above figures are total on/offers (boardings/alightings) for each bus route and include ridership for both directions. Additionally, for shared Thruway Bus routes, riders transferring to/from the Capitol Corridor and Pacific Surfliner trains are included in the ridership figures. *Route 1 is made up of two sub-routes (1A and 1B) which serve locations within the Los Angeles Basin and the Greater Southern California region. Route 1C ridership is included within Route 1 total.

Gold Runner Train Station Ridership Report - FY25* (With Thruway Bus Transfers)

Station	On/Offs
Bakersfield	375,804
Fresno	302,826
Stockton (San Joaquin St.)	274,097
Merced	135,352
Hanford	121,466
Modesto	105,892
Emeryville	99,879
Martinez	92,206
Oakland	67,034
Richmond	43,705
Antioch	35,665
Sacramento	33,379
Turlock-Denair	31,948
Madera	25,460
Wasco	23,534
Corcoran	22,188
Stockton (Downtown)	4,974
Lodi	2,767

Table UPS.3
Source: Amtrak, 2025.

Gold Runner Train Station Ridership Report - FY24* (Without Thruway Bus Transfers)

Station	On/Offs
Fresno	310,301
Merced	128,785
Bakersfield	128,070
Hanford	121,129
Stockton (San Joaquin St.)	114,591
Modesto	102,155
Oakland	64,984
Emeryville	54,074
Martinez	52,669
Richmond	43,516
Antioch	33,695
Sacramento	32,626
Turlock-Denair	30,758
Madera	26,533
Wasco	24,399
Corcoran	21,775
Stockton (Downtown)	4,917
Lodi	2,679

Table UPS.4
*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.

**Gold Runner City Pair Ridership – FY24
(Key Train Stations and Thruway Bus Stops)**

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

Table UPS.5 Source: Amtrak, 2024.

**Gold Runner Ridership at Key Thruway
Bus Stops – FY25**

Bus Stop	On/Offs
Los Angeles (Union Station)	196,251
Sacramento	153,656
San Francisco	46,602
Chico	28,933
San Jose	27,986
Riverside	14,525
Santa Rosa	12,975
San Diego	9,841
San Bernadino	8,925
Burbank	7,309
UCLA/Westwood	7,233
Eureka	6,102
Pasadena	5,871
Arcata	5,412
Yosemite Valley*	3,846
Anaheim	1,926

Table UPS.6 Source: Amtrak, 2025

*Aggregate of all Yosemite Valley bus stops

The above figures are total ons (boardings) and offs (alightings) at each bus stop.

Federal Fiscal Year 2025 UPS Performance

Working in partnership with Caltrans (the Department), SJJPA has adopted a permanent, outcome-oriented UPS framework that retains key performance indicators to measure individual route performance year-over-year, in addition to establishing benchmarks that compare one route’s performance to another. Historically, the Gold Runner service has been challenged with meeting all the UPS standards due to structural challenges within the corridor. There are some areas, however, such as passenger miles and operating expense by passenger miles, where the Gold Runner has come close to or exceeded goals for Federal Fiscal Year (FFY) 2025. Farebox recovery and OTP standards continue to be a challenge, directly related to the vastness of its territory which serves many disadvantaged communities, as well as operating on two very busy railroad corridors that can experience extensive delays. Near- and long-term strategies are being advanced to improve each Uniformed Performance Standard beyond FFY2025 found in Table UPS.7.



FFY2025 Gold Runner Uniform Performance Standards

Gold Runner	UPS Goal	FFY25	IPA Modifier	FFY25 + IPA*
Usage	132,353,828	128,717,938	7%	137,728,193
Passenger Miles				
2024 Population Growth 0.83%				
Cost Efficiency				
Farebox Recovery	50.00%	31.87%	11.25%	43.12%
Operating Expense/Passenger Mile	\$0.51	\$0.84	\$(0.18)	\$0.66
Service Quality				
AVG End Point OTP2	83.00%	67.09%	-	67.09%
AVG Station OTP1	83.00%	72.02%	-	72.02%
Operator Delay Minutes/10,000 Train Miles	<325 minutes	354 minutes	-	-

Table UPS.7 *Individual Performance Adjustments

1 Average population growth for counties served along the rail corridor from 2024 US Census. UPS goal is prior year Passenger Miles factored by the population growth.

2 UPS sets the on-time performance goal at 90% for End Point and All-Stations OTP; however, SJJPA has established an adjusted goal that is targeted to be achievable in the near-term.

Adaptation of UPS for the Gold Runner

The characteristics of each intercity passenger rail service can vary significantly by route, making it challenging to achieve UPS standards uniformly. SJJPA is committed to maintaining a service that is affordable and accessible to the communities served by the Gold Runner; however, to achieve co-equal efficiency and effectiveness requires agencies to balance the optimization of operations alongside the goals for overall utilization of the service. This necessitates prioritizing the needs of the riders, operational partners, or capital project improvements alongside strategies that drive results for Gold Runner passengers and the quality of the service. In consideration of this, SJJPA has developed an approach that provides an additional way to measure its performance by incorporating Individual Performance Adjustments (IPA) to the UPS, thereby calibrating route performance with adaptive benchmarking to deliver parity and consistency. IPA factors act as modifiers to UPS scores by assessing how well SJJPA was able to deliver a service that responds to route characteristics such as population demographics, economic positioning of its communities, as well as regional commitments to expand service to disadvantaged communities. SJJPA's IPA composition is derived from sources that provide historical and current statistical reporting that can be used continuously to monitor performance.

How We Apply Individual Performance Adjustments (IPA)

To provide a more holistic assessment of the Gold Runner's performance, SJJPA has established an Individual Performance Adjustment (IPA) process. Each UPS category—Usage, Cost-Efficiency, and Service Quality—is broken down into key factors that best represent the conditions and priorities of its route. These factors are assigned percentage weights to reflect their relative importance, and each is evaluated on how effectively we performed using a simple scale:

- **Achieved (25%)** – goal fully met or exceeded
- **Mostly Achieved (12.5%)** – partial or near completion
- **Did Not Achieve (0%)** – goal not met this cycle

This allows for an account of unique service characteristics—such as the size of the corridor, market diversity, and community needs—while still maintaining consistency with the Department's overall performance within the Uniformed Performance Standard (UPS) framework.

Northern California Intercity Rolling Stock

Usage		Cost-Efficiency		Service Quality	
Load Factor	75%	Fares	50%	Congestion/ Interference	25%
Thruway Bus Routes	20%	Food & Beverage	10%	Environment (Route Length/Climate)	25%
Passenger Experience	5%	Markets Served	20%	Equipment Reliability/ Utilization	25%
		Rider Demographic	20%	Rail Safety/ Grade Crossings/ ROW Cleanup	25%

Table UPS.8

Example:

Under the Cost-Efficiency standard, the Department sets a goal of a 50% farebox recovery ratio. Before any IPA adjustments, the Gold Runner route achieved 31.87%, reflecting the challenges of serving a very large corridor with high concentrations of disadvantaged communities, seniors, and students. Because maintaining affordable fares and equitable access is a core priority, the IPA for Cost-Efficiency is weighted to reflect this balance:

- Fares – 50%
- Food & Beverage – 10%
- Markets Served – 20%
- Rider Demographics – 20%

For this reporting period, performance results for SJJPA reflect mostly achieved in all areas except Food & Beverage, which was not achieved. When these weighted factors are applied, they create an adjusted performance score that better represents both measurable results and the context behind them.

FFY2025 Gold Runner Uniform Performance Standards

Cost-Efficiency	IPA Factor Score	Calculation	Score Modifier
Fares – 50%	12.5% (Mostly Achieved)	50% * 12.5%	6.25%
Food & Beverage – 10%	0.0% (Did Not Achieve)	10% * 0%	0.00%
Markets Served – 20%	12.5% (Mostly Achieved)	20% * 12.5%	2.50%
Rider Demographics – 20%	12.5% (Mostly Achieved)	20% * 12.5%	2.50%
Total IPA Modifier			11.25%

Table UPS.9

The adjusted outcome recognizes that while farebox recovery remains below the state target, SJJPA is successfully advancing equity, access, and community value—key priorities that must be balanced alongside financial efficiency, arriving at a final farebox recovery score of 43.12%.

SJJPA has identified a number of projects and initiatives which are identified throughout this Annual Business Plan and are focused on addressing challenge areas for the service with a goal of demonstrating higher uniformed performance standards in future years.



ANNUAL FUNDING REQUIREMENT

The annual State budget includes a line item for the operating costs of the three State supported intercity rail services. For each service, the State budget provides funding for intercity train operations, a marketing budget, minor capital projects, and the administrative staff budgets. The California Legislature approved the FY24/25 State budget that continues this support.

The primary purpose of this Business Plan is to request the annual funds required by SJJPA to operate, administer, and market the Gold Runner for agreed-upon service levels. Also contained in the request are activities that directly support operating expenses for Capitol Corridor and were historically contained in the respective Amtrak Operating agreements. This chapter documents ridership and revenue projections; FY24/25 financial results (actuals); operating, marketing, and administrative funding requests of SJJPA for FY26/27 to FY27/28. The FY26/27 plan identifies the various ongoing multi-year service and program initiatives for FY26/27 and those anticipated for FY27/28. See Table UPS.4 for a summary of service and program initiatives.

SJJPA acknowledges the limited financial capacity of the State and remains committed to providing the highest return on investment possible for the resources provided, while positioning the Gold Runner service for long term growth and improvements in cost efficiency for the intercity program.

State Ridership and Revenue Projections

Gold Runner has continued on its growth trajectory over recent years, and is forecasted to realize continued growth through marketing activities, destination partnership expansion, and the reintroduction of the 7th round-trip.

Ridership and Revenue Actuals and Forecasts (FY25 - FY27)				
Federal Fiscal Year (OCT – SEP)	Ridership	YoY % Change	Revenues	YoY % Change
FY25 (Actuals)	909,555	7%	\$31,160,828	4.5%
FY26 (Forecasted)	927,675	2%	\$31,718,229	1.8%
FY27 (Forecasted)	949,989	2%	\$32,219,864	1.6%

Table AFR.1

FY 2024/25 Operating Fiscal Report (Actuals)

The net operating costs (expenses less revenue) for Amtrak to operate the Gold Runner for FY24/25 was \$58,745,226 for 6 round trip service levels, which was satisfied with the allocation for FY25. The other operating costs incurred outside of Amtrak contract for FY24 were \$17,475,985 for maintenance of State-owned equipment, station leases, insurance, and host right-of-way maintenance projects.

Other Operations Funding Request (FY 2026/27 and FY 2027/28)

The FY26/27 Other Direct Operations request represents a continuation of multi-year initiatives that have successfully advanced and now represent core components of the Gold Runner service, as well as the Capitol Corridor service. The full transition of the Northern California mechanical program has been completed, access agreements and insurance obligations have been fully assumed, supplemental equipment leases to improve service reliability are up to date, and the rebranding effort is well underway. The comprehensive service obligations included in Other Operations are below:

Other Direct Operations Budget (FY26/27 - FY27/28)		
Expense Category	FY 26/27 (Requested)	FY 27/28 (Projected)
Connecting Services	\$75,000	\$75,000
Contingent Railroad Liability Insurance	\$4,410,132	\$4,498,335
Equipment Repair Fund	\$0	\$500,000
Host Railroad Maintenance of Way	\$500,000	\$500,000
Maintenance of Equipment Program (State-Owned/Leased)	\$41,045,000	\$41,045,000
On Board Passenger Services Program	\$3,900,000	\$3,900,000
Other Direct Operations Costs	\$5,041,803	\$5,041,803
Station Lease and Facilities Expense	\$331,200	\$337,824
Service Rebranding and Signage	\$300,000	\$300,000
Yard Operations Expense	\$1,525,320	\$1,555,826
Total Other Operations	\$57,128,455	\$57,753,788

Table AFR.2

FY24/25 Administrative Fiscal Report (Actuals)

The net administrative costs for SJJPA to manage and administer Gold Runner for FY24/25 was \$5,356,017.

Administrative Funding Request (FY26/27 and FY27/28)

Funds are required for the SJJPA to provide administrative functions for the Gold Runner. For FY25/26, SJJPA administrative costs are estimated at \$6,740,047, which is unchanged from FY24/25. While various initiatives and joint efforts between SJJPA and the State have evolved to account for the steady increase within key areas of administration, the resources at this time are considered to be appropriate for the FY26/27. See Table AFR.5 for a summary of these administrative costs alongside operations, marketing, service and program initiative costs. See Table AFR.3 for a summary of budgeted administrative costs.



Administrative Budget

Expense Category	FY26/27 (Requested)	FY27/28 (Projected)
Salaries/Benefits/Contract Help	\$3,489,422	\$3,489,422
Administration - Procurement & Contracts	\$31,410	\$32,038
Office Expenses/Postage/Memberships, etc.	\$85,134	\$86,837
Computer Systems	\$20,000	\$20,400
Communications	\$5,000	\$5,100
Motor Pool	\$19,250	\$19,635
Transportation/Travel/Engagement	\$103,665	\$105,738
Training	\$24,000	\$24,480
Audits/Regulatory Reporting	\$47,580	\$48,532
Professional Services - Legislative	\$480,508	\$490,118
Professional Services - Legal	\$167,280	\$170,626
Professional Services - General	\$468,102	\$468,102
Information Technology, Software Integration & License Fees	\$58,430	\$59,599
Professional Services - Operations	\$128,000	\$130,560
Professional Services - Grants & Programming	\$125,052	\$127,553
Professional Services - Planning	\$150,000	\$153,000
Communications - Operations	\$16,000	\$16,320
Publication/Legal Notices	\$12,500	\$12,750
Maintenance of Headquarters	\$833,500	\$850,170
Insurance - Administration	\$337,148	\$343,891
Insurance Management Fees	\$17,000	\$17,340
Security Services/Safety Programs	\$121,066	\$123,487
Total Administration	\$6,740,047	\$6,795,697

Table AFR.3

Marketing Funding Request (FY26/27 and FY27/28)

SJJPA is requesting a yearly allocation of \$1,750,000, equivalent to what was requested last year, to facilitate marketing and advertising to the entirety of the Gold Runner corridor. This amount is consistent with the FY25/26 request. See the Marketing, Public Relations, and Outreach summary for additional information.

Minor Capital Funding Request (FY26/27 and FY27/28)

SJJPA is requesting \$500,000 per year provided for "Minor Capital" projects (projects valued at \$388,000 or less in total project cost) for FY26/27 and FY27/28. This amount is consistent with the FY24/25 request. See the Safety and Security Program summary for additional information.

Gold Runner Service and Program Initiatives

In addition to direct current service costs, SJJPA, in coordination with Caltrans and CalSTA, are requesting the following resources to continue the following multiyear service initiatives. See Table AFR.4 for Gold Runner Service and Program Initiatives.

Gold Runner Service and Program Initiatives Budget

Expense Category	FY26/27 (Requested)	FY27/28 (Projected)
Marketing Analysis	\$300,000	-
High Speed Rail/Early Train Operator Coordination Support:		
- Business Class Study	\$1,723,356	\$1,792,290
- Grants Support	\$150,000	\$150,000
- Operational Preparedness	\$250,000	\$250,000
- Service Plan Coordination	\$250,000	\$250,000
- Ticketing Integration	\$350,000	\$350,000
Total SJJPA Service and Program Initiatives	\$3,023,356	\$2,792,290

Table AFR.4

The SJJPA State Funding request for FY26/27 and FY27/28 for all categories is presented below.

SJJPA State Funding Request		
Expense Category	FY26/27 (Requested)	FY27/28 (Projected)
Operating		
- Amtrak Contract	\$44,605,642	\$45,943,811
- Operations Controlled Equipment Maintenance of Equipment Program (State-Owned/Leased)	\$41,045,000	\$41,045,000
- Other Operations	\$16,083,455	\$16,708,788
- Administrative	\$6,740,047	\$6,795,697
- Marketing	\$1,750,000	\$1,750,000
- Minor Capital Program	\$500,000	\$500,000
- SJJPA Service and Program Initiatives	\$3,023,356	\$2,792,290
Total Request	\$113,747,500	\$115,535,587

Table ES.1/AFR.5

Budget Authority and Supplementally Funded Initiatives (FY26/27 and FY27/28)

While the Annual Business Plan outlines the funding requirements from the Public Transportation Account (PTA), SJJPA also carries out initiatives and delivers projects that receive outside funding and are presented below to provide a fully transparent agency budget.

SJJPA State Funding Request		
Expense Category	FY26/27 (Requested)	FY27/28 (Projected)
State Owned Equipment Truck Overhaul - PEA Account	\$3,437,638	\$3,437,638
State Owned Equipment Pre-Revenue - PEA Account	\$989,224	\$989,224
Corridor Identification and Development Program	\$47,000	\$361,000
San Joaquin Valley Network Integration and Transit-Oriented Development Action Plan	\$225,000	\$325,000
Third Party Budget Authority	\$4,698,862	\$5,112,862

Table AFR.6



APPENDIX

Historical Performance of the Service and Route

Gold Runner Annual Operating Performance – Federal Fiscal Years								
Federal Fiscal Year	Ridership Data		Financial Data for Operations					
	Ridership	PM/TM	Revenue	Expense	Loss	State Calculated	Amtrak Service Costs	Farebox Ratio
		F1		F2		F3	F4	F5
1973-74 (S1)	38,770	83.6	-	-	-	-	-	-
1974-75	66,990	44.2	-	-	-	-	-	-
1975-76	66,530	43.8	-	-	-	-	-	-
1976-77	87,642	56.0	-	-	-	-	-	-
1977-78	80,611	52.7	-	-	-	-	-	-
1978-79	87,645	60.2	-	-	-	-	-	-
1979-80 (S2)	123,275	63.6	\$1,174,065	\$3,975,185	\$2,801,120	\$518,206	-	29.5%
1980-81	159,498	55.3	\$2,224,137	\$6,940,934	\$4,716,797	\$1,360,391	-	32.0%
1981-82	189,479	65.3	\$3,115,710	\$7,774,029	\$4,658,319	\$2,228,585	-	40.1%
1982-83	186,121	62.9	\$3,342,137	\$7,991,697	\$4,649,560	\$2,490,275	-	41.8%
1983-84	248,275	85.3	\$4,730,431	\$8,094,789	\$3,364,358	\$2,518,066	-	58.4%
1984-85	269,837	94.6	\$5,210,951	\$8,641,293	\$3,430,342	\$2,802,955	-	60.3%
1985-86	280,798	101.1	\$5,425,329	\$8,610,554	\$3,185,225	\$2,658,895	-	63.0%
1986-87	304,668	106.1	\$6,084,677	\$9,179,133	\$3,094,456	\$2,929,148	-	66.3%
1987-88	340,573	121.1	\$7,457,686	\$9,633,659	\$2,175,973	\$2,605,572	-	77.4%
1988-89	370,190	133.7	\$9,527,268	\$10,968,216	\$1,440,948	\$1,887,450	-	86.9%
1989-90 (S3)	418,768	116.9	\$11,84,743	\$15,286,520	\$3,440,777	\$3,544,332	-	77.5%
1990-91	463,906	104.1	\$12,691,986	\$18,456,785	\$5,764,799	\$5,803,565	-	68.8%

Gold Runner Annual Operating Performance – Federal Fiscal Years Continued.

Federal Fiscal Year	Ridership Data		Financial Data for Operations					
	Ridership	PM/TM	Revenue	Expense	Loss	State Calculated	Amtrak Service Costs	Farebox Ratio
		F1		F2		F3	F4	F5
1991-92	483,593	104.3	\$12,369,805	\$18,633,777	\$6,263,972	\$6,472,598	-	66.4%
1992-93 (S4)	516,113	109.6	\$12,628,496	\$22,227,149	\$9,598,653	\$10,789,651	-	56.8%
1993-94	558,569	94.6	\$13,894,624	\$26,678,861	\$12,784,237	\$12,335,021	\$3,937,150	52.1%
1994-95	524,680	88.8	\$12,244,668	\$25,077,153	\$12,832,485	\$12,668,018	\$3,705,069	48.8%
1995-96	526,088	86.6	\$12,477,497	\$25,386,099	\$12,908,602	\$14,483,048	\$1,360,327	49.2%
1996-97	652,544	106.1	\$13,817,681	\$34,528,165	\$20,710,484	\$16,265,387	\$5,672,236	40.0%
1997-98	702,178	118.0	\$15,230,966	\$36,517,290	\$21,286,324	\$17,190,515	\$4,493,597	41.7%
1998-99 (S5)	680,687	102.8	\$16,496,457	\$37,269,835	\$20,773,378	\$19,938,254	\$1,712,168	44.3%
1999-00	671,295	92.7	\$18,061,512	\$41,791,782	\$23,730,270	\$24,232,326	\$652,236	43.2%
2000-01	710,833	97.9	\$19,667,681	\$43,404,325	\$23,736,644	\$24,350,127	\$540,809	45.3%
2001-02 (S6)	733,152	96.9	\$20,114,693	\$46,503,548	\$26,388,855	\$26,281,035	\$396,392	43.3%
2002-03	769,708	89.9	\$20,318,564	\$50,552,529	\$30,233,965	\$29,729,650	\$504,315	40.2%
2003-04	752,227	87.2	\$22,100,796	\$50,061,460	\$27,960,664	\$27,960,664	\$89,345	44.1%
2004-05	743,245	85.1	\$22,590,880	\$49,883,689	\$27,292,809	\$27,292,809	-	45.3%
2005-06	801,242	91.1	\$25,869,979	\$55,226,742	\$29,356,763	\$29,356,763	-	46.8%
2006-07	789,641	88.8	\$26,862,994	\$61,188,078	\$34,325,084	\$34,325,084	-	43.9%
2007-08	894,346	88.2	\$28,945,651	\$65,474,253	\$36,528,602	\$36,528,602	-	44.2%
2008-09	958,946	90.0	\$30,671,510	\$68,232,766	\$37,561,256	\$37,561,256	-	45.0%
2009-10	967,437	103.7	\$32,117,615	\$62,689,957	\$30,572,342	\$30,572,342	-	51.2%
2010-11	1,032,579	112.9	\$36,571,173	\$69,578,077	\$33,006,904	\$33,006,904	-	52.6%
2011-12	1,133,654	124.0	\$40,161,170	\$74,360,735	\$34,199,565	\$34,199,565	-	54.0%
2012-13	1,195,898	127.5	\$41,415,960	\$73,685,365	\$32,269,405	\$32,269,405	-	56.2%
2013-14	1,202,624	125.8	\$41,421,102	\$79,263,729	\$37,842,627	\$37,842,627	-	52.3%
2014-15	1,181,639	123.8	\$41,020,415	\$80,023,410	\$39,002,995	\$39,002,995	-	51.3%
2015-16 (S7)	1,135,424	118.6	\$39,040,339	\$77,388,218	\$38,347,879	\$38,347,879	-	50.5%
2016-17	1,120,037	100.1	\$38,880,344	\$78,884,172	\$40,003,828	\$40,003,828	-	49.0%
2017-18	1,078,750	97.4	\$36,073,870	\$83,875,637	\$47,801,767	\$47,801,767	-	43.0%
2018-19	1,071,190	96.4	\$35,217,711	\$85,837,162	\$50,619,451	\$50,619,451	-	41.0%
2019-20	606,728	67.1	\$21,203,566	\$73,666,185	\$52,462,619	\$52,462,619	-	29.0%
2020-21	434,240	64.0	\$15,282,605	\$62,416,204	\$47,133,599	\$47,133,599	-	24.0%
2021-22	710,965	77.3	\$25,478,259	\$83,869,485	\$58,391,226	\$58,391,226	-	30.0%
2022-23	846,892	91.8	\$32,447,878	\$87,817,758	\$55,369,880	\$55,369,880	-	37.0%
2023-24*	909,551	97.0	\$33,900,872	\$99,408,879	\$65,508,007	\$65,508,007	-	34.1%
2024-25*	906,907	97.7	\$34,340,602	\$107,750,748	\$73,410,146	\$73,410,146	-	31.9%

Table APP1

- Notes
- (S1) Service started 3/6/74 with one round-trip between Oakland and Bakersfield Data is for four months only.
 - (S2) State support started 10/1/79. Data is for nine months, during which time ridership totaled 93,206.
 - (S3) Third round-trip added 12/17/89 between Oakland and Bakersfield.
 - (S4) Fourth round-trip added 10/25/92 between Oakland and Bakersfield.
 - (S5) Fifth round-trip added 2/21/99 between Sacramento and Bakersfield.
 - (S6) Sixth round-trip added 3/18/02 between Sacramento and Bakersfield.
 - (S7) Seventh round-trip added 6/20/16 between Oakland and Bakersfield.
 - (F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.
 - (F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all trains billed on short term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Includes cost of connecting buses. Depreciation and interest (equipment capital cost) included in operating cost under solely-related cost basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.
 - (F3) Calculated service costs shown here may not reflect actual State contract cost. From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation and interest (equipment capital cost). For the fourth round trip, State cost was 70 percent of train operating loss plus equipment capital cost. Between October 1995 and September 1996, State cost was 100 percent of train operating loss and 60 percent of equipment capital cost. Between October 1996 and September 1997, State cost was 65 percent of train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak or other third party contractors for operating expenses, and State payment of entire net cost of all connecting bus routes.
 - (F4) Between State Fiscal Years 1993-94 and 2003-04, Amtrak cost is based on billings submitted and reflects cost basis and Amtrak shares as stated in notes (F2) and (F3) above. However, Amtrak does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available/ beginning in FY 2004-05, no Amtrak share is billed. For years 2019-20 and beyond cost incurred outside of the Amtrak contract are reported for Direct Operations.
 - (F5) Farebox Ratio – The ratio of Operating Revenue to Operating Expense.
 - (*) Previously reported information has been restated to reflect Uniform Performance Standard

Restated Farebox Recovery Ratio FY23-25			
Expense Category	FFY23 SJJPA	FFY24 SJJPA	FFY25 SJJPA
Operating Revenue	\$29,820,676	\$31,156,026	\$31,560,153
Thruway Revenue Attributable to Service [1]	\$2,627,202	\$2,744,846	\$2,780,449
Restated Operating Revenue	\$32,447,878	\$33,900,872	\$34,340,602
-Amtrak Operating Cost	\$86,016,874	\$94,856,982	\$89,746,411
-Direct Operations Cost	\$1,484,228	\$70,098	\$4,268,623
-Mechanical and Related Insurance Costs	\$722,260	\$7,058,561	\$16,068,551
-Intercity Technology Operating Costs	\$2,998,347	\$2,998,347	\$2,998,347
-Less Non-Operating Costs [2]	-	-	\$(1,927,232)
-Less Non-Operating Deferred Maintenance [3]	\$(3,403,952)	\$(5,575,109)	\$(3,403,952)
-Add Assignment of Operating Cost to Intercity Service	-	-	-
Total Service Operating Costs [4]	\$87,817,758	\$99,408,879	\$107,750,74
Restated Farebox Recovery Ratio [5]	36.95%	34.10%	31.87%

Table APP.2

- [1] Route 39 Thruway Revenue that is recognized in other State Supported Services, but who do not share in the expense.
- [2] Route 37 Equipment Utilization and Route 39 Technology Costs
- [3] Route 39 Deferred Maintenance Adjustment for State-Owned Equipment maintained by Amtrak
- [4] Operating Costs for Service after Adjustments, Before API Modifiers
- [5] Operating Revenues divided by Operating Costs

Gold Runner Ownership and Track Characteristics

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

Table APP.3 Source: California Department of Transportation

Notes: *General Number of Mainline Tracks

Owners:

BNSF - BNSF Railway Company

UP - Union Pacific Railroad Company

Signal Systems: CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.

Capital Programs Project List

Project Name	Description	Project Justification and Service Goals	Lead Agency	Estimated Total Project Cost
BNSF CP Lake to CP Escalon	Addition of second main track to improve reliability and enable service expansion	To achieve 8 RTs	SJRRC/ SJJPA	\$21,358,000
Madera Station (Relocation) [Phase #1]	Relocation and construction of intermodal station with future HSR connection	To increase ridership at Madera station, increase opportunities for TOD, and enable station to become HSR Rail Station (Phase 2 and 3)	SJRRC/ SJJPA	\$73,021,856
Mini-High Platform Improvements Project	Accessibility improvements for high-floor passenger cars	To allow level boarding for all Gold Runner passengers	SJJPA	\$1,994,000
Oakley Station & Track Improvements	New station construction with platforms, parking, and access improvements	To increase ridership and further growth	SJJPA	\$8,281,000
San Joaquin Street Layover & Station	Layover facility to support expanded Stockton-Sacramento service	To increase ridership and enable the connection between Stockton and Natomas to provide rail service which replace bus service	SJJPA	\$7,000,000

Capital Programs Project List Continued

Project Name	Description	Project Justification and Service Goals	Lead Agency	Estimated Total Project Cost
Stockton Wye	Rail connection to improve operational efficiency and capacity	To increase ridership and enable the connection between Stockton and Natomas to provide rail service which replace bus service	SJJPA	\$18,712,685
Stockton Diamond Grade Separation	Grade-separated rail crossing to improve freight and passenger efficiency	To improve OTP and remove the cap and congestion through the Stockton Diamond	SJRRC	\$520,848,249
Public Information Display System (PIDS)	Upgrade and modernization of passenger information systems	To enhance passenger experience and to increase ridership	SJRRC/ SJJPA	\$1,300,000
Station Area Improvements	Amenity, access, and station environment enhancements	To enhance passenger experience and to increase ridership	SJJPA	TBD
Station Signage & Wayfinding	Digital and static signage improvements	To enhance passenger experience and to increase ridership	SJJPA	TBD
Gold Runner Extension – Chico	Intercity corridor service development planning	Longer term service goal	SJJPA	TBD
Gold Runner Extension – Redding	Intercity corridor service development planning	Longer term service goal	SJJPA	TBD
Modesto, Turlock/Denair 2nd Platform	Construction of a new Modesto station platform, additional track, pedestrian pathway connections	To achieve 8 RTs	Caltrans	TBD

Table APP.4

Safety and Security Stakeholders

Amtrak	Northern California Emergency Preparedness Task Force
Bay Area Urban Areas Security Initiative	Northern California Rail Safety Team
Burlington North Santa Fe Railroad	Regional Transit Strategies Working Group
California Public Utilities Commission	San Joaquin Multi-Agency Homeless Strike Force Team
Federal Railroad Administration	Transportation Security Administration
Metropolitan Transportation Commission	Union Pacific Railroad
National Transportation Safety Board	

Table APP.5

Annual Business Plan - Public Comment Tracker

Chapter	Page	Date Rec'd	Commenter	Agency	Comment	Date response	Proposed Response
Equipment	20	3/6/2026	Alexandre Gauthier	General Public	Table SRFI.1 on page 20 lists the Cal 1 Bi-Level Cab and Cafe cars as having 14 years in service, but a "last overhaul" of 2008. This seems like a typo, since 2008 is more than 14 years ago.	3/9/2026	14 is the quantity of the cars. The years in service is 30 years.
N/A	N/A	3/8/2026	Nate Wittenberg	General Public	<p>I am one of the customers who previously boarded the San Joaquin trains, and am writing to the SJJPA board here for the meeting about the changes being made. Passengers are currently extremely unsatisfied with how service has become for several factors, and we want the cafe service back along with the San Joaquins name to return. We do not like the Gold Runner name because it has nothing to do with the region, and I complained to RailPlan@dot.ca.gov. I would like Caltrans to take it back and let Amtrak back into the Central Valley, as I wrote to Caltrans because passengers are still demanding for reliable service and the JPA's are not listening to the anybody. Would you mind sharing this with the SJJPA and Caltrans?</p> <p>Thank you. I'm hoping that those people can actually see what's happened to the train they manage and actually board it to take note of the abysmal service, since it has become EXTREMELY problematic. Every passenger that's boarded the train hates the Gold Runner name and we demand these changes be voided/vetoed to get the San Joaquins and cafe service back with fresh options, and all passengers want those from the SJJPA fired and charged loads of money because they have been trying to separate themselves from Amtrak as they're just bullying the railroad at this point and they hate listening to their passengers, proving that the route is becoming super unrecognizable. Not to mention they want to try to shorten the route to Merced or Madera as part of this HSR project, which will be a terrible idea because Fresno and Bakersfield are important places for the San Joaquins route.</p> <p>Hello, I have more evidence of complaints to share as part of the Business Plan. Could you share these with the SJJPA and Caltrans as well? & image</p>	3/7/2026 3/10/2026 3/15/2026	Thanked Mr. Wittenberg for his emails and Forwarded the emails to PEM and Caltrans JPA Liaison as requested.
Operating Plan and Strategies	6	3/16/2026	Jenn Pollom	Shasta Regional Transportation Agency (SRTA)	The term Salmon Runner is not in use for this segment. 5X is the name of the service between Redding and Sacramento.	4/16/2026	SJJPA has used 'Salmon Runner' to tie back planning efforts to SRTA's previous award and is working to bring this service online. Moving forward, SJJPA will use 'Route 5' to denote this service to align with other thruway bus routes. Will edit text to say "...formally known as Salmon Runner..."
Capital Program Overview	15	3/16/2026	Jenn Pollom	Shasta Regional Transportation Agency (SRTA)	Gold Runner service extension to Redding is consistent with SRTA's North State Intercity Bus to Rail Plan. SRTA staff ask to be included in the following work, "During 2026, SJJPA will coordinate with Caltrans to develop a service development plan for FRA and, if approved, is expected to be completed by 2029."	4/16/2026	As Caltrans is the lead for the FRA's Corridor ID work, SJJPA will help coordinate outreach to regional partner agencies as directed and ensure all previous work efforts are considered.

Annual Business Plan - Public Comment Tracker

Chapter	Page	Paragraph #	Commenter	Column2	Comment	Date response	Proposed Response
Executive Summary	5	2	Caltrans Staff		In the second sentence, note that Caltrans also provides fleet for Pacific Surfliner service	4/28/2026	Agreed. Will change the sentence to say "...procurement of new equipment for ALL state supported intercity..."
Operating Plan and Strategies	16	1	Caltrans Staff		Is there a different name for what is currently being called the Corridor Development and Improvement Portfolio (Corridor ID) in this plan? This may be confusing with the FRA's Corridor Identification and Development program also often being shortened to Corridor ID	4/28/2026	Agreed, the language was confusing. Reference to Corridor Development and Improvement Portfolio has been deleted. This section has also been edited split into two separate sections for "Valley Rail" and "Corridor ID".
Capital Program Overview	16	6 & 7	Caltrans Staff		Recommend simplifying language that references that the Corridor ID program is a 3-step program. Currently the San Joaquin Valley Corridor is close to completing Step 1. Deliverables from Step 1 include an approved scope, schedule, and budget for the creation of a Service Development Plan (SDP), which will be developed in Step 2. After completion of Step 2, capital projects that were identified in the Step 2 SDP will be moved into Step 3 of the program, where they will undergo environmental review. Projects that finish Step 3 of the Corridor ID program will then be eligible to be in the prioritized pipeline of projects for construction funding under the FRA's Federal State-Partnership Program	4/28/2026	Agreed, the language for Corridor ID has been edited to reference that Corridor ID is a 3-step program (using language provided by Caltrans).
Capital Program Overview	16	3	Caltrans Staff		Confirming that Valley Rail North and South is the same thing as the Corridor Capacity and Operational Improvement Program?	4/28/2026	Agreed, the language was confusing. Reference to Corridor Development and Improvement Portfolio has been deleted. This section has also been edited split into two separate sections for "Valley Rail" and "Corridor ID".
Capital Improvement Program FY26/27 Highlights	20	Table SRFI.1	Caltrans Staff		All comet cars were transferred to SoCal. Should we remove the four that are counted in the table?	4/28/2026	Agreed. Will remove the 4 Comet Cars.
State Rail Fleet Initiatives	22	1	Caltrans Staff		F59 overhaul contract will be overseen by Caltrans	4/28/2026	Agreed. Will edit to overseen by Caltrans. Will add the following sentence to clarify the role SJJPA plays. "SJJPA plays an advisory role during inspections, material planning, design review and other key milestones."
Capital Program Overview	19	1	Caltrans Staff		"Golder Runner" typo	4/28/2026	We will edit to Gold Runner
Annual Funding Requirement	33	Table AFR3	Caltrans Staff		Professional Services - General is more than double of previous FY request. What does General cover that the other specific categories do not?	4/28/2026	SJJPA to confirm the composition of the Professional Services - General by 4/22 and discuss the details with Caltrans on 4/28. (COMPLETED)

San Joaquin Gold Runner FY 26-27 ABP Review

Proposed Response/Discussions Results

SJJPA State Funding Request		
Expense Category	FY26/27 (requested)	FY27/28 (projected)
Operating		
- Amtrak Contract	\$47,452,929	\$48,876,517
- Operations Controlled Equipment Maintenance of Equipment Program (State-Owned/Leased)	\$41,045,000	\$41,865,900
- Other Operations	\$12,542,899	\$12,688,257
- Administrative	\$6,740,047	\$6,740,047
- Marketing	\$1,750,000	\$1,750,000
- Minor Capital Program	\$500,000	\$500,000
- SJJPA Service and Program Initiatives	\$3,023,356	\$2,792,290
Total Request	\$113,054,231	\$115,213,011

1. COSI Model allocates \$48,646,204 for FY 26/27.
2. Minor Capital – Need to discuss further.
3. Other Ops – Page 1 shows \$14,292,899
 - a. Chart to the left shows \$12,542,899

SJJPA should keep the original # in the final ABP. Caltrans may withhold some funds until SJJPA can demonstrate projects can be implemented and funds can be expended timely.

\$14,292,899 is correct, will update for final.

Gold Runner Service and Program Initiatives Budget		
Expense Category	FY26/27 (requested)	FY27/28 (projected)
Marketing Analysis		
High Speed Rail/Early Train Operator Coordination Support:		
- Business Class Study	\$1,723,356	\$1,792,290
- Grants Support	\$150,000	\$150,000
- Operational Preparedness	\$250,000	\$250,000
- Service Plan Coordination	\$250,000	\$250,000
- Ticketing Integration	\$350,000	\$350,000
Total SJJPA Service and Program Initiatives	\$3,023,356	\$2,792,290

1. Biz Class Study – How much is the Biz Class Study in total? Cannot find it in previous ABPs.
 - a. Are we tying Biz Class to HSR?
 - b. What modifications will need to be done? Who approved?
 - c. Page 15 says Mods will be \$1m. Is that for the 7 ventures?
2. Grants Support – How does this differ from the Professional Services – Grants section in the Admin request?
3. Operational Preparedness – Need further discussion.
4. Service Plan Coordination – The current funding allocation doesn't have capacity for more service. Should this be tabled for this upcoming FY?
5. Ticketing Integration – Need further discussion.

Business Class Study Total Budget \$524,677.00
Study period: 09/2025 - 05/2026
•Phase 1: \$328,107.00
•Phase 2: \$196,570.00

Yes, this would be an expectation and needs to have a consistent experience. Also, this is an opportunity to realize greater revenue gains for the service.

There are no material changes to the equipment. The enhancement will be low modifications with high impact.

Modifications to be done(within the 1mil that has been allocated in the plan)
The following features are included in the plan:
a. Platform: Platform signage
b. Vestibule: Wall panel stickers; Lean on Pads; Flooring material, Door stickers
c. Restroom: Wall panel stickers
3. Seating Area: Seat upgrade (depending on option), Privacy shields; USB-C power outlets; Table stickers (Tray & Vis-a-vis); Overhead storage/ reservation panel stickers; End wall stickers; Comfort class decals; Luggage rack stickers/ customization

Yes
Both Grant Support pay for the grant writing consultant support for SJJPA. The amount set aside under HSR ETO is for a few grants opportunities we will pursue to fund projects required for HSR ETO efforts. The other grant support \$ (Professional services) is set aside for grants opportunities we will pursue to fund projects for Gold Runner service. SJJPA is identified to play a key role in implementing the "Central Valley Service" with HSR ETO. The \$ set aside is for evaluating pre-operation and implementation costs, capital investment requirements, and developing a phased operation plan to smoothly transition between operational phases.
As part of the Valley Rail expansion, 8th round trip will be implemented to connect with HSR in 2033. The service plan coordination is for documenting assumptions, updating service plans based on defined scenarios and estimating operational and maintenance costs, ridership, and revenues for both Gold Runner and HSR service.
These funds are supporting Technical Assistance to identify requirements and advise on operational preparedness for a future ticketing inventory system that would allow integration with ACE, HSR Service, and other services. These funds have also been used to support SJJPA and the CA Rail Payments Alliance members with the technical assistance for topics including ticketing, distribution, and inventory management.

Other Direct Operations Budget (FY26/27 - FY27/28)		
Expense Category	FY 26/27 (Requested)	FY 27/28 (Projected)
Connecting Services	\$75,000	\$75,000
Contingent Railroad Liability Insurance	\$4,410,132	\$4,498,335
Equipment Repair Fund	\$500,000	\$500,000
Host Railroad Maintenance of Wav	\$500,000	\$500,000

1. Insurance - Remove property buy back deductible for state owned and leased equipment (~\$3.4m).
2. Equipment Repair fund - \$1m was provided in previous FY, and with the transition back to Amtrak on property insurance, no new allocation needed.

Not able to remove the amount until Amtrak removes the language requirement. Contractor has a contractual requirements and SJJPA must pay for it.

Will remove from FY26/27 budget.

Maintenance of Equipment Program (State-Owned/Leased)	\$41,045,000	\$41,045,000
On Board Passenger Services Program	\$3,900,000	\$3,900,000
Other Direct Operations Costs	\$2,751,247	\$2,806,272
Station Lease and Facilities Expense	\$331,200	\$337,824
Service Rebranding and Signage	\$300,000	\$300,000
Yard Operations Expense	\$1,525,320	\$1,555,826
Total Other Operations	\$55,337,899	\$55,518,257

3. On Board Services – Discuss the increase from FY 25/26.

4. Yard Operations Expense – New to this FY? Need to discuss further. Closest item found is Terminal Yard costs – same? What was FY 25/26 costs if so?

5. Station leases and facilities – triple the amount. Where did the increase come from?

-Expansion of onboard service delivery, including enhanced cart service and broader amenity offerings to improve the passenger experience
 -Labor cost adjustments, reflecting actual staffing requirements, wage pressures, and service frequency across 14 daily train movements
 -Expanded role of Canteen in operations, taking on greater responsibility for service execution, logistics, and program support—resulting in higher contracted service costs but improved consistency and scalability
 -Program maturation, transitioning from a baseline or pilot-level service model to a fully implemented onboard experience program
 -Inflationary pressures and vendor cost increases, particularly in food & beverage, supplies, and contracted services
 This adjustment ensures the program is right-sized to meet ridership demand (3,200+ daily passengers) and aligns with agency priorities around customer experience, service consistency, and brand standards. The prior projection understated the true cost of delivering a high-quality onboard product at scale.

Outlying Point Track Maintenance was included in the lease for Auburn's yard. The track inspections have already identified ballast work, and inspections are ongoing and required. SJJPA lease with UPRR requires SJJPA to maintain the track from the entry of the station through the fenced layover/maintenance area. This includes the weekly inspections and any resulting repairs required. Possible for CCJPA to budget, but the liability by the lease has SJJPA as the responsible party. There is also a cost for yard switching, similar to what Amtrak used to charge SJJPA for at OMF. Initially this was the Modesto station lease only (that was assumed in 2018/19). SJJPA now has leases in Auburn, Sacramento, BFD as well as charges for the Sales Force building. This is also paying for the emergency/safety items such as the Merced station HVAC, so SJJPA/state do not have to go through a minor cap process.

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 7

ACTION

Adopt a Resolution Approving Amendment 05 to the Agreement with BNSF Railway (BNSF) for the Construction of Metal Security Fencing and Trespasser Mitigation Efforts by Increasing the Compensation Amount by \$475,000, for a New Not-to-Exceed Amount of \$2,891,682, and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute all Agreements and Documents Related to the Project, Including Any and All Amendments 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, and avoid delays and disruptions resulting from unauthorized trespassers on BNSF ROW, with respect to the Authority's operations.

BNSF is responsible for providing or coordinating construction engineering services, including construction management, inspection, and installation of the Project at designated locations along all BNSF ROW on the Gold Runner route.

The Authority approved an agreement with BNSF for the Project at the January 2022 meeting in the amount of \$1,000,000. The Project is located along the BNSF Stockton Subdivision in Fresno between the Shields Avenue and Clinton Avenue crossings, and includes installing fencing along approximately 3,090 feet of the northern boundary of BNSF's railroad right of way, between milepost (MP) 1002.54 and MP 1003.17. The agreement also covered all necessary related engineering, civil, track, signal, structural, 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 executed in May 2024 to add additional fencing at W Ashlan Avenue, N West Avenue, and E Weldon Avenue to E Shields Avenue 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 was executed in July 2024 and extended the performance period for the additional work from June 30, 2023, to June 30, 2025, by utilizing the first renewal year. Amendment No. 2 was a no cost amendment.

Amendment 03 was executed in July 2025 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. Amendment 03 also extended the performance period for the work from June 30, 2025, to June 30, 2026. Amendment 02 was a no-cost amendment.

Amendment 04 was executed in November 2025 to increase the estimated construction cost of the Project by \$527,682, from \$1,889,000 to \$2,416,682.

Amendment 05 is proposed to allocate an additional \$475,000 to the Project and extend the period of performance from June 30, 2026, to June 30, 2027. Amendment 05 will include comprehensive security enhancements to improve safety, minimize risk, and ensure reliable rail operations. Key actions include installing cut-resistant fencing, enhancing trespasser deterrence measures, and deploying prominent warning signage. These efforts will deter unauthorized access to BNSF ROW, safeguard project assets, reduce risk, protect the public and train crews, and support on-time rail performance.

Project Milestones:

Phase 1 of the Project included installing 3,909 feet of durable fencing, 185 protective bollards, and three secure 24-foot access gates. This work spanned the Gold Runner corridor in Madera County, just north of Fresno, between Avenue 12 and Avenue 15 (MP 103.17 to MP 102.54). The primary goal was to enhance site security and control access along this segment of the route.

Phase 2 included installing 3,895 feet of fencing, 63 heavy-duty bollards, and four 24-foot access gates along the Gold Runner corridor in Madera County, just north of Fresno, between Avenue 15 and Avenue 17 (MP 102.54 to MP 101.41). This phase continued the protective measures, ensuring consistent security and accessibility throughout the designated area.

Phase 3 involved installing 3,507 feet of cut-resistant fencing, 124 strategically placed bollards, and four (4) 24-foot access gates along the BNSF rail corridor used by the Gold Runner service between Madera and Fresno, between Avenue 17 and Avenue 20 (MP 101.23 to MP 100.46). These enhancements further strengthened perimeter security and provided controlled entry points to the BNSF ROW.

Project Phases 1-3 were installed between Madera and Fresno Counties, between 2022 and June 2025. The work involved initial site preparation, including minor clearing and grubbing to remove vegetation and debris, and ensuring a stable foundation for construction. A high-security, cut-resistant 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 to the BNSF ROW by authorized personnel and vehicles, while enhancing the overall security and operational efficiency of the rail corridor.

Next phase:

The Bakersfield Station and the Gold Runner corridor between Merced and Fresno continue to experience safety challenges associated with ongoing transient encampments. These encampments have contributed to increased trespassing, loitering, and related safety hazards, adversely affecting passengers, train crews, bus operators, station staff, and the reliability of both Gold Runner and freight rail services.

The next phase of this project will focus on targeted mitigation strategies, including the coordinated removal of encampments, implementation of enhanced perimeter security measures such as fencing and controlled access points, and ongoing collaboration with local agencies to address homelessness-related impacts within the rail corridor. These efforts are intended to improve safety conditions, reduce service disruptions, and support a more secure and reliable transportation environment for all stakeholders.

Procurement Approach:

Amendment 05 was handled in accordance with the Rail Commission’s Procurement Manual, which the Authority adopted in 2015. Staff has confirmed that the price of the amendment is fair and reasonable, and that the additional services are reasonable, necessary, and in line with the current scope of work. Staff have evaluated BNSF’s performance on this Project and determined that their performance is satisfactory.

This amendment increases the contract amount by \$475,000, bringing the new not-to-exceed amount to \$2,891,681. The original contract terms and conditions remain unchanged.

This Amendment 05 will be effective July 1, 2026, and shall remain in effect until June 30, 2027, unless extended in writing.

Fiscal Impact:

Funding for this Project was approved in the FYs 2024/25 and 2025/26 Annual Business Plan award letters from CalSTA.

Project	Safety Fencing
Budget for this Project	\$475,000
Amendment Amount	\$475,000

Recommendation:

Adopt a Resolution Approving Amendment 05 to the Agreement with BNSF Railway (BNSF) for the Construction of Metal Security Fencing and Trespasser Mitigation Efforts by Increasing the Compensation Amount by \$475,000, for a New Not-to-Exceed Amount of \$2,891,682 and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute all Agreements and Documents Related to the Project, Including Any and All Amendments within Their Spending Authority.

SJJPA RESOLUTION 25/26 –

RESOLUTION APPROVING AMENDMENT 05 TO THE AGREEMENT WITH BNSF RAILWAY (BNSF) FOR THE CONSTRUCTION OF METAL SECURITY FENCING AND TRESPASSER MITIGATION EFFORTS BY INCREASING THE COMPENSATION AMOUNT BY \$475,000, FOR A NEW NOT-TO-EXCEED AMOUNT OF \$2,891,682, AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE, TO NEGOTIATE, AWARD, AND EXECUTE ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT, INCLUDING ANY AND ALL AMENDMENTS 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, and avoid delays and disruptions resulting from unauthorized trespassers on BNSF ROW, with respect to the Authority's operations; and

WHEREAS, BNSF is responsible for providing or coordinating construction engineering services, including construction management, inspection, and installation of the Project at designated locations along all BNSF ROW on the Gold Runner route; and

WHEREAS, the Authority approved an agreement with BNSF for the Project at the January 2022 meeting in the amount of \$1,000,000; and

WHEREAS, the Project is located along the BNSF Stockton Subdivision in Fresno between the Shields Avenue and Clinton Avenue crossings, and includes installing fencing along approximately 3,090 feet of the northern boundary of BNSF's railroad right of way, between milepost (MP) 1002.54 and MP 1003.17; and

WHEREAS, Amendment 01 was executed in May 2024 to add additional fencing at W Ashlan Avenue, N West Avenue, and E Weldon Avenue to E Shields Avenue 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 was executed in July 2024 and extended the performance period for the additional work from June 30, 2023 to June 30, 2025, by utilizing the first renewal year. Amendment No. 2 was a no-cost amendment; and

WHEREAS, Amendment 03 was executed in July 2025 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. Amendment 03 also extended the performance period for the work from June 30, 2025 to June 30, 2026. Amendment 02 was a no-cost amendment; and

WHEREAS, Amendment 04 was executed in November 2025 to increase the estimated construction cost of the Project by \$527,682, from \$1,889,000 to \$2,416,682; and

WHEREAS, Amendment 05 is proposed to allocate an additional \$475,000 to the Project and extend the period of performance from June 30, 2026 to June 30, 2027; and

WHEREAS, Amendment 05 will include comprehensive security enhancements to improve safety, minimize risk, and ensure reliable rail operations; and

WHEREAS, key actions include installing cut-resistant fencing, enhancing trespasser deterrence measures, and deploying prominent warning signage to deter unauthorized access to BNSF ROW, safeguard project assets, reduce risk, protect the public and train crews, and support on-time rail performance; and

WHEREAS, staff have confirmed that the price of the amendment is fair and reasonable, and that the additional services are reasonable, necessary, and in line with the current scope of work.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Approves Amendment 05 to the Agreement with BNSF Railway (BNSF) for the Construction of Metal Security Fencing and Trespasser Mitigation Efforts by Increasing the Compensation Amount by \$475,000, for a New Not-to-Exceed Amount of \$2,891,682, and Authorizes the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute all Agreements and Documents Related to the Project, Including Any and All Amendments within Their Spending Authority.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 15th day of May 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Meeting of May 15, 2026

STAFF REPORT

Item 8

ACTION

Adopt a Resolution Approving a Revision to Route 18 from its Current Year-Round Service to a Seasonal Service Pilot Plan and Authorizing the Chief Executive Officer, or Designee, to Execute Any and All Agreements Necessary to Implement the Seasonal Service Pilot Plan for an Amount Not-to-Exceed \$36,000 Annually

Background:

Route 18 is an Amtrak Thruway interline service connecting Visalia and San Luis Obispo, operated by a third-party provider under an agreement with Amtrak. This service provides connections between the Gold Runner rail corridor and key destinations along the Central Coast, including access to recreational, tourism, and university markets.

In recent years, Route 18 has experienced a significant decline in ridership, with average daily ridership of approximately 29 passengers and an overall decrease of 55 percent since Fiscal Year 2018/2019 (FY18/19). Despite broader system wide ridership recovery and targeted marketing efforts, the route has not demonstrated sustained growth.

Financial performance has also been challenging. Even at pre-pandemic ridership levels, the route achieved only approximately 61% cost recovery and current estimates indicate a high cost per rider under a traditional year-round service model.

In March, staff presented to the Board that Route 18 service was expected to end in May following notification from the operator of its intent to discontinue service due to ongoing financial losses. Staff worked with Amtrak to secure a short-term extension through May 31 to allow time to evaluate options and provide advance notice to riders and stakeholders.

Given the determination that Route 18 would no longer operate with daily service between Hanford and Santa Maria, to ensure awareness for impacted communities, outreach has gone out to elected officials, colleges and universities, chamber members, and convention and visitors' bureaus. A highlight of key contacts that received this information included the Office of Senator Laird, Office of Assemblymember Dawn Addis, California Polytechnic State University, Visit Paso Robles, among others. Additionally, information was sent out via Gold Runner social media channels and website.

Following the March meeting, staff completed a more detailed review of the corridor and identified that while the route does not perform well as a year-round service, it continues to serve an important role during peak travel periods. Maintaining some level of service in this corridor is important to preserve connectivity to the Central Coast and support key markets, particularly university and holiday travel.

As part of this evaluation, staff also issued a Request for Quotes (RFQ) to assess operator interest and pricing. Four (4) responses were received, and one (1) operator provided pricing that aligns with the proposed seasonal service approach.

Analysis of selected service days aligned with university travel and holiday periods showed average ridership of approximately 38 passengers per day, with peak days reaching up to 70 riders. High-demand periods include Thanksgiving, winter break, spring break, and pre-holiday travel days, while demand is significantly lower during typical weekdays and non-peak periods.

Proposed Service Approach:

Based on these findings, staff recommends transitioning Route 18 to a seasonal service model that aligns delivery with demonstrated demand.

The proposed seasonal service plan includes:

- Operation on approximately 21 high-demand service days annually
- Service to San Luis Obispo aligned with the California Polytechnic State University (Cal Poly) academic calendar and major holiday travel periods
- Focus on peak travel days such as Fridays and pre-holiday departures
- Improve travel time and efficiency by reducing low performing stops and creating a more direct route between Hanford and San Luis Obispo

Figure 1: Proposed Seasonal Service Dates



This approach allows the Gold Runner to maintain mobility for key markets while significantly improving cost efficiency by avoiding low-performing service days.

The estimated cost for the seasonal service model is approximately \$36,000 annually, based on a daily cost of approximately \$1,713.

Financial analysis indicates:

- Break-even ridership at approximately 42 passengers per trip
- Positive financial performance on high-demand days

Fiscal Impact:

The estimated annual cost for the seasonal service is approximately \$36,000. This reflects a significant cost reduction compared to year-round operations by limiting service to high-demand periods. The proposed seasonal approach represents substantial savings over the existing service structure while still maintaining connectivity during peak travel times. This is also expected to be a cost-effective solution, with projected passenger revenue anticipated to exceed the operating costs of the seasonal service. Costs will be covered within the existing Thruway operating budget.

Recommendation:

Adopt a Resolution Approving a Revision to Route 18 from its Current Year-Round Service to a Seasonal Service Pilot Plan and Authorize the Chief Executive Officer, or Designee, to Execute Any and All Necessary Agreements Necessary to Implement the Seasonal Service Pilot Plan in an Amount Not-to-Exceed \$36,000 Annually.

SJJPA RESOLUTION 25/26 –

RESOLUTION APPROVING A REVISION TO ROUTE 18 FROM ITS CURRENT YEAR-ROUND SERVICE TO A SEASONAL SERVICE PILOT PLAN AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE, TO EXECUTE ANY AND ALL NECESSARY AGREEMENTS NECESSARY TO IMPLEMENT THE SEASONAL SERVICE PILOT PLAN FOR AN AMOUNT NOT-TO-EXCEED \$36,000 ANNUALLY

WHEREAS, Route 18 is an Amtrak Thruway interline service connecting Visalia and San Luis Obispo, operated by a third-party provider under an agreement with Amtrak; and

WHEREAS, this service provides connections between the Gold Runner rail corridor and key destinations along the central coast, including access to recreational, tourism, and university markets; and

WHEREAS, Route 18 has experienced a significant decline in ridership, with average daily ridership of approximately 29 passengers and an overall decrease of 55% since Fiscal Year 2018/2019 (FY18/19); and

WHEREAS, at the Authority's March 2026 meeting, staff pradvised the Board that Route 18 service was expected to end in May 2026 following notification from the third-party provider of its intent to discontinue the interline service due to ongoing financial losses; and

WHEREAS, staff worked with Amtrak to secure a short-term extension through May 31, 2026, to allow time to evaluate options and provide advance notice to riders and stakeholders; and

WHEREAS, given the determination that Route 18 would no longer operate with daily service between Hanford and Santa Maria, to ensure awareness for impacted communities, outreach has gone out to elected officials, colleges and universities, chamber members, and convention and visitors' bureaus; and

WHEREAS, based on stakeholder input, staff recommends transitioning Route 18 to a seasonal service model that aligns delivery with demonstrated demand; and

WHEREAS, the proposed seasonal service plan includes:

- Operation on approximately 21 high-demand service days annually;
- Service aligned with California Polytechnic State University (Cal Poly) in San Luis Obispo academic calendar and major holiday travel periods;
- Focus on peak travel days such as Fridays and pre-holiday departures;
- Improve travel time and efficiency by reducing low performing stops and creating a more direct route between Hanford and San Luis Obispo; and

WHEREAS, a seasonal service plan allows the Gold Runner to maintain mobility for key markets while significantly improving cost efficiency by avoiding low-performing service days; and

WHEREAS, the estimated cost for the seasonal service model is approximately \$36,000 annually, based on a daily cost of approximately \$1,713; and

WHEREAS, while Route 18 is proposed to transition to a seasonal service model, passengers will continue to have transit connections between Visalia and Hanford through Kings Area Regional Transit (KART) Route 15; and

WHEREAS, KART Route 15 provides connections to the Gold Runner at the Hanford Station, helping maintain access to the broader passenger rail network during periods when Route 18 seasonal service is not operating; and

WHEREAS, staff is also coordinating with KART and Amtrak to explore future integration into the Amtrak ticketing network to further improve passenger connectivity.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of Directors of the San Joaquin Joint Powers Authority Hereby Approves a Revision to Route 18 from its Current Year-Round Service to a Seasonal Service Pilot Plan and Authorizing the Chief Executive Officer, or Designee, to Execute Any and All Necessary Agreements Necessary to Implement the Seasonal Service Pilot Plan for an Amount Not-to-Exceed \$36,000 Annually.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 15th day of May 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DOUG VERBOON, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 15, 2026

STAFF REPORT

Item 9

INFORMATION

Thruway Bus Study Update

Background:

The San Joaquin Joint Powers Authority (Authority) is responsible for managing, improving, and planning for the future of the Gold Runner Intercity Passenger Rail Service (operated by Amtrak), which runs between Bakersfield in the south and Oakland and Sacramento in the north. A large network of 12 Thruway Bus routes connects Gold Runner passengers to destinations throughout California and into Nevada. This Thruway Bus network is integral to the success of the Gold Runner service, with a significant portion of the Gold Runner service's ridership supported by Thruway Bus connections to Los Angeles and other major population centers as an extension of the rail network.

Given the size and importance of the Gold Runner Thruway Bus network, there is a need to investigate the existing routes, performance, and governance of the Thruway Bus system to ensure that the service provided achieves the following:

1. A preferred and convenient option for intercity travelers that connects to Gold Runner rail services and increases Gold Runner ridership while driving mode shift away from the highway network.
2. A cost-effective service, responsive to structural shifts in demand, highly constrained Public Transportation Account funding, and increasing costs of providing service (including maximized utilization of available funding from partner agencies for Thruway service benefits).
3. Effective business models/governance structure to oversee and administer the Thruway Bus service.
4. Providing safe, reliable, and competitive connectivity to key travel markets throughout California – particularly for transit-dependent residents (focusing on near-term improvements/changes)

The Thruway Bus Study is intended to be tactical in nature and focused on delivering specific, feasible, and short-term recommendations for improving the Thruway Bus routes/network. The Thruway Bus Study will be supported by DB E.C.O North America (DB), the Authority's On-Call Planning Consultant. DB and its staff have supported strategic and technical planning for the Authority for several years. DB will work with Authority staff to make sure they fully understand the Authority's markets, operations, challenges, as well as performance and strategic goals. DB has assembled a project team to lead this task with specific experience in intercity passenger service in California, as well as with bus operations. DB's work will be supplemented by Authority staff expertise, historical knowledge, and hands-on experience. Public/stakeholder outreach will also be conducted by Authority staff to support this Thruway Bus Study. The Thruway Bus Study effort will be developed by a Technical Working Group that includes Authority staff from Operations, Passenger Experience, Planning, and Fiscal departments, as well as representatives from Caltrans.

SAN JOAQUIN JOINT POWERS AUTHORITY
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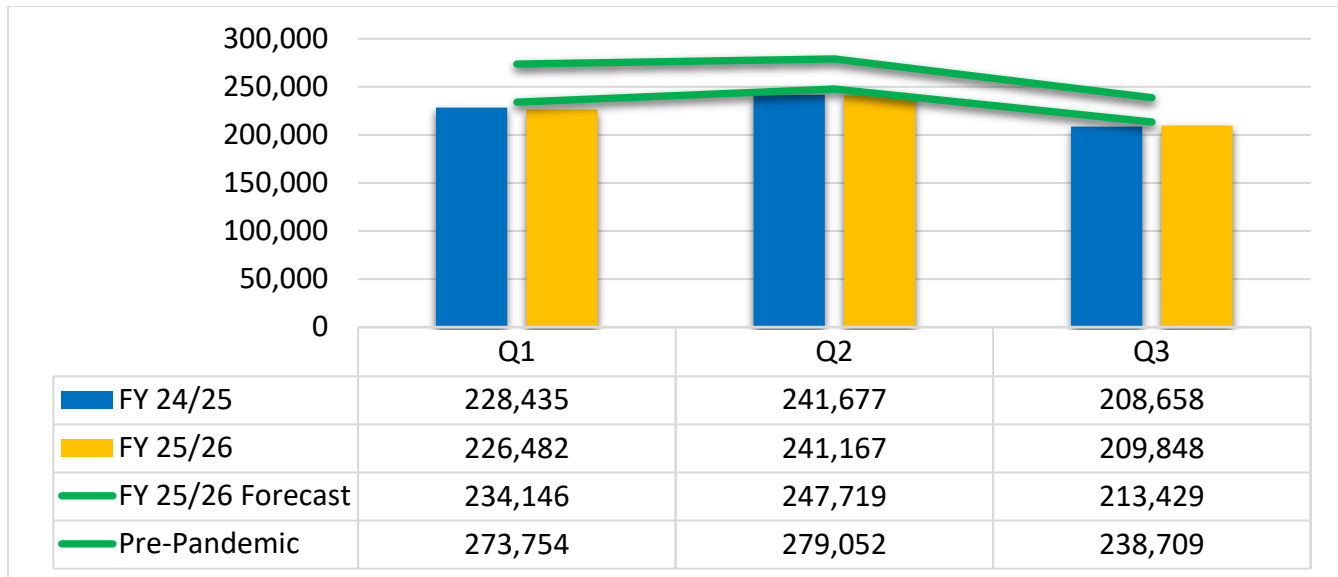
STAFF REPORT

Item 10

INFORMATION

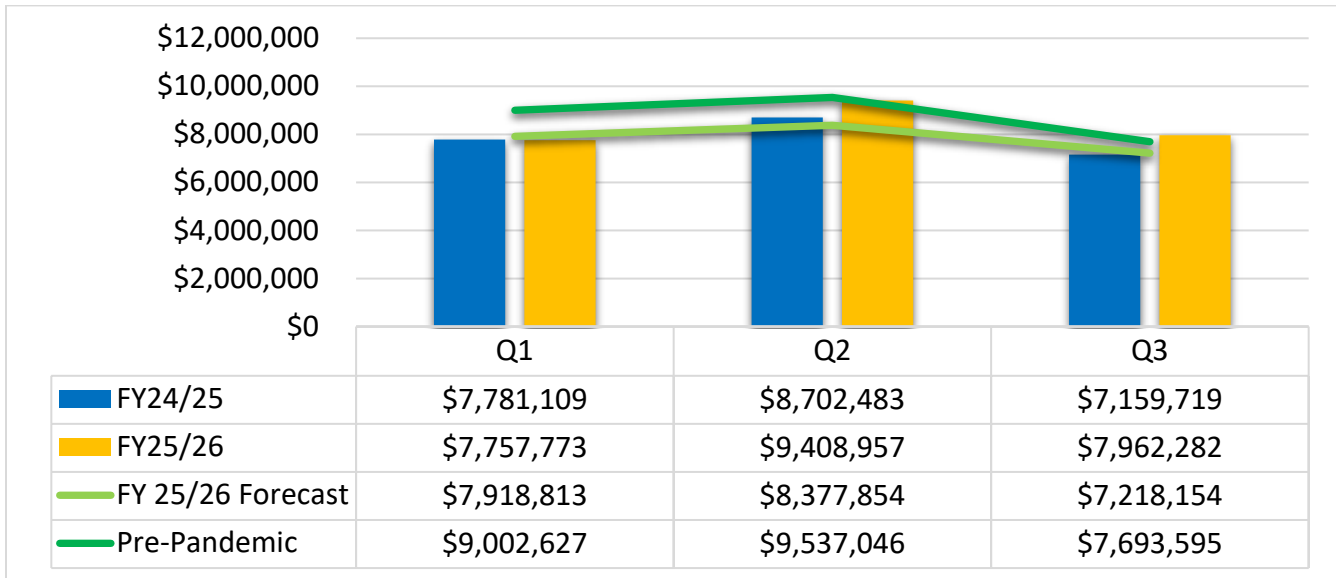
Quarter 3 Gold Runner Service Performance Update

Gold Runner Ridership:



Third quarter (Q3) Fiscal Year 2025/2026 (FY25/26) (January–March) performance reflects stable demand with modest gains compared to the prior year, while continuing to trail both forecast and pre-pandemic benchmarks. Total ridership reached 209,848, a slight increase of approximately 0.6% over Q3 FY24/25 (208,658), indicating that growth has largely plateaued following prior recovery gains. However, performance fell short of the forecast of 213,429 by roughly 1.7%, suggesting softer than expected demand and lingering service constraints. Compared to the pre-pandemic baseline of 238,709, ridership remains down approximately 12%, underscoring that while the system has largely stabilized, a full return to historical levels has not yet been achieved. Overall, Q3 results point to a mature recovery phase, with incremental gains year-over-year but limited momentum toward closing the remaining gap to both forecasted and pre-pandemic performance.

Gold Runner Revenue:



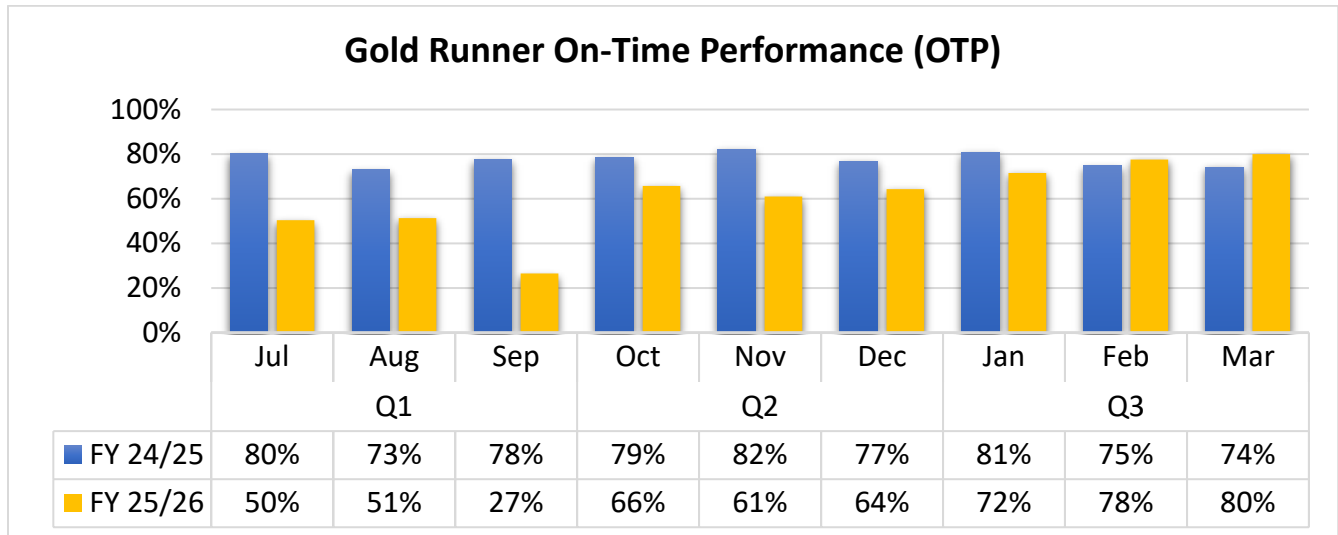
Third quarter FY25/26 financial performance reflects solid year-over-year growth and the continued effects of the 7.5% fare increase which was implemented in October 2025 (the beginning of Q2). Total Q3 revenue reached \$7.96M, representing an approximate 11.2% increase over Q3 FY24/25 (\$7.16M), indicating improved yield and ridership revenue recovery compared to the prior year. Additionally, results exceeded the Q3 forecast of \$7.22M by roughly 10.3%, suggesting stronger-than-expected revenue performance during the quarter. As a result of this positive variance to forecast and prior year, revenue now only remains approximately 3.0% below the pre-pandemic benchmark of \$7.69M, hinting that full revenue normalization to historical levels is just around the corner. Overall, Q3 demonstrates strong revenue momentum and a more favorable-than-expected performance relative to plan, even as a modest gap to pre-pandemic performance persists.

On-Time Performance (OTP):

On-Time Performance (OTP) during the third quarter of FY25/26 improved from 72% in January to 80% in March. This upward trend reflects stabilization following Q1 impacts and partial Q2 recovery, as disruptions related to host railroad track projects have largely been resolved. However, OTP remains below the 83% goal, with locomotive reliability issues within the California state-owned fleet continuing to drive delays and limit consistent achievement of target performance.

The table below provides an overview of month-over-month OTP performance for FY25/26 to date:

Gold Runner End-Point OTP:



Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN JOINT POWERS AUTHORITY

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STAFF REPORT

Item 11

INFORMATION

Update and Discussion of Bay Area Marketing and Outreach Efforts for the Gold Runner Service

Background:

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

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

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

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

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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