



August 14, 2026 Meeting  
– 12:00 PM



# San Joaquin Valley Rail Committee

2

## Item 1

### **Call to Order**

### **Pledge of Allegiance**





# San Joaquin Valley Rail Committee

3

## Item 2

# Safety Briefing



## Designation

TC to call 911



## AED/First-Aid Kit/CPR

Available in Customer Service and BR kitchen  
CPR provided by AT



## DNR

Put a note in your RIGHT pocket or shoe

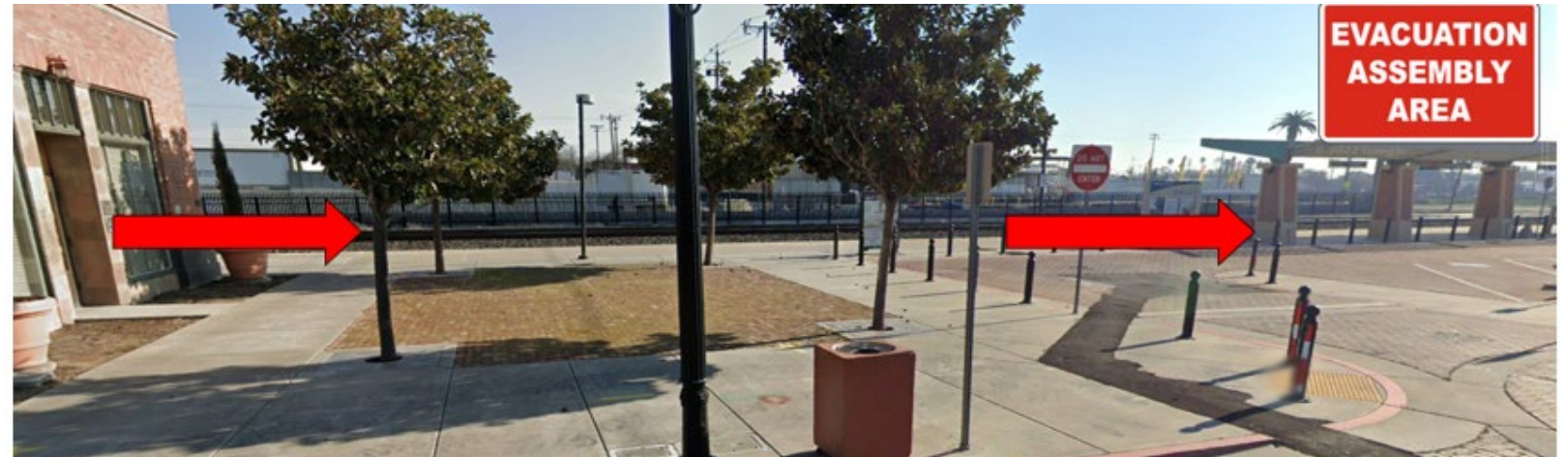
## Rest Locations

Outside boardroom next to stairwell

**Emergency Exit Route:** Through double doors to the back of the room



**Designated Assembly Area:** Platform overhang and parking area





# San Joaquin Valley Rail Committee

5

## Item 3

# Roll Call



# San Joaquin Valley Rail Committee

6

## Item 4

# Public Comment



## Item 5

# Oath Administration

***Presented by: Ariana Talosig, Administrative Analyst – Board and Committee***

# Administration of Oaths

8

“I, (state your name), do solemnly swear that I will support and defend the Constitution of the United States and the Constitution of the State of California against all enemies, foreign and domestic;

that I will bear true faith and allegiance to the Constitution of the United States and the Constitution of the State of California;

that I take this obligation freely, without any mental reservation or purpose of evasion;

that I will well and faithfully discharge the duties of a Committee member of the San Joaquin Valley Rail Committee, upon which I am about to enter.”



# San Joaquin Valley Rail Committee

9

## Item 6

# Consent Calendar



## Item 11

# Valley Rail Program Update

***Presented by: Ahdel Ahmed (Public Relations Manager)***



**VALLEY  
RAIL**

# Transforming Passenger Rail Service in California

**8/14/2026**



# Overview

Valley Rail **expands passenger rail** service across Northern California through **new stations and infrastructure improvements** -increasing service frequencies and creating new **connections** throughout Central Valley, Sacramento, and the Bay Area.



# Benefits & Outcomes

1

## Strengthening Communities

Valley Rail strengthens regional connectivity by linking communities across the Central Valley, the greater Sacramento area, and the Bay Area through expanded passenger rail service and coordinated transportation infrastructure.

2

## Creating Regional Connections

Valley Rail provides a reliable alternative to long commutes and car trips by increasing train frequency, improving mobility, and making travel more efficient for workers, students, families, and visitors.

3

## Reducing Congestion and Improving Air Quality

Valley Rail reduces congestion along major highway corridors and improves air quality by enabling greater access to passenger rail and public transit across Northern California and lowering greenhouse gas emissions, directly supporting California's long-term transportation strategies.

4

## Building California's Future Rail Network

Valley Rail is a central part of a statewide network that provides a foundation for California's future rail network by creating a more integrated rail and bus system that connects local communities to regional, intercity, and future high-speed rail services.

# Program Governance



2 Member Counties

10 Member Counties

**ACE Commuter Rail Service**

Policy Direction for the ACE Service  
Decisions Accessible to Corridor Constituents

**Gold Runner Intercity Rail Service**

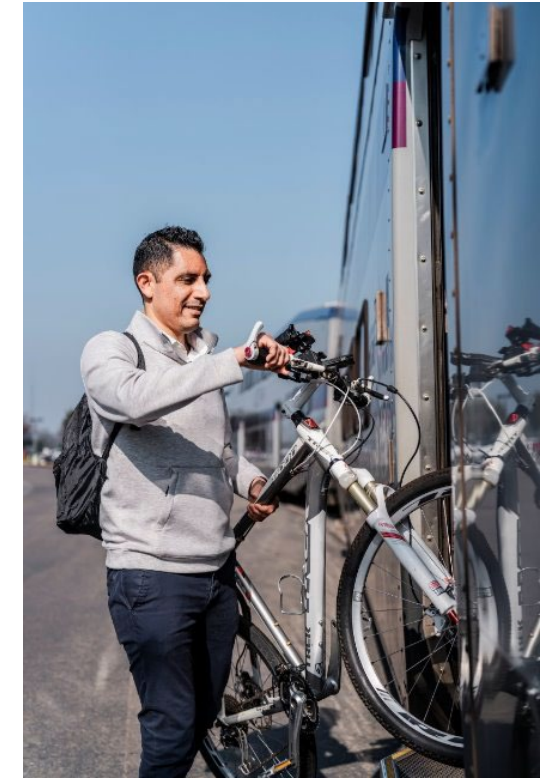
Policy Direction for San Joaquin's Intercity Rail Service  
Decisions Accessible to Corridor Constituents

Joint Stations/Facilities  
Delivery Committee

Shared Consolidated Staff via  
SJRRRC Employees and Consultants

# Valley Rail Phase One

- Valley Rail Phase One delivers new stations, expanded passenger rail service, and infrastructure upgrades that improve mobility and strengthen regional connectivity across Northern California.
- The program will extend **ACE** service to the Sacramento region through new stations at Natomas, Midtown Sacramento, and Elk Grove, add one ACE round trip for a total of five round trips, and improve **Gold Runner** connectivity through new stations at Oakley and Madera.
- The Oakley and Madera stations are planned for 2028, with the new Sacramento-area stations and the additional **ACE** round trip between Natomas and San Jose planned for 2031.



# Near-Term Focused Progress

< 2026

- ✓ Lathrop Wye Box Culvert
- ✓ Rail Cars
- ✓ Renewable Diesel

- D Del Paso
- D B C Midtown Station
- D Elk Grove Station
- D B C Oakley Station
- B Madera Relocation
- ✓ Lake to Escalon

2028 >

- B C Del Paso
- D B Natomas Station
- D B C Newark-Albrae Siding
- B Elk Grove Station
- ✓ Oakley Station
- C ✓ Madera Relocation



DESIGN COMPLETE



INVITATION FOR BID



CONSTRUCTION START



COMPLETE

# Valley Rail Phase One Gold Runner Delivery



| Gold Runner Enhancements - 2028                            |                                                                                                                              |
|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| New Service Ridership<br>Ridership Increase vs. No Project | <b>101,500</b><br><b>19,500</b>                                                                                              |
| Service Level                                              | <b>Oakley Station</b><br><i>New Station</i><br><br><b>Madera Station Relocation</b><br><i>replacing Madera Acres Station</i> |
| Vehicle Miles Traveled (VMT)<br>Reduction                  | <b>1,993,500 Less Miles</b>                                                                                                  |
| Stations                                                   | <b>Oakley, Madera</b>                                                                                                        |

# Lake to Escalon



**Location**  
San Joaquin County



**Description**  
Construct 4 mi. of second main track.



**Purpose**  
Provide infrastructure for 8<sup>th</sup> Round-Trip



**Status**  
Construction

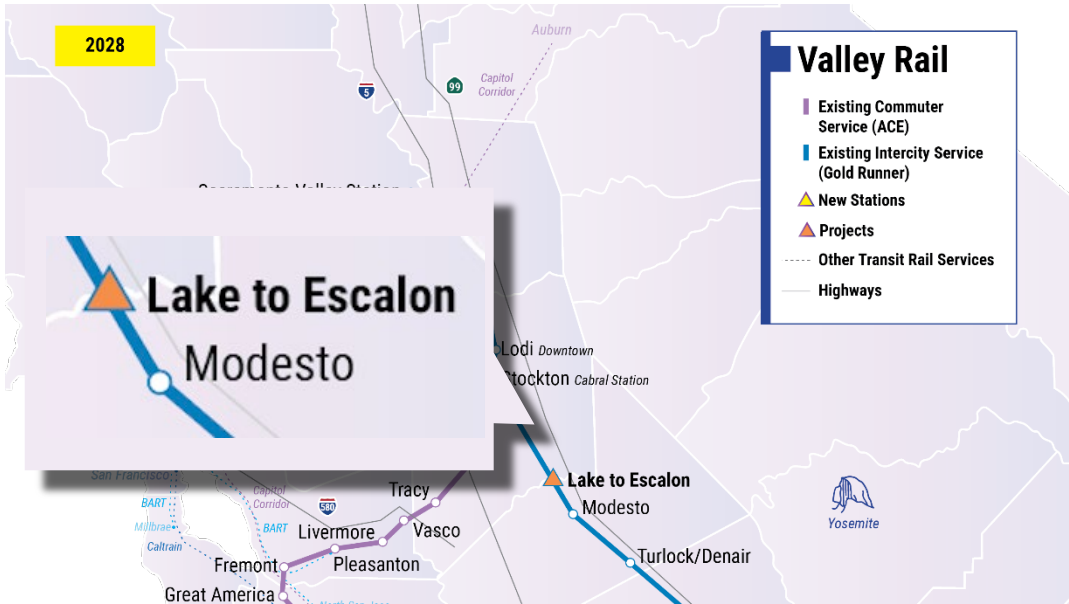
Project Schedule

C

 WINTER 2024

✓

 SUMMER 2026



# Oakley Station



**Location**

Main Street, Oakley, CA



**Description**

A new station with a 720-foot passenger platform with covered canopies. Parking lot constructed by the city.



**Purpose**

Provide better access to East Contra Costa County



**Status**

Revisions to Bid Plans

| 2028 Ridership | Project Schedule                                                                                          |
|----------------|-----------------------------------------------------------------------------------------------------------|
| 40,500         | <div><div>B</div>SUMMER 2026</div> <div><div>C</div>WINTER 2026/27</div> <div><div>✓</div>FALL 2027</div> |



**GOLD**  **RUNNER**

# Oakley Station



# Madera Station



**Location**

Off Avenue 12 in Madera, CA



**Description**

A new station with a 600-foot passenger platform with covered canopies, parking lot, staff building, and restrooms. Future station connection with HSR.



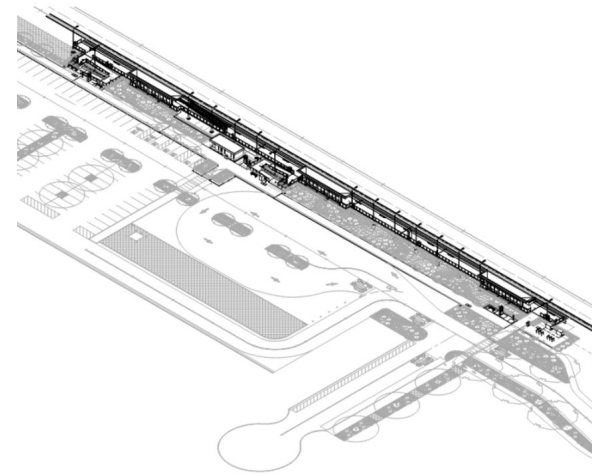
**Purpose**

Provide better access to Madera and connect with HSR.



**Status**

Plans, Specs, & Estimate



| 2028 Ridership | Project Schedule                                                                                                     |
|----------------|----------------------------------------------------------------------------------------------------------------------|
| 61,000         | <div><div><div>B</div>SUMMER 2026</div><div><div>C</div>WINTER 2026/27</div><div><div>✓</div>SUMMER 2027</div></div> |

# Valley Rail Phase One ACE Delivery



## ACE Service Expansion Valley Rail 2031

|                                                            |                                                                                                                                 |
|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| New Service Ridership<br>Ridership Increase vs. No Project | <b>581,100</b><br><b>355,000</b>                                                                                                |
| Service Level                                              | <b>1 additional ACE Round Trip</b> <i>Natomas to San Jose.*</i><br><b>5 ACE Round-Trips</b><br><b>7 Gold Runner Round-Trips</b> |
| VMT Reduction                                              | <b>13,425,400</b>                                                                                                               |
| GHG - CO <sub>2</sub> Reduction (lbs)                      | <b>11,839,186</b>                                                                                                               |
| Stations                                                   | <b>Natomas, Midtown, and Elk Grove</b>                                                                                          |
| Average Trip Length (Miles)                                | <b>45.4</b>                                                                                                                     |

# Valley Rail Phase One Milestones

| 2026                                                                                                                                                                                                | 2027                                                                                                                                                                                                       | 2028                                                                                              | 2029                                                                                         | 2030                                                                                             | 2031                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>D</b> Del Paso</p> <p><b>D B C</b> Midtown Station</p> <p><b>D</b> Elk Grove Station</p> <p><b>D B C</b> Oakley Station</p> <p><b>B</b> Madera Relocation</p> <p><b>✓</b> Lake to Escalon</p> | <p><b>B C</b> Del Paso</p> <p><b>D B</b> Natomas Station</p> <p><b>D B C</b> Newark-Albrae Siding</p> <p><b>B</b> Elk Grove Station</p> <p><b>✓</b> Oakley Station</p> <p><b>C ✓</b> Madera Relocation</p> | <p><b>C</b> Elk Grove Station</p> <p><b>✓</b> Midtown Station</p> <p><b>C</b> Natomas Station</p> | <p><b>✓</b> Del Paso</p> <p><b>✓</b> Newark-Albrae Siding</p> <p><b>B</b> Philips Siding</p> | <p><b>✓</b> Elk Grove Station</p> <p><b>✓</b> Natomas Station</p> <p><b>C</b> Philips Siding</p> | <p><b>✓</b> </p> <p><b>Start of Service</b></p> |



DESIGN COMPLETE



INVITATION FOR BID



CONSTRUCTION START



COMPLETE

# Valley Rail Communication Plan and Strategies



Support the successful delivery of near-term and long-term program priorities by **aligning stakeholders, building public awareness, and maintaining transparent, consistent engagement** across all phases of the program.

## Key Outcomes

- Build visibility and increase trust in Valley Rail, SJRRC, and SJJPA
- Ensure that key partners, communities, and decision-makers are informed, engaged, and supportive
- Reduce risks and confusion/concern from the public
- Attract future ridership
- Equip agency leadership and board members to serve as informed ambassadors for the program

## Key Goals to Building & Sustaining Public Confidence

### Proactive Outreach & Materials

Inform and engage audiences through strategic communications

### Well-Timed Stakeholder & Legislative Engagement

Build support through coordinated stakeholder outreach

### Deepen Media Relations

Secure positive coverage highlighting project progress

### Rapid Response & Alignment

Respond quickly and maintain message consistency

# Engaging Key Audiences

Message diversification to build awareness, generate support, and establish a broad base of advocates for the program.

Board Members  
as Program  
Ambassadors

State and  
Federal  
Partners

Host Railroads

Local  
Governments

Public Safety

Communities in  
Direct Impact  
Areas

Future Riders  
and General  
Community

Business,  
Advocacy, and  
Community  
Influencers

Industry and  
Transportation  
Partners

# Messaging Framework

Combines the overarching program narrative, project details, proof points for program outcomes, delivery milestone messaging, and media support language into one aligned communications resource.

- Provides universal messaging
- Introduces Phases for program delivery
- Identifies general and regional messaging
- Generates responses for FAQ's

**ABOUT THE SAN JOAQUIN REGIONAL RAIL COMMISSION (SJRRRC)**  
SJRRRC owns and operates the ACE service, which has been transporting passengers between the Central Valley and Bay Area since 1986. SJRRRC is also the managing agency of the San Joaquin Joint Powers Authority, which oversees the Gold Runner intercity passenger rail service. Learn more at: sjrrc.com

**ABOUT THE SAN JOAQUIN JOINT POWERS AUTHORITY (SJJPA)**  
SJJPA manages the administrative responsibilities of Gold Runner and works to support existing rail service and facilities and expand service as warranted by ridership and available revenue. Learn more at: sjjpa.com

**Rider Demographics**

| ACE                          | GOLD RUNNER                     |
|------------------------------|---------------------------------|
| 846,000+ annual passengers   | 908,000+ annual passengers      |
| 8 Weekday Trains             | 14 Daily Trains - 13 Bus Routes |
| 10 Stations - 86 Track Miles | 17 Stations - 365 Track Miles   |
| 2.5 Hour Travel Time         | 6 Hour Travel Time              |

**Transforming Passenger Rail Service in California**

Valley Rail will significantly improve and expand existing passenger rail service throughout the San Joaquin Valley and Northern California through a series of infrastructure improvements, new station construction, and increased service frequency for the ACE and Gold Runner trains. Managed by the San Joaquin Regional Rail Commission in partnership with the San Joaquin Joint Powers Authority, Valley Rail will provide residents and travelers with new connections to the commuter and intercity passenger rail network.

**CONNECTIONS**  
Gold Runner service will be an integrated feeder to Northern California to the west of High-Speed Rail.

**SUPPORT FOR CALIFORNIA COMMUNITIES**  
Direct mobility options and air quality improvements benefit disadvantaged communities in California.

**QUALITY**  
Reduced higher ridership and emissions.

**EXPANDED TRAVEL OPTIONS**  
Reducing Vehicle Miles Traveled on parallel roadways prolongs infrastructure life, reduces congestion, and improves safety and reliability.

**Forecasted 669,900 Ridership Growth**

**\$500M PROGRAM**

**INCREASED GOLD RUNNER AND ACE DAILY SERVICES**

**5 NEW STATIONS**

**13,279,700 VMT REDUCTION  
2,311,990 CO2 REDUCTION**

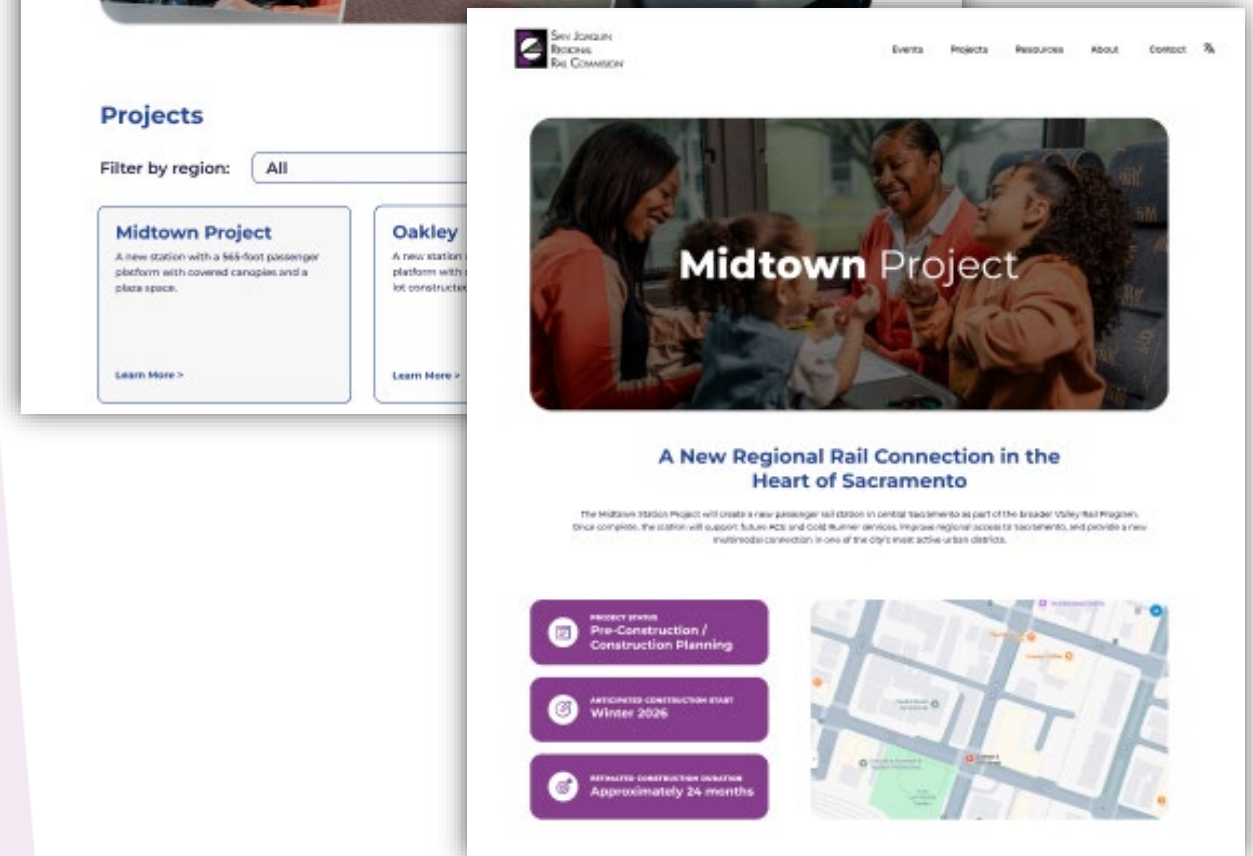
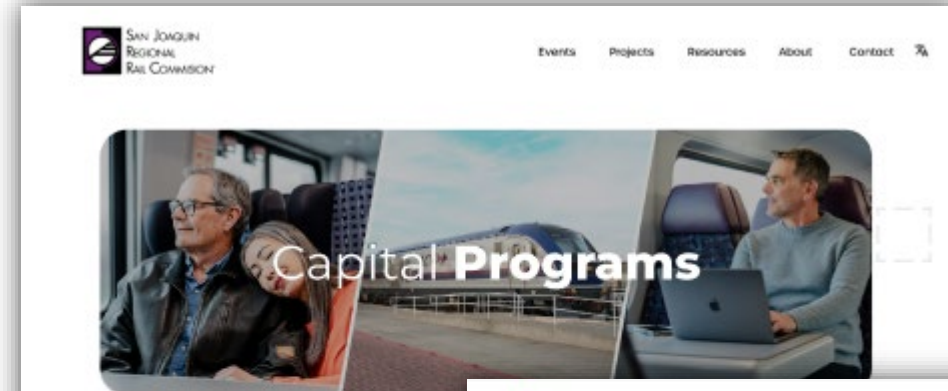
**Near Term Projects**

|                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>LAKE TO ESCALON SECOND TRACK</b><br>Four miles of a second main track will provide infrastructure to support an additional 8th daily roundtrip Gold Runner train.<br>Construction Underway Complete: Summer 2026  | <b>NEWARK-ALBRAE SIDING</b><br>Improved and expanded track with a new bridge over Line N Channel between Addition Road to Auto Mall Parkway in Alameda County will increase corridor capacity for a 5th daily roundtrip ACE train.<br>Break Ground: Winter 2027/28   Complete: Winter 2029/2030 |
| <b>MADERA STATION</b><br>A relocated station off Avenue 12 will provide better access to Madera and connect with High Speed Rail.<br>Break Ground: Winter 2026/27   Complete: Summer 2027                            | <b>NATOMAS STATION AND LAYOVER</b><br>A new station off Elkhorn Blvd on Blacktop Road will provide access to Natomas with timed shuttle connections to Sacramento International Airport/Construction Underway.<br>Break Ground: Spring 2028   Complete: Spring 2030                             |
| <b>OAKLEY STATION</b><br>A relocated station on Main Street will provide better access to East Contra Costa County.<br>Break Ground: Winter 2026/27   Complete: Fall 2027                                            | <b>ELK GROVE STATION</b><br>A new station at Dwight Road and Laguna Blvd. will provide access to Elk Grove and expand corridor capacity.<br>Break Ground: Spring 2028   Complete: Summer 2030                                                                                                   |
| <b>MIDTOWN STATION</b><br>A new station on the corner of 19th Street and Q Street will provide greater access to midtown and downtown Sacramento.<br>Break Ground: Winter 2026/27   Complete: Fall 2028              | <b>PHILLIPS SIDING</b><br>New siding and an upgraded grade crossing at Point Pleasant Road will increase corridor capacity for new passenger service.<br>Break Ground: Spring 2030   Complete: Spring 2031                                                                                      |
| <b>DEL PASO SIDING</b><br>Upgraded and new siding and track near Del Paso Road and Arcade Creek will increase corridor capacity for new passenger service.<br>Break Ground: Summer 2027   Complete: Winter 2028/2029 |                                                                                                                                                                                                                                                                                                 |

ON 949 E CHANNEL ST, STOCKTON, CA 95202

# Digital Infrastructure

- Build out Valley Rail webpage - interactive, accessible content, and mobile-friendly design
- Segmented email strategies for stakeholders, media, community members, and riders
- Develop, monitor, and respond to communications sent
- Digital media - organic social media posts, paid advertising
- Videos featuring station progress, local benefits, construction milestones, and testimonials from key opinion leaders or elected officials



# Media Approach

- Align earned media with major program milestones
- Build strong relationships with key media outlets
- Prepare spokespersons to deliver consistent messaging
- Connect local projects to broader regional benefits
- Leverage milestone coverage to reinforce program momentum





# Project Outreach

Outreach timeline with associated activities, materials, and deliverables for each project:

- 90 days before construction
- 30 days before construction
- 7 days before construction
- During construction
- Construction completion
- Service launch



# What Success Looks Like

- Stakeholders remain informed, aligned, and supportive
- Strong public understanding of Valley Rail benefits
- Consistent, accurate, and positive media coverage
- Successful milestone and service launch communications
- Enhanced visibility for SJRRC and SJJPA, including leadership and staff
- Broad advocacy from community, business, and elected leaders
- Expanded public, stakeholder, and legislative support



# Communication Plan

1

## Messaging Framework

Explains how we as an agency should be positioning the program for discussions.

Supports staff and SJRRC stakeholders that participate in external communications

2

## Program Comms Plan

Outlines the communications, outreach, media, digital, and stakeholder engagement approach for Valley Rail.

3

## Project Comms Plan

Details community and stakeholder engagement pre-through post-construction of the Midtown Station with specific dates, activities, and contacts. Each project will have a communication plan.

4

## Website Presence

Capital Programs:  
Provides a high-level view for both Valley Rail and non-VR capital projects. Links with individual project overview pages and an update Valley Rail page.

5

## Communication Resources

Includes PowerPoint templates, one-pagers, images, and general content that can be used to support internal and external engagement.



# Contact

**Ahdel Ahmed**

*Public Relations Manager*

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work 209.234.9282

aahmed@sjrrc.com

San Joaquin Regional Rail Commission

*949 East Channel Street Stockton, CA*

[sjrrc.com/valley-rail](http://sjrrc.com/valley-rail)



[sjrrc.com](http://sjrrc.com)



**San Joaquin**  
Joint Powers Authority

[sjjpa.com](http://sjjpa.com)



[acerail.com](http://acerail.com)



[goldrunner.com](http://goldrunner.com)

**VALLEY  
RAIL**



**San Joaquin**  
Joint Powers Authority



**SAN JOAQUIN**  
REGIONAL  
RAIL COMMISSION



## Item 10

# Thruway Bus Route 5 Update

***Presented by: Michael Hanebutt (Senior Planner)***

# Background

## Bus Planning and Funding Priority

- Route 5 is a long-planned intercity bus improvement, initiated originally by Shasta RTA (formerly known as Salmon Runner)
- Route 5 and earlier iterations have been supported in State Plans and by the Authority in its Annual Business Plans
- Service to Redding was previously provided with a connection from Chico (Route 3R), operated by RABA with oversight provided by the Authority
  - Route 3R was previously-approved to reduce operational costs and support service transition



# Integration with the Gold Runner Network



# Background

## Significant Service Benefits

- Goals
  - Service alignment with ABP and long-defined State and Regional plans
  - Continue to reduce burden on PTA
- The Route 5 service will provide improved rail-bus-airport connection from north state
  - Trip time savings of 15-35 mins from Rt 3
- Will boost overall ridership and expected to result in reduced Authority subsidy as ridership is established and the service is effectively marketed
- Will allow for bus-only ticketing along entire route with RABA as public operator



THRUWAY BUS  
**ROUTE 5  
STOPS**  
**WILL INCLUDE:**

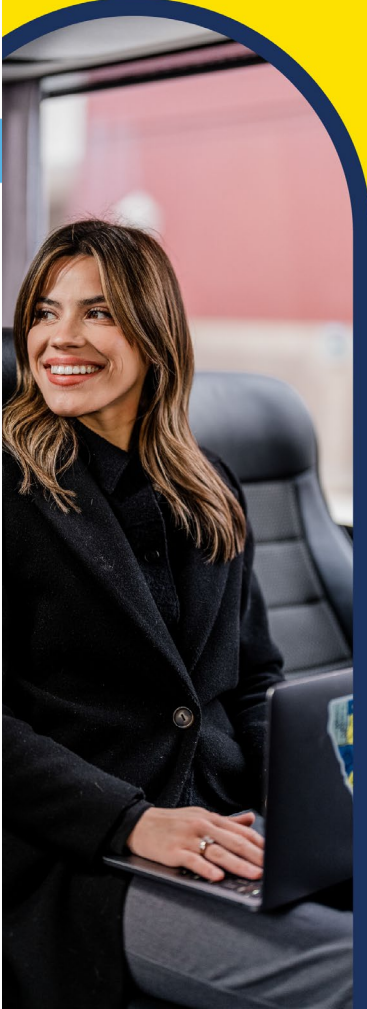
- REDDING
- RED BLUFF
- ORLAND
- WILLIAMS
- SAC INTERNATIONAL AIRPORT
- SACRAMENTO

The image is a composite. The top right shows a man with short dark hair, wearing a green zip-up hoodie, sitting on a bus and reading a book. The bottom left shows a white and blue Goldrunner bus parked on a street with palm trees in the background. The bus has 'YOUR TRAIN CONNECTION' and 'GOLDRUNNER' written on its side.

# Background

## Significant Service Benefits

- Stops to include Redding, Red Bluff, Orland, Williams, SMF, and SVS
  - SMF airport connection key to service and unique connection in thruway network
  - SVS connection will allow for Gold Runner, Capitol Corridor, and other thruway connections
  - Orland allows for connection from north to Chico via Glenn Ride
  - Williams stop will provide rest opportunity for passengers
- Future connections to north state detailed in [North State Intercity Bus to Rail Plan](#)



**THIS MEANS  
*MORE*  
CONNECTIONS  
THAN EVER!**

- DOWNTOWN SACRAMENTO
- COLLEGE CAMPUSES
- FAMILY & FRIENDS
- INTERNATIONAL AIRPORT
- OUTDOOR ADVENTURES

# Route 5 Agreements

Authority, Amtrak, RABA, and City of Sacramento

- Authority and RABA Cooperative Agreement for operations and management
  - Seeking Approval from Authority Board today
- Amtrak and RABA Ticketing Agreement
  - Final stages of approval
- City of Sacramento and RABA Access Agreement
  - Sacramento Valley Station access – in final stages of approval

# Funding

## State and Regional Funding Commitments

- The Authority has partnered with Caltrans and Shasta RTA on expanded north-state intercity bus service since Salmon Runner TIRCP award (used for future electric equipment)
- Authority staff helped secure supplemental operating funding commitments to sustain the service
  - Caltrans has awarded annual 5311(f) funding this year, regional CMAQ funds annually (Tehama County), and Caltrans one-time SHA funds to commit for supplemental operating funding



# Service Schedule

## Route 5 Service – 2 daily roundtrips

| Runtime   |                 |                | SB                                                                                |     |                                               |     | NB                                                                                  | Runtime   |                 |                |
|-----------|-----------------|----------------|-----------------------------------------------------------------------------------|-----|-----------------------------------------------|-----|-------------------------------------------------------------------------------------|-----------|-----------------|----------------|
| 0         | 9:00 AM         | 1:20 PM        |  | RDD | Redding                                       | RDD |  | 40        | 4:55 PM         | 11:25 PM       |
| 35        | 9:35 AM         | 1:55 PM        |                                                                                   | RBF | Red Bluff                                     | RBF |                                                                                     | 45        | 4:15 PM         | 10:45 PM       |
| 45        | 10:20 AM        | 2:40 PM        |                                                                                   | OLD | Orland                                        | OLD |                                                                                     | 40        | 3:30 PM         | 10:00 PM       |
| 50        | 11:10 AM        | 3:30 PM        |                                                                                   | WLD | Williams                                      | WLD |                                                                                     | 55        | 2:50 PM         | 9:20 PM        |
| 50        | 12:00 PM        | 4:20 PM        |                                                                                   | SIA | Sacramento International Airport - Terminal A | SIB |                                                                                     | 5         | 1:55 PM         | 8:25 PM        |
| 5         | 12:05 PM        | 4:25 PM        |                                                                                   | SIB | Sacramento International Airport - Terminal B | SIA |                                                                                     | 20        | 1:50 PM         | 8:20 PM        |
| 20        | 12:25 PM        | 4:45 PM        |                                                                                   | SAC | Sacramento Valley Station                     | SAC |                                                                                     | 0         | 1:30 PM         | 8:00 PM        |
| 3 hr 25 m |                 |                |                                                                                   |     |                                               |     |                                                                                     | 3 hr 25 m |                 |                |
|           | 3814            | <b>704</b>     |                                                                                   |     | 7-day GR connections                          |     |                                                                                     |           | <b>701</b>      | 3717           |
|           | Bus             | <i>Train</i>   |                                                                                   |     |                                               |     |                                                                                     |           | Train           | Bus            |
|           | Daily           | <i>Daily</i>   |                                                                                   |     |                                               |     |                                                                                     |           | Daily           | Daily          |
|           | <b>12:40 PM</b> | <b>5:20 PM</b> |                                                                                   |     |                                               |     |                                                                                     |           | <b>12:38 PM</b> | <b>7:50 PM</b> |

# Fares

## Route 5 fare table

| Rounded, Final Fares           | Redding | Red Bluff | Orland  | Williams | Sacramento APO<br>(Terminal A) | Sacramento APO<br>(Terminal B) | Sacramento |
|--------------------------------|---------|-----------|---------|----------|--------------------------------|--------------------------------|------------|
| Redding                        | -       | \$5.00    | \$9.00  | \$15.00  | \$23.00                        | \$23.00                        | \$25.00    |
| Red Bluff                      | \$5.00  | -         | \$5.00  | \$11.00  | \$18.00                        | \$18.00                        | \$20.00    |
| Orland                         | \$9.00  | \$5.00    | -       | \$6.00   | \$14.00                        | \$14.00                        | \$16.00    |
| Williams                       | \$15.00 | \$11.00   | \$6.00  | -        | \$8.00                         | \$8.00                         | \$9.00     |
| Sacramento APO<br>(Terminal A) | \$23.00 | \$18.00   | \$14.00 | \$8.00   | -                              | -                              | \$5.00     |
| Sacramento APO<br>(Terminal B) | \$23.00 | \$18.00   | \$14.00 | \$8.00   | -                              | -                              | \$5.00     |
| Sacramento                     | \$25.00 | \$20.00   | \$16.00 | \$9.00   | \$5.00                         | \$5.00                         | -          |

# Route 5 Service

## Next Steps

### Service Start

- August 10th
- Launch event in Redding on August 24th

### Performance Monitoring

- Authority to work with Amtrak and RABA to closely track ridership and revenue

### Funding

- Authority support for RABA to obtain annual funding commitments





## RIBBON CUTTING

### MONDAY, AUGUST 24

**8:15-9:30AM**

**RABA DOWNTOWN PASSENGER TERMINAL**  
1530 Yuba Street,  
Redding, CA 96001

**WE LOOK FORWARD TO CELEBRATING WITH YOU!**

The Redding Chamber will host a ribbon cutting ceremony to celebrate the launch of Gold Runner Route 5, a new Thruway bus service connecting Redding with Sacramento along the Interstate 5 corridor, with stops in Red Bluff, Orland, Williams, and Sacramento International Airport.

The event will bring together local leaders and community partners to mark this new direct connection between the North State and the Sacramento region.



## Item 7

# Gold Runner Operations, Passenger Experience and Marketing Update

***Presented by:***

***Nathan Alastra (Operations Superintendent)***

***Marques Cook (Deputy Director of Passenger Experience and Marketing)***

# Gold Runner at a Glance

|               |                                                           |
|---------------|-----------------------------------------------------------|
| Operator      | Amtrak (under SJJPA )                                     |
| Maintainer    | Transit America Services Inc.                             |
| Corridor      | Oakland / Sacramento – Bakersfield                        |
| Daily Service | 7 round trips                                             |
| Track Owners  | BNSF Railway and Union Pacific                            |
| OTP Standard  | Endpoint arrival within 15 minutes of schedule – Goal 83% |

## Stations Served

Oakland • Emeryville • Richmond • Martinez • Antioch • Stockton • Lodi • Modesto • Turlock-Denair • Merced • Madera • Fresno • Hanford • Corcoran • Wasco • Bakersfield • Sacramento

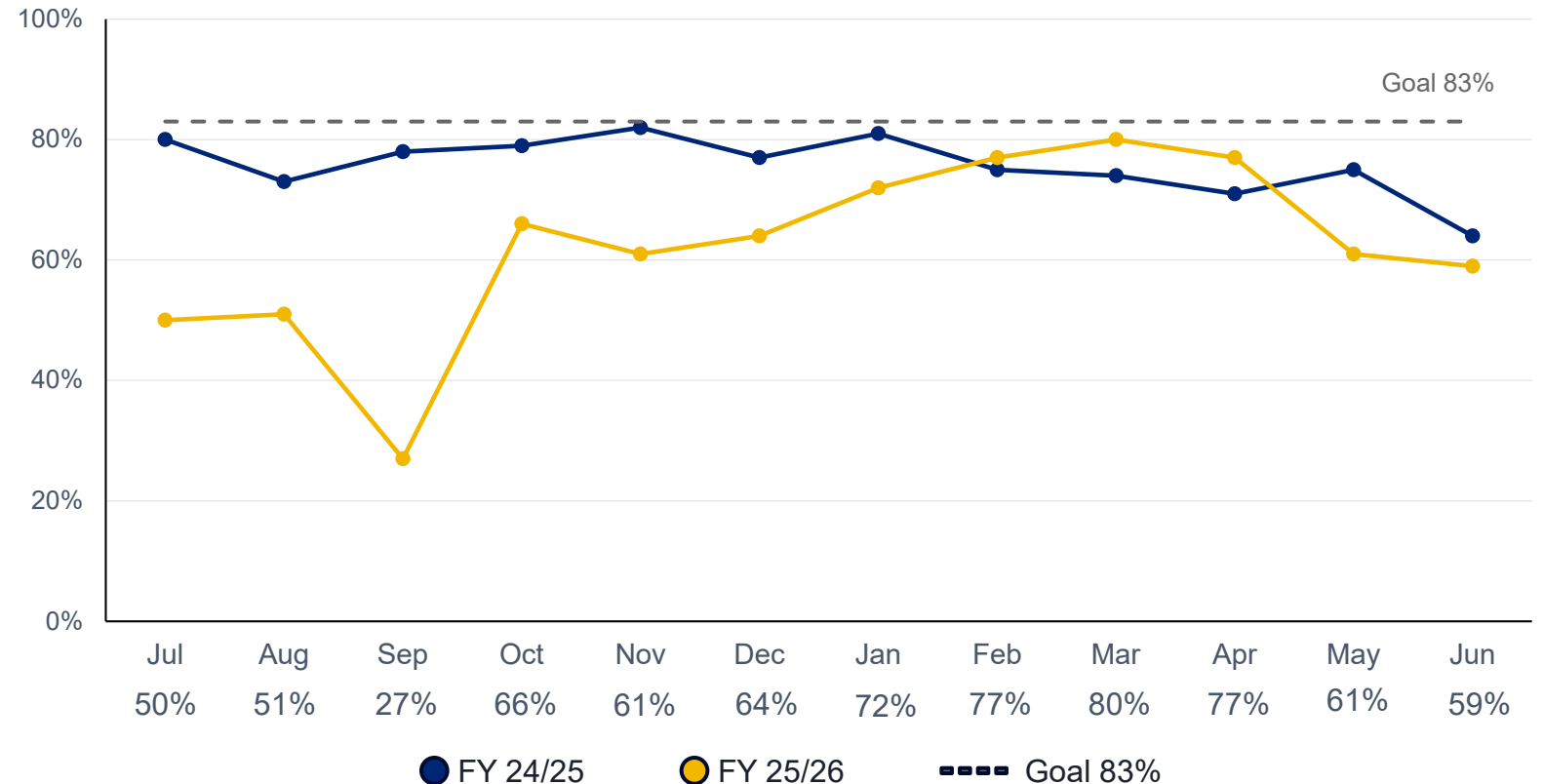
# FY Performance

12

## Fiscal Year Recap

- **FY Avg OTP – 62%**
- July and September track BNSF tie-replacement projects
- Mechanical Challenges
- Canceled trains in September, January-April
- December Schedule Change

## Fiscal Year OTP



# December Schedule Change

13

## Return of the 7th Round Trip

December 8 — Additional Sacramento–Bakersfield round-trip (701 / 704)

### TRAIN 701

#### **Bakersfield → Sacramento**

Departs BFD 6:58 AM  
Arrives SAC 12:38 PM

### TRAIN 704

#### **Sacramento → Bakersfield**

Departs SAC 5:20 PM  
Arrives BFD 10:51 PM

# Addressing Mechanical Challenges

48

- Lease of 3 locomotives from Caltrain to supplement Norcal Fleet
- State procurement of F59 Overhauls
- Double-heading trains as locomotive availability permits
- Currently no issues with car availability
- 7th Venture set in service – August 7th





**FY25/26**

Fiscal Year Performance

**920K Riders**

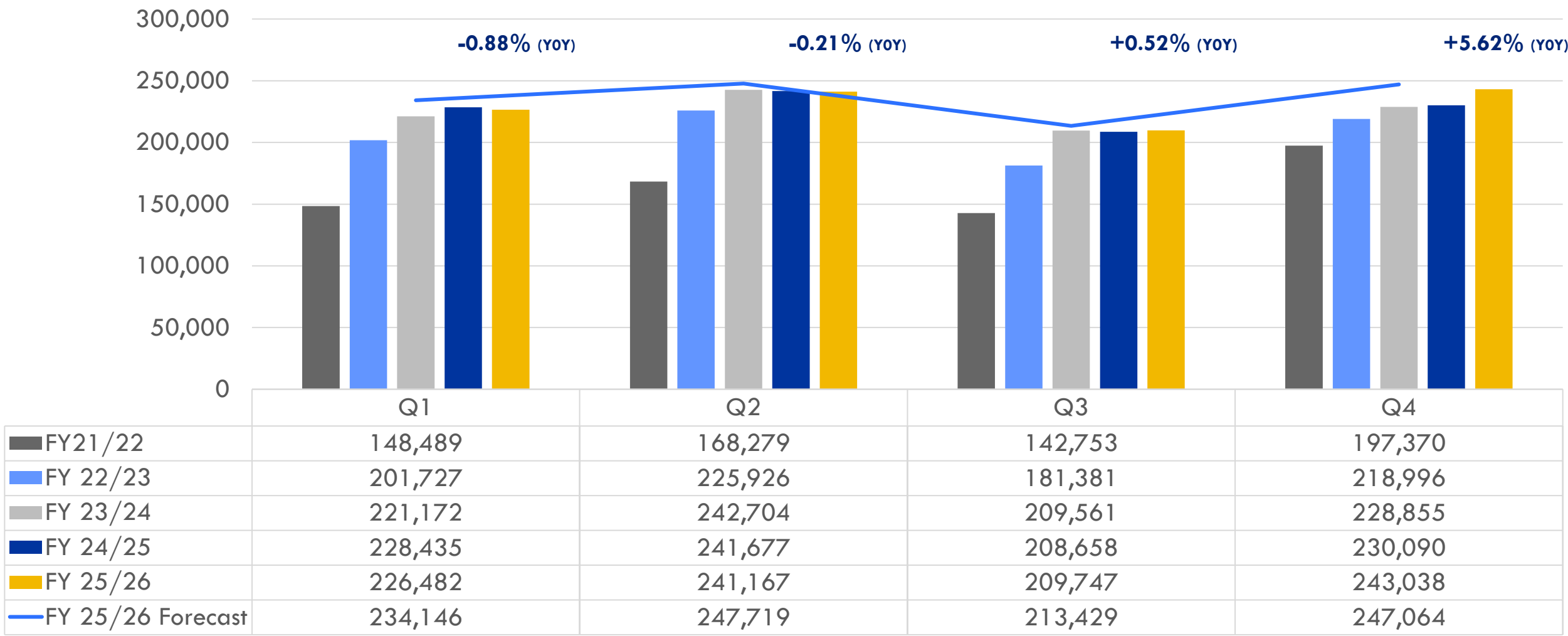
(+1.7% YOY)

**\$34M Revenue**

(+9% YOY)

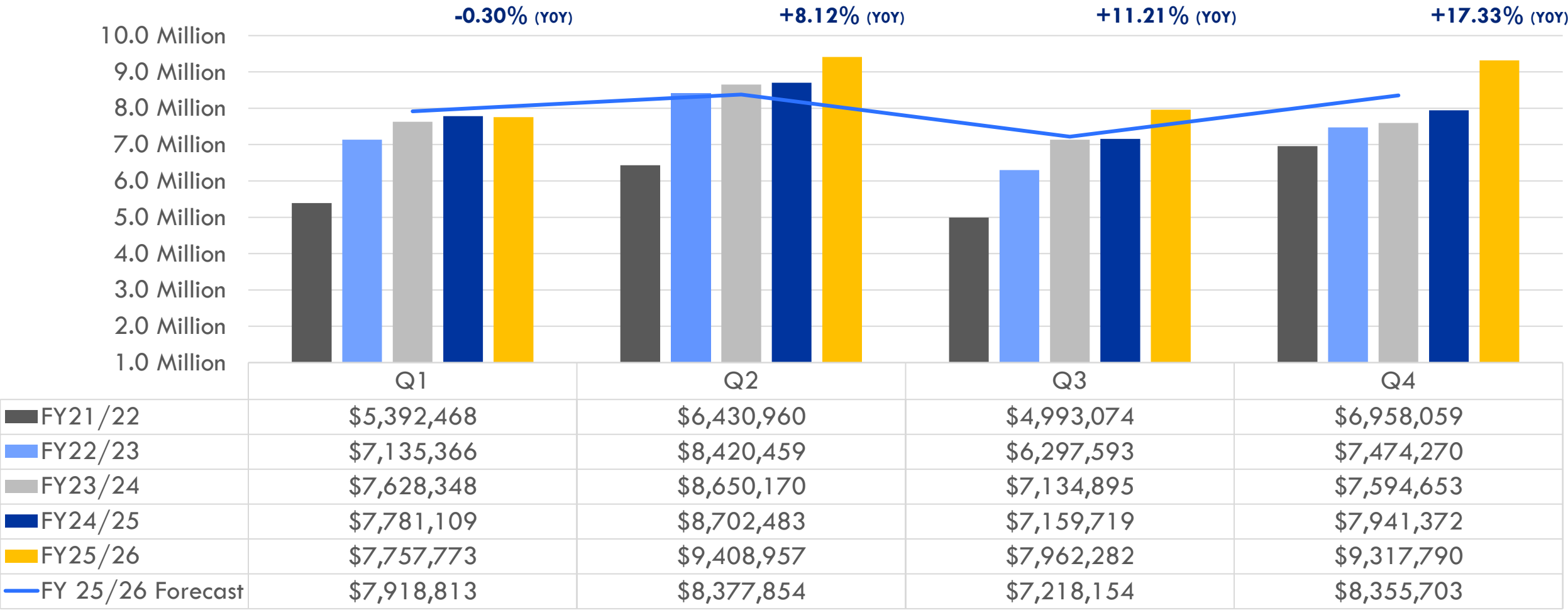
# Gold Runner Ridership – Fiscal Year

50



# Gold Runner Ticket Revenue – Fiscal Year

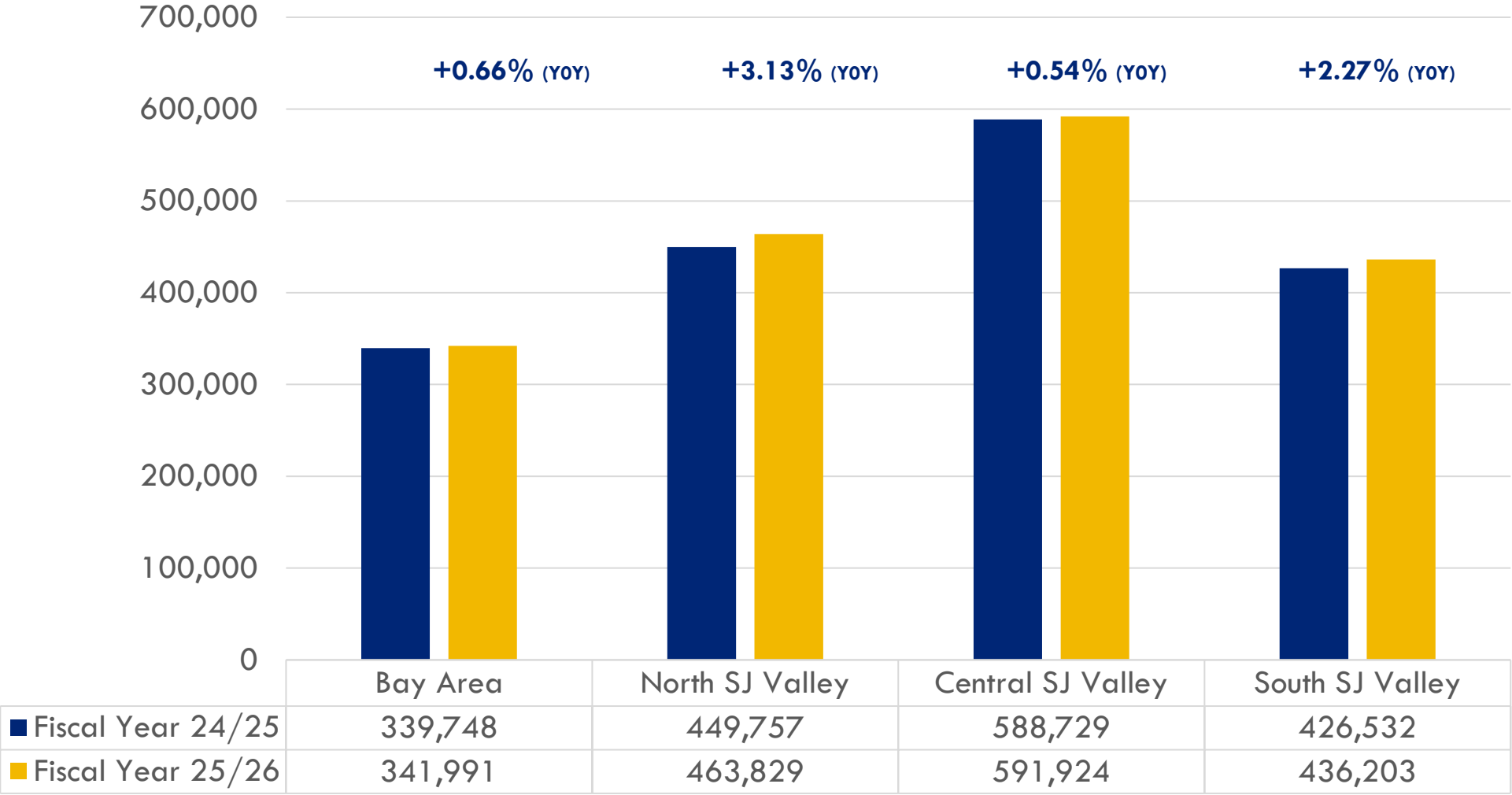
51



SJVRC August 14, 2026

# Gold Runner Station Utilization – Fiscal Year

52



**Gold Runner Markets**

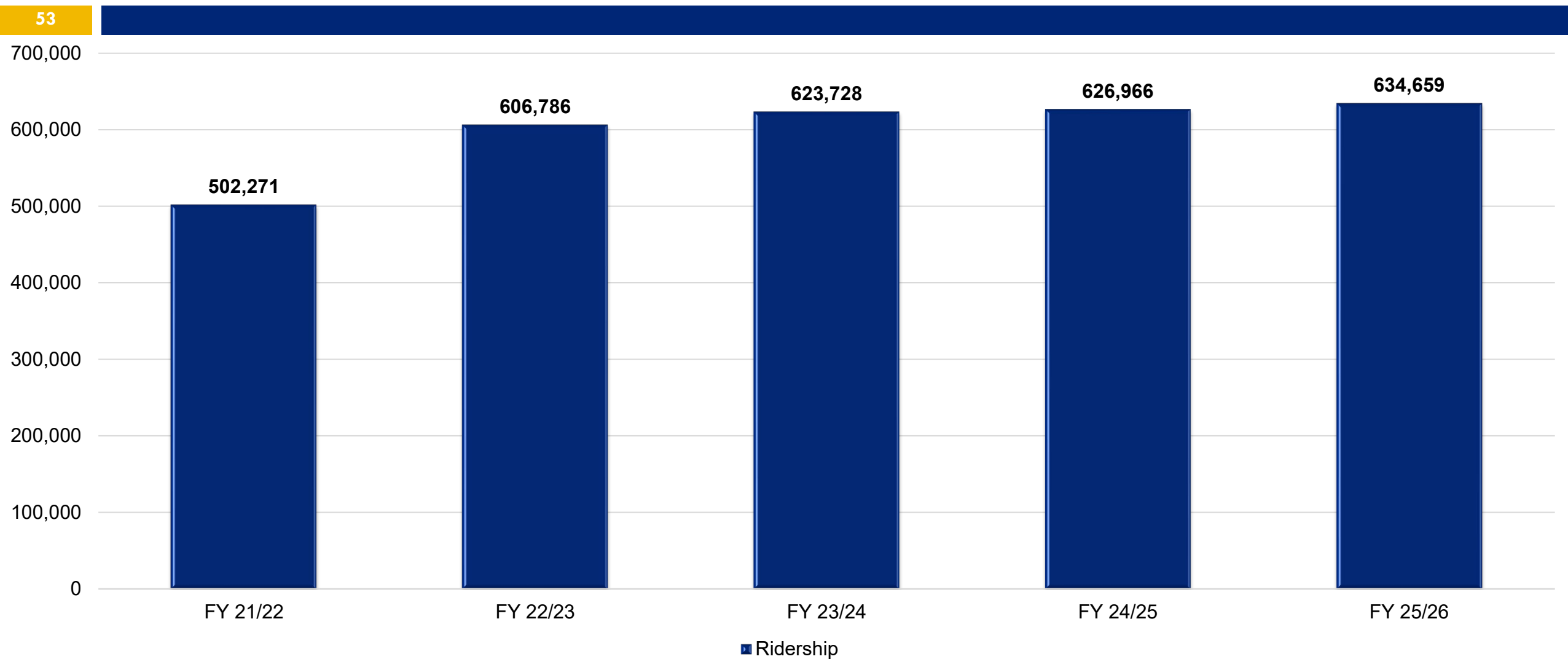
Bay Area: ACA, MTZ, RIC, EMY, OKJ

North SJ Valley: SAC, LOD, SKT, SKN, MOD, TRK

Central SJ Valley: MCD, MDR, FNO, HNF

South SJ Valley: COC, WAC, BFD

# YTD Thruway System Ridership – Fiscal Year





## FY27 Look Ahead

### Partnerships

SF Bay Ferry – “Beat the Heat”  
Stockton Kings

### Passenger Experience

Cart Service  
Vending Pilot  
Comfort Class Progression

### Events

Lodi Grape Festival  
Aftershock Festival – Sacramento

### Initiatives

Onboard and Market Survey  
Senior Ambassadors

55

# Questions



## Item 8

# SJJPA Planning, Grants, and Programming Update

***Presented by:***

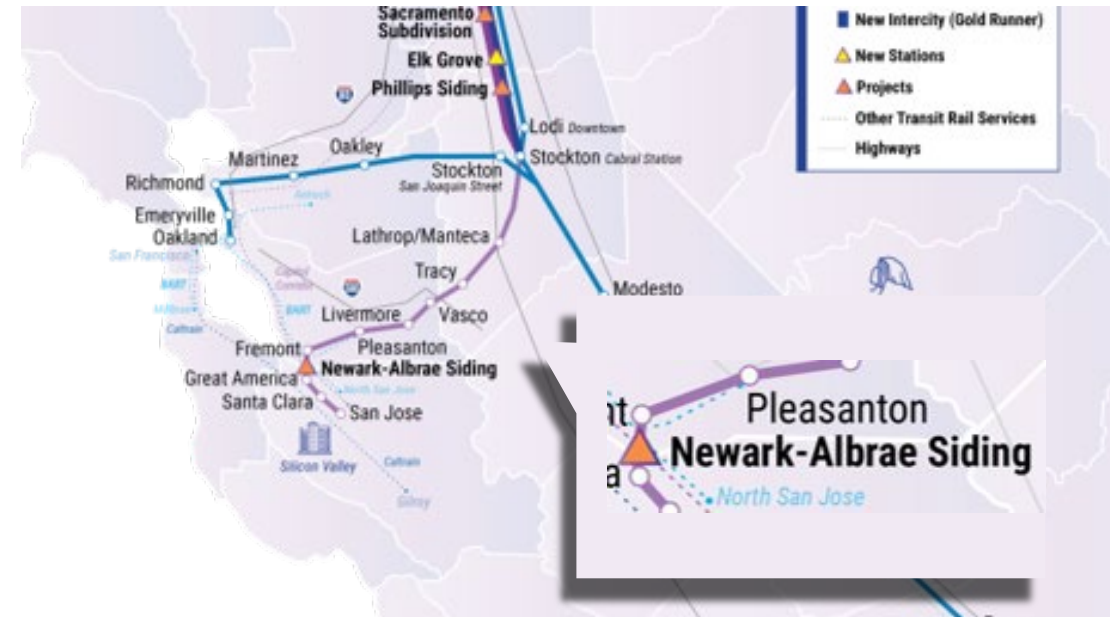
***Momoko Tamaoki (Deputy Director of Planning, Grants, and Programming)***

***Michael Hanebutt (Senior Planner)***

# Grants Updates

57

- In 2026, the following grant applications were submitted:
  - Fed/State Partnership (\$217.9M for Natomas Station, Del Paso Siding, and San Joaquin Street Layover)
  - Transit Intercity Rail Capital Program (\$50.75M for Newark Albrae Siding, Cabral Track Extension, and Altamont Interregional Mobility Hub Network Integration Study)



# Grants Updates

58



- Consolidated Rail Infrastructure and Safety Improvements (\$259.4M for Cabral Track Extension and Lodi Station)
- Advanced Transportation Technology and Innovation (\$12M for Passenger Rail Integrated Systems Modernization Project)

# Planning Updates – Del Paso Action Plan

59



- Funded through a Caltrans Sustainable Transportation Planning Grant
- Partners include SJRRC, SACOG, City of Sacramento, Sac RT
- Action plan will define measures for development of a safe and vibrant station area, encourage infill growth, reduce vehicle reliance, and enhance connections between local and regional transit services.
  - Developing alternatives for review, draft plan in fall

# Planning Updates – Del Paso Action Plan



# Planning Updates – SJV Network Integration

61



## □ San Joaquin Valley Policy Council

- Elected valley leadership from 8 SJV counties to focus on policy and funding priorities
- Also Includes APCD and SJJPA (10 members total)
- Executive RTPA staff advises Policy Council and presents information to inform priorities

## □ Passenger Rail, Transit, and Land Use (PRTL) Working Group

- Collaborative group of SJJPA (lead), RTPAs, CHSRA, and Caltrans senior staff
- Guiding regional planning efforts to emphasize rail and transit connections and opportunities **throughout** Valley
- Advise on transit-supportive land use planning

# Planning Updates – SJV Network Integration

62

- Similar to focus on SR-99; Leverages power of regional agencies to advocate and support rail/transit projects
- Coordinate support for Valley Rail implementation and HSR coordination
- Take advantage of large, continued investment in rail in SJV - +\$30 B
  - Passenger Rail/Transit/Land Use Working Group – San Joaquin Valley Council of Governments



# Planning Updates – SJV Network Integration

63



- Action Plan is a priority activity for the PRTL group – resources to coordinate planning
- Funded by Caltrans Sustainable Transportation Planning Grant awarded in summer 2024
- SJJPA is the lead for the development of the action plan

# Planning Updates – SJV Network Integration

- Action Plan Focused on Identifying and Prioritization of Short, Mid, and Long-Term Improvements
  - Advanced planning for connectivity
  - Rail/transit Network Integration
  - Station Area Land Use/TOD Action Planning
- September public meeting, Draft review in early 2027





## Item 9

# Thruway Bus Study Update

***Presented by: Dan Leavitt (Manager of Regional Initiatives) and Rene Gutierrez (Senior Regional Initiatives Coordinator)***

# Background

- A large network of Thruway Bus routes connects Gold Runner passengers to destinations throughout California and into Nevada.
- The Gold Runner Thruway Bus network is integral to the success of the Gold Runner service, with a significant portion of the Gold Runner service's ridership using Thruway Bus routes.
- The Gold Runner Thruway Bus Study is focused on delivering specific, feasible, and short-term recommendations for improving the Thruway Bus routes/network.



# Goals for Thruway Bus Services:

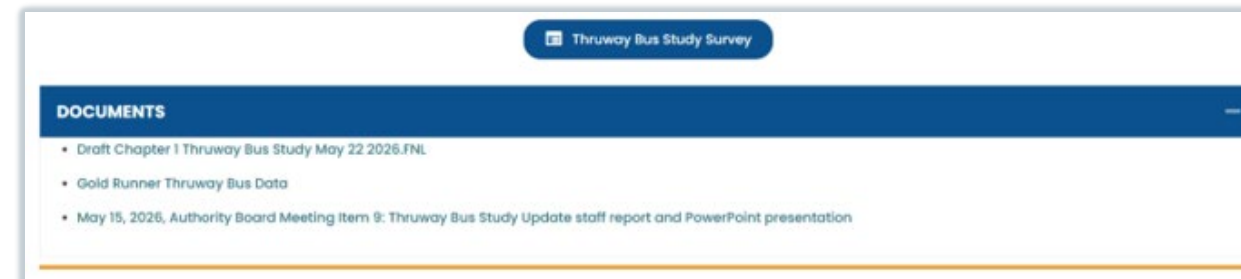
1. A preferred and convenient option for intercity travelers that connects to Gold Runner rail services and increases Gold Runner ridership.
2. Cost-effective services, responsive to structural shifts in demand, highly constrained Public Transportation Account funding, and increasing costs of providing service.
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.



# Thruway Bus Study Webpage

- The “Gold Runner Thruway Bus Study” webpage was added to the Authority’s website on June 5, 2026 and includes:
- Draft Chapter 1 “Introduction” for the report:
  - Provides background regarding the Authority & Thruway Bus Network
  - The State’s expectations for cost-effectiveness for Thruway Bus routes
  - Governance structure for the Thruway Bus services
  - Describes the agency and public outreach conducted to support this Thruway Bus Study and includes the “Outreach Plan and Public Engagement Strategy” (Appendix B).
- Thruway Bus Data for each Route
- A survey, and how to provide input on the Gold Runner Thruway Bus Network and study.

SJVRC August 14, 2026



# Thruway Bus Study Report: Cost-Effectiveness

- The measurement of the cost effectiveness for the state-supported Thruway Bus services that connect to the intercity passenger rail services is dictated by specific language in the California Government Code.
- For a Thruway Bus route to be cost-effective, the revenue generated from both the bus and train portions of the trips made by Thruway Bus riders needs to meet or exceed the cost of providing the Thruway Bus route.



# Thruway Bus Study Public Outreach

- Initial agency and public input received via the Thruway Bus Study webpage/surveys and e-mails to Authority staff was included as attachments to the staff report for the July 16, 2026 SJJPA Board Meeting Thruway Bus Study agenda item.
- Authority staff have also had discussions with a number of partner agencies including CalSTA, Caltrans, Amtrak, Capitol Corridor Joint Powers Authority, LOSSAN Joint Powers Authority, the SJVRPC Working Group, BCAG, HTA, RailPac and communications with Greyhound.



## THRUWAY BUS STUDY

**Share your feedback on the future of Thruway Bus service!**

The San Joaquin Joint Powers Authority is conducting the Gold Runner Thruway Bus Study to evaluate and improve the Thruway Bus network. We are gathering input from riders, communities, and partners to help shape future service, including:

-  **SCHEDULE COORDINATION**
-  **RELIABILITY**
-  **TRANSFERS**
-  **AMENITIES**
-  **RIDER COMMUNICATION**
-  **MULTIMODAL CONNECTIONS**

### TAKE THE SURVEY



**SCAN THE QR CODE TO SHARE YOUR INPUT.**

Visit the Thruway Bus Study webpage for more information, updates, and opportunities to participate.

[SJJPA.COM/GOLD-RUNNER-THRUWAY-BUS-STUDY/](https://SJJPA.COM/GOLD-RUNNER-THRUWAY-BUS-STUDY/)



# Timeline for Thruway Bus Study

- The Gold Runner Thruway Bus Study Report will be completed over a 6-month period.
- The complete Draft Gold Runner Thruway Bus Study Report is expected to be uploaded to the webpage by late September 2026.
- Public Outreach will be done after the release of the Draft Report to let agencies and the public know about the availability of the draft and how to provide input.
- Staff expects to request approval of the Thruway Bus Study Report at the November 20, 2026, Board Meeting.



# Outreach Performance

## SJJPA Contact List Email Distribution 6/8:

563 contacts, 93.1% success open rate.

The bounce rate was 6.9%.

## Stakeholder and Community Engagement

- Chambers of Commerce
- Visitor bureaus and tourism agencies
- Economic development organizations
- Community-based organizations
- Universities and colleges
- Local elected officials
- City and county staff
- San Joaquin Valley Regional Policy Council (SVJ RPC)
- SVJ RPC Passenger Rail, Transit & Land Use Working Group
- Network Integration Study Stakeholder Working Group (SWG) San Joaquin Valley Rail Committee
- North State Super Region Working Group
- Metropolitan Planning Organizations (MPOs), and Regional Transportation Planning Agencies (RTPAs)

## Social Media 6/15-6/24:

### Facebook:

Views: 2.3k

Viewers: 1.4k

Interactions: 32

16 Reactions

9 Comments

7 Shares

Link Clicks: 31

### Instagram:

Views: 1.3k

Reach: 674

Interactions: 26

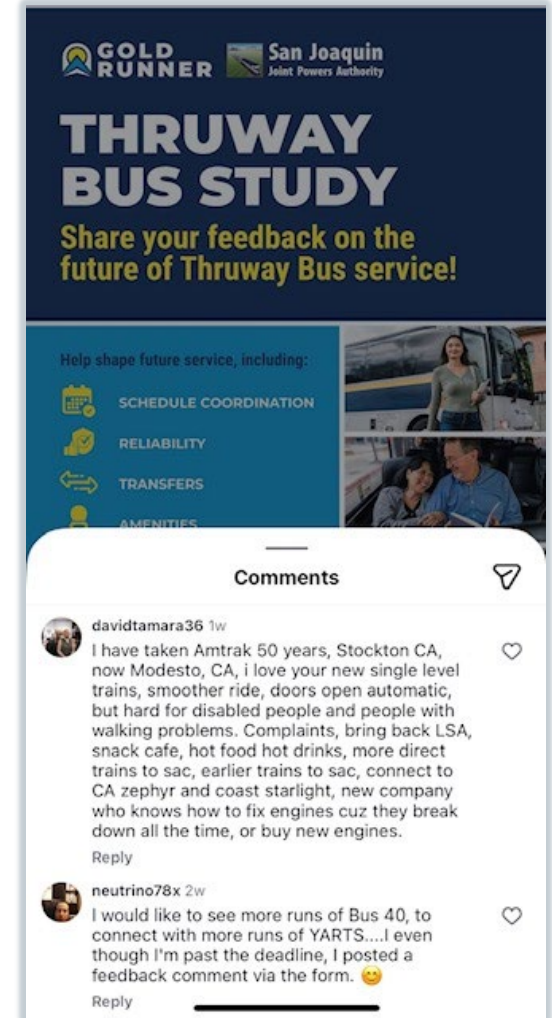
20 Likes

3 Shares

3 Saves

## LinkedIn (6/8-6/24):

723 impressions, 34 reactions and 36 clicks



# Outreach Performance

## Dedicated Study Website Landing Page

- 800+ Page Visits
- 25 free form submittals

## Survey

- 500+ survey visits, 98 completed surveys
- Survey Distribution: Bus Operators, On-board PSA

## Rider Engagement Activities

- Authority staff and Thruway Working Group members completed ride alongs on select Thruway Bus Routes
- Conducted onboard observations

## Next Steps

- Station Activations in Bakerfield, Fresno, Merced, Stockton (San Joaquin Street Station), Sacramento, Emeryville
- Speak with riders
- Distribute surveys
- Phase 2 Outreach through September 2026



**GOLD RUNNER** San Joaquin Joint Powers Authority

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### TAKE THE SURVEY

SCAN THE QR CODE TO SHARE YOUR INPUT.

Visit the Thruway Bus Study webpage for more information, updates, and opportunities to participate.

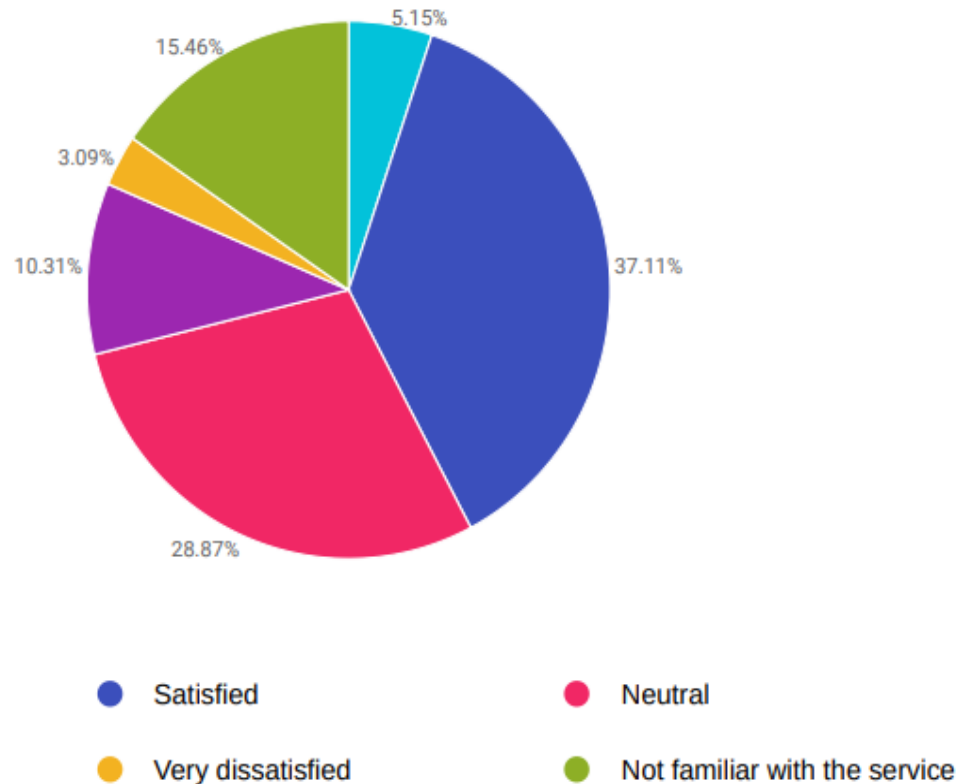
[SJPA.COM/GOLD-RUNNER-THRUWAY-BUS-STUDY/](https://SJPA.COM/GOLD-RUNNER-THRUWAY-BUS-STUDY/)

# Outreach Performance

Q10

How satisfied are you with the current Gold Runner Thruway Bus connections?

Answered: 97 Skipped: 1



## Key Takeaways

- Expressed satisfaction with the Thruway Bus program

## Ranked Highest Priorities

- Improving reliability and on-time performance
- Increasing service frequency
- Improving regional connections
- Expanding destinations

## Feedback & Suggestions

- Continued support for bus-only ticketing
- Enhanced coordination with local transit and rail services
- Improved passenger amenities and comfort
- Live bus tracking



## Item 12

# Committee Member Comments



## Item 13

# Adjournment

The next SJVRC meeting is scheduled for:  
February 19, 2027 – 12:00 PM