



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**

Vice Chair, **Leo Zuber**, City of Ripon
Commissioner, **Lisa Craig**, City of Lodi
Commissioner, **Jose Nuño**, City of Manteca
Commissioner, **Kimberly Warmesley**, City of Stockton

Executive Director, **Stacey Mortensen**

Commissioner, **Miguel Villapudua**, San Joaquin County
Commissioner, **Nancy Young**, City of Tracy
Commissioner, **Melissa Hernandez**, City of Dublin
Commissioner, **Lily Mei**, City of Fremont

SAN JOAQUIN REGIONAL RAIL COMMISSION REGULAR BOARD MEETING

February 3, 2023 – 8:00 am

Call-In Information: +1 (332) 249-0500 Phone Conference ID: 396-149-981#

Microsoft Teams Link: [Click here to join the meeting](#)

SPECIAL NOTICE Coronavirus COVID-19 IN PERSON AND REMOTE ATTENDANCE AVAILABLE

In accordance with Assembly Bill 361 (AB 361), San Joaquin Regional Rail Commission Board Members will be attending this meeting via teleconference, videoconference, or in person. Members of the public may attend the meeting by attending the meeting in person at the South Hall Meeting Room at the Commission's main office located at 949 East Channel Street Stockton, CA 95202, or by dialing **+1 (332) 249-0500** with access code: 396-149-981# or log-in using a computer, tablet or smartphone on Microsoft Teams using link: [Click here to join the meeting](#)

Please note that all members of the public will be placed on mute until such times allow for public comments to be made. If a person wishes to make a public comment during the meeting, to do so they must either 1) use Microsoft Teams and will have the option to notify SJRRC staff by alerting them via the "Chat" function or they can 2) contact SJRRC staff via email at publiccommentssjrrc@acerail.com in which staff will read the comment aloud during the public comment period. Emailed public comments should be limited to approximately 240 words as comments will be limited to two (2) 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 (SJRRRC) 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 Commission are conducted in English. Anyone wishing to address the SJRRRC Board is advised to have an interpreter or to contact SJRRRC during regular business hours at least 48 hours prior to the time of the meeting so that SJRRRC can provide an interpreter. Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available upon request in both English and Spanish for public inspection at the Office of the Executive Director located at 949 East Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda is available on the San Joaquin Regional Rail Commission website: www.sjrrc.com.

1. Call to Order, Pledge of Allegiance, Roll Call, Welcome to New Commissioners

Vice Chair Zuber

Roll Call: Hernandez, Mei, Craig (Pending Oath), Nuño, Warmesley (Pending Oath), Villapudua, Young, Vice Chair Zuber

Ex- Officios: Nguyen, Clifford, Agar, Zwahlen

2. Public Comments

Persons wishing to address the Commission on any item of interest to the public regarding rail shall state their names and addresses and make their presentation. Please limit presentations to two minutes. The Commission 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 the public inspection in the Commission Office at 949 E. Channel Street during normal business hours. These documents are also available on the San Joaquin Regional Rail Commission website at <https://www.sjrcc.com/events/> subject to staff's ability to post the documents prior to the meeting.

3. Consent Calendar

- | | | |
|------|---|--------------------|
| 3.1 | Minutes of SJRRC Board Meeting December 2, 2023
(Regular and Special Voting Members) | ACTION |
| 3.2 | Minutes of SJRRC Board Meeting January 6, 2023
(Regular and Special Voting Members) | ACTION |
| 3.3 | Rail Commission/ACE Monthly Expenditure | INFORMATION |
| 3.4 | ACE Monthly Fare Revenue | INFORMATION |
| 3.5 | ACE Ridership | INFORMATION |
| 3.6 | ACE On-Time Performance | INFORMATION |
| 3.7 | Washington Update | INFORMATION |
| 3.8 | Update on Silicon Valley and Tri-Valley Outreach Contracts Activities | INFORMATION |
| 3.9 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission (SJRRC) Determining to Conduct Meetings of the SJRRC Board of Commissioners Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period February 4, 2023 to March 5, 2023
(Regular and Special Voting Members) | ACTION |
| 3.10 | Accept Independent Auditors Financial Report for Fiscal Year 2021-22
(Regular and Special Voting Members) | ACTION |

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|-----|---|--------------------|
| 4. | Approve a Resolution of the Board of Commissioners Approving an Agreement with Mott MacDonald Group for Consulting Services for the Near Zero Locomotive Program for an Amount Not-To-Exceed \$655,303 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority
(Brian Schmidt)(Regular and Special Voting Members) | ACTION |
| 5. | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the Transit Asset Management Plan Update
(Brian Schmidt)(Regular and Special Voting Members) | ACTION |
| 6. | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP)
(Dan Leavitt)(Regular Voting Members Only) | ACTION |
| 7. | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission to Appoint a Member and an Alternate of the Rail Commission Board Who are Residents of San Joaquin County to Serve on the Governing Board of the San Joaquin Joint Powers Authority
(Stacey Mortensen)(Regular Voting Members Only) | ACTION |
| 8. | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commissioners Appointing the Following Two Representatives Positions to the San Joaquin Regional Rail Commission Station/Facilities Development Committee;

<ul style="list-style-type: none">• One from Sacramento Regional Transit District• One from San Joaquin Regional Rail Commission
(Stacey Mortensen) (Regular Voting Members Only) | ACTION |
| 9. | Election of Officers
(Regular Voting Members Only) | ACTION |
| 10. | Realtor and Developer Outreach Update
(Rene Gutierrez) | INFORMATION |
| 11. | Board Member Comments | |

12. Ex-Officio Comments

13. Executive Director's Report

14. Adjournment

The next regular meeting is scheduled for:
March 3, 2023 – 8:00 am

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 3, 2023

Item 3.1

ACTION

Minutes of SJRRC Board Meeting December 2, 2022

The meeting of the San Joaquin Regional Rail Commission was held at 8:00 a.m., December 2, 2022, via teleconference, videoconference, or in person.

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

Chair Fugazi called the meeting to order at 8:00 a.m. and led the audience in the Pledge of Allegiance.

Commissioners Present: Hernandez, Cantu, Hothi, Young, Vice Chair Zuber, Chair Fugazi

Commissioners Absent: Mei, Villapudua

Ex-Officio Members Present: Mr. Dumas, Ms. Nguyen, Mr. Baxter, Ms. Zwahlen

2. Public Comments

Mr. Michael Barnbaum commented that before the meeting was called to order, President Biden signed House Joint Resolution 100 into law that will avert a catastrophic rail strike it will give workers 24% raises, however paid sick leave is not included in the bill. Mr. Barnbaum commented that United States Administration and Congress will work together over the coming weeks and months to separately to include something for paid sick leave for not only rail workers, but all workers. Mr. Barnbaum commented that all passenger rail services across the country will be able to continue normal and expanded operations since dispatching services by the freights will be available to everyone.

3. Consent Calendar

- | | | |
|-----|---|--------------------|
| 3.1 | Minutes of SJRRC Board Meeting November 4, 2022
(Regular and Special Voting Members) | ACTION |
| 3.2 | Rail Commission/ACE Monthly Expenditure | INFORMATION |
| 3.3 | ACE Monthly Far Revenue | INFORMATION |
| 3.4 | ACE Ridership | INFORMATION |
| 3.5 | ACE On-Time Performance | INFORMATION |
| 3.6 | Washington Update | INFORMATION |
| 3.7 | Update on Silicon Valley and Tri-Valley Outreach Contracts and Activities | INFORMATION |
| 3.8 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission (SJRRC) Determining to Conduct Meetings of the SJRRC Board of Commissioners Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period December 3, 2022 to January 1, 2023
(Regular and Special Voting Members) | ACTION |

There were no comments on the Consent Calendar.

M/S/C (Young/Hernandez) to Approve Items 3.1-3.8 of the Consent Calendar. Passed and Adopted by the San Joaquin Regional Rail Commission on the 2nd day of December 2022 by the following vote to wit:

AYES: 6 Hernandez, Cantu, Hothi, Young, Vice-Chair Zuber, Chair Fugazi
NOES: 0
ABSTAIN: 0
ABSENT: 2 Mei, Villapudua

4. **Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving Amendment 01 to the Agreement with HDR Engineering, Inc. for Project Development Services for the Stockton Diamond Grade Separation Project Increasing the Total Compensation by an Amount of \$462,957 for a New Not-To-Exceed Amount of \$15,630,489 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority**
(Regular Voting Members Only)

ACTION

Bryan Pennino and Autumn Gowan gave a presentation on this item.

There were no comments on this item.

M/S/C (Cantu/Zuber) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving Amendment 01 to the Agreement with HDR Engineering, Inc. for Project Development Services for the Stockton Diamond Grade Separation Project Increasing the Total Compensation by an Amount of \$462,957 for a New Not-To-Exceed Amount of \$15,630,489 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority

Passed and Adopted by the San Joaquin Regional Rail Commission on the 2nd day of December 2022 by the following vote to wit:

AYES: 5 Cantu, Hothi, Young, Vice-Chair Zuber, Chair Fugazi
NOES: 0
ABSTAIN: 0
ABSENT: 1 Villapudua

5. **Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing In-House Legal Services**

ACTION

(Regular Voting Members Only)

Executive Director Stacey Mortensen and Legal Counsel Dan Schroeder gave a presentation on this item.

Chair Fugazi commented in favor of starting this item now and hopeful that the Rail Commission will get a few qualified candidates to perform this level of work because it is so important to the success of the Agency. Chair Fugazi thanked Mr. Schroeder for the many years of service and for the willingness to assist the Rail Commission find someone to fill this role.

Commissioner Hernandez inquired if Commissioners in the past have created a team to do the interviews for the next candidates coming in line or if this was the responsibility of the Executive Director, as done in the past.

Ms. Mortensen commented that this is a unique position and in the past with other positions this has not been done, however this position would benefit from the involvement of the Rail Commission Board.

Commissioner Hernandez commented that for the City Manager position on Dublin City Council, the council members complete the interviews if assistance is needed, and they also complete the yearly check-ins. Commissioner Hernandez commented that the transition time is extremely important for the training involvement and leadership. Commissioner Hernandez congratulated Mr. Schroeder on retirement.

Commissioner Young commented that it is sad to see Dan go, and congratulated Mr. Schroeder on the next chapter.

M/S/C (Young/Cantu) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing In-House Legal Services

Passed and Adopted by the San Joaquin Regional Rail Commission on the 2nd day of December 2022 by the following vote to wit:

AYES: 5 Cantu, Hothi, Young, Vice Chair Zuber, Chair Fugazi

NOES: 0

ABSTAIN: 0

ABSENT: 1 Villapudua

6. Election of Officers (Pulled from Agenda)
(Regular Voting Members Only)

ACTION

7. Recognition of SJRRC Chair and Board Member Service

INFORMATION

Executive Stacey Mortensen gave a presentation on this item.

Commissioner Cantu commented that it has been an enjoyable experience to attend the in-person and virtual Rail Commission meetings and rail has been a passion for decades and has enjoyed the year being a part of the Rail Commission. Commissioner Cantu commented that it is astonishing that people don't really understand and know what the future is going to be and what the Commission is responsible for.

Vice Chair Zuber commented watching Chair Fugazi manage this group of people and organization has been fascinating and inspiring, and there has been so much progress in the time from joining the board. Vice Chair Zuber commented that there have been a lot of challenges and energy spent on the board, and Chair Fugazi has managed to keep the organization and board focused to deliver on deadlines and support the agency. Vice Chair Zuber commented that it is hard to comprehend all that is going to happen in the near future with the Rail Commission, and that it is so impressive how Chair Fugazi has been able to manage the board from her position.

Chair Fugazi commented that it has been a joy to be on the Rail Commission and the work of the agency has been miraculous. Chair Fugazi thanked the past and current members, and expressed appreciation to Vice Chair Zuber for always being there for support when Chair Fugazi has been unable to attend the meetings due to school and city council events. Chair Fugazi also thanked STANCOG, SJCOG, SJRTD, and Caltrans for also being wonderful partners in addition to Herzog, Amtrak, Union Pacific, BNSF, and many more. Chair Fugazi also thanked Mr. Dan Leavitt and Mr. Brian Schmidt on staff for always assisting with any questions and concerns. Chair Fugazi also commented that Executive Director Stacey Mortensen is the epitome of a strong woman and has created a phenomenal organization with her vision and leadership. Chair Fugazi commented about being so proud of the ACE expansion, increasing passenger cars, going from Merced to Natomas, and being resilient in the pandemic, going green, and moving forward with the Stockton Diamond Project and creating job opportunities within the community. Chair Fugazi thanked Legal Counsel Dan Schroeder for always being supportive, and also thanked the public for their support as being passengers on the ACE service, and providing their input in meetings.

Commissioner Hernandez thanked Chair Fugazi for the service and dedication on the board and for always bringing energy and a big smile to the meetings, and that it is evident that Chair Fugazi loves children and the position she has.

8. Board Member Comments

Commissioner Young thanked Chair Fugazi for all of the leadership provided over the last decade and commented that the board members will miss her.

9. Ex-Officio Comments

Mr. Tom Dumas of Caltrans commented that Chair Fugazi has done an excellent job as Chair of the Rail Commission board and commented in appreciation of the enjoyment Chair Fugazi has shared for the board. Mr. Dumas commented in support of Executive Director Stacey Mortensen and that the expansion of ACE over the last 20 years has been phenomenal. Mr. Dumas commented that Caltrans recently started the annual Move Over safety campaign that reminds motorists to move over, slow down and pay attention to when driving through a work zone. Mr. Dumas commented that this coincides with recent deaths of two Caltrans employees and two contractors, and that the nature of the work is critical to the maintenance and construction teams to perform in the field, and it can be incredibly dangerous. Mr. Dumas commented that the law requires the drivers to move over from the lane or slow down when there are flashing lights from Caltrans equipment or emergency vehicles, however many drivers do not do that because they're unaware of the law. Mr. Dumas commented that Caltrans in this campaign tries to reach out and remind people of the law. Mr. Dumas commented that in 2020 there were nearly 7,000 accidents in work zones that resulted in 96 fatalities, and Caltrans every year has a memorial to honor and remember the 191 Caltrans employees that have been lost since 1921. Mr. Dumas commented that the goal is for public awareness efforts be enhanced and create a more safer work experience, and for the public to slow down for the cone zone. Mr. Dumas reported that Caltrans is launching a Reconnecting Communities and Highways to Boulevard pilot program, that is combined with a community-based transportation planning effort that set aside \$149 million to provide funding to support planning and capital construction projects to restore community connectivity through the removal in retrofit, mitigation and replacement of eligible transportation infrastructure that create barriers to communities. Mr. Dumas commented that Caltrans is holding a workshop in December, and expect a call for projects in January, and can provide more information to those interested. Mr. Dumas commented that the California State Transportation Agency (CalSTA) has the Transit and Intercity Rail Capital Program (TIRCP) call for projects coming up, and existing projects need a preliminary submittal by December 6th, and the deadline for new projects is February 10th.

Ms. Diane Nguyen of SJCOG commented in agreement of the remarks in thanks to Chair Fugazi and added that Chair Fugazi is an inspiration to many in this field. Ms. Nguyen commented in agreement with the remark regarding Stacey being a strong woman and commented that Chair Fugazi is as well. Ms. Nguyen commented that San Joaquin Council of Governments board will be taking a major action that at its December 8th meeting, and the board will be reviewing an allocation of \$10.6 million that has been awarded to the San Joaquin region by the Housing and Urban Community Development Department. Ms. Nguyen explained that this program is called the Regional Early Action Planning Program and its purpose is to increase housing in the region while addressing climate goals and air quality. Ms. Nguyen commented that the SJCOG believes that this infusion of \$10.6 million will be an effective way to address our regional housing needs, both by the COG and its member

agencies, are hoping that the money will infuse activity and create housing in locations where they can link with affordable transportation options and then, as a result, provide better mobility for residents and give them options so they don't need to drive alone. Ms Nguyen explained that a further result will be to achieve SJCOG air quality goals, multimodal communities and increase in public transit and these may be some great benefits of the \$10.6 million funding in the region.

Ms. Sue Zwahlen of StanCOG wished Mayor Cantu well and also thanked Chair Fugazi for the enthusiasm on the board. Ms. Zwahlen reported that Executive Director Stacey Mortensen came to the most recent StanCOG meeting and did a beautiful presentation on the Modesto rail project, gave an update to StanCOG, and more importantly the public and the community, about the progress that's being made and what the plans are for the Modesto Station. Ms. Zwahlen commented that Ms. Mortensen did a great job with the presentation and that StanCOG is looking forward to the future and all things rail and how it will impact the community.

Mr. Ken Baxter of SJRTD congratulated and thanked Chair Fugazi for the leadership on the Rail Commission board and for the awesome work that both Chair Fugazi and Commissioner Cantu provided that complemented Executive Director Stacey Mortensen's leadership on the Rail Commission. Mr. Baxter commented that the city of Lathrop recently came to SJRTD requesting the coordination and management of a transit assessment study for RTD to provide transit services for the city of Lathrop, and SJRTD recently signed an MOU to do that and are moving forward with the request for proposals for the assessment study. Mr. Baxter commented that SJRTD recently had the 24th annual Stuff the Bus event on December 17th through the 19th with the Escalon eTrans, and it was a wonderful and successful event. Mr. Baxter commented that on October 29th, SJRTD participated in the Valley Mountain Resource Center, Disability Resource fair and this event was held to provide information and resources and support for individuals with disabilities, and SJRTD showcased its program services that are designed to help individuals with disabilities to allow them to travel more safely and conveniently on public transportation. Mr. Baxter commented that SJRTD had their Run/Walk against hunger on November 24th on Thanksgiving morning and the event was very successful, with 40 SJRTD staff and family members that participated in this event that supports the Emergency food bank. Mr. Baxter commented that SJRTD's system-wide ridership is up 60% overall compared to pre-COVID ridership, however the bus rapid transit service is predominantly through Pacific and Hammer that are the two biggest impacts on ridership that are reaching about 73% pre-COVID ridership. Mr. Baxter commented that SJRTD is very excited about the ridership numbers and to see people come back and use public transportation. Mr. Baxter wished everyone a wonderful holiday season.

10. Executive Director's Report

Ms. Mortensen commented that Mr. Barnbaum covered the report of the averted railroad strike during the public comment period.

11. CLOSED SESSION

- 11.1 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-202-09, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Alfonso Ocampo
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.2 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-260-04, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Alfonso Ocampo
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.3 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-240-02, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Julian Sepulveda Jr. and Mary Jane Sepulveda
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.4 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-240-67, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Elizabeth Madera
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.5 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-240-68, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Elizabeth Madera
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.6 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-240-69, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Elizabeth Madera
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.7 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-240-70, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Elizabeth Madera
Under negotiation: Price and payment terms

(Regular Voting Members Only)

- 11.8 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-280-04, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Jawaid Akhtar
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.9 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-280-36, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Jawaid Akhtar and Arzamia Akhtar
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.10 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-280-39, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Jawaid Akhtar and Arzamia Akhtar
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.11 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 169-020-04, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Kenneth D. Horton and Nancy Lee Horton
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.12 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-280-35, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: YCART Enterprises, LLC
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.13 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-202-06, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Ramon Gonzalez
Under negotiation: Price and payment terms
(Regular Voting Members Only)
- 11.14 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Property: 151-240-71, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: UPRR, State of California, Julian Sepulveda Jr. and Mary Jane Sepulveda

**Under negotiation: Price and payment terms
(Regular Voting Members Only)**

11.15 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

**Property: 151-260-03, San Joaquin County
Agency Negotiator: Jennifer Cole, Monument
Negotiating parties: Hector Radrigan
Under negotiation: Price and payment terms
(Regular Voting Members Only)**

11.16 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

**Property: 151-260-34, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Alfonso Ocampo
Under negotiation: Price and payment terms
(Regular Voting Members Only)**

11.17 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

**Property: 151-260-35, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Jaime Lopez Matias and Maria Mercedes Rubio Sosa
Under negotiation: Price and payment terms
(Regular Voting Members Only)**

11.18 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

**Property: 151-280-03, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Hazelton-Church Stockton LLC
Under negotiation: Price and payment terms
(Regular Voting Members Only)**

11.19 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

**Property: 151-240-01, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Union Pacific Railroad Company
Under negotiation: Price and payment terms
(Regular Voting Members Only)**

11.20 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

**Property: 151-260-02, San Joaquin County
Agency Negotiator: Jesse Ortiz, Monument
Negotiating parties: Union Pacific Railroad Company
Under negotiation: Price and payment terms
(Regular Voting Members Only)**

Daniel J. Schroder, General Counsel, reported all of the members of the Regular Voting Commission were present with the exception of Commissioner Villapudua and Commissioner Young, and there was no reportable action on any of the items from Closed Session.

12. Adjournment

Chair Fugazi adjourned the meeting at 9:01 am.

The next special meeting is scheduled for:
December 15, 2022 – 8:00 am

The next regular meeting is scheduled for:
January 6, 2023 – 8:00 am

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 3, 2023

Item 3.2

ACTION

Minutes of SJRRC Board Meeting January 6, 2023

The meeting of the San Joaquin Regional Rail Commission was held at 8:00 a.m., January 6, 2023, via teleconference, videoconference, or in person.

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

Vice Chair Zuber called the meeting to order at 8:00 a.m. and led the audience in the Pledge of Allegiance.

Commissioners Present: Hernandez, Mei, Young, Villapudua, Vice Chair Zuber

Commissioners Absent: Hothi

Ex-Officio Members Present: Ms. Nguyen, Mr. Baxter, Ms. Zwahlen

2. Public Comments

There were no public comments.

3. Consent Calendar

- | | | |
|------|---|--------------------|
| 3.1 | Minutes of SJRRC Board Meeting December 2, 2022
(Pulled from Agenda) (Regular and Special Voting Members) | ACTION |
| 3.2 | Minutes of SJRRC Special Meeting December 15, 2022
(Regular and Special Voting Members) | ACTION |
| 3.3 | Rail Commission/ACE Monthly Expenditure | INFORMATION |
| 3.4 | ACE Monthly Fare Revenue | INFORMATION |
| 3.5 | ACE Ridership | INFORMATION |
| 3.6 | ACE On-Time Performance | INFORMATION |
| 3.7 | Washington Update | INFORMATION |
| 3.8 | Update on Silicon Valley and Tri-Valley Outreach Contracts Activities | INFORMATION |
| 3.9 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission (SJRRC) Determining to Conduct Meetings of the SJRRC Board of Commissioners Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period January 7, 2023 to February 5, 2023
(Regular and Special Voting Members) | ACTION |
| 3.10 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the First Option Year from Amendment 03 to the Agreement with Herzog for Operating and Maintenance Services Extending the Contract Term to June 30, 2024 and Authorizing the Executive Director to Negotiate, Award, and | ACTION |

Execute Any and All Agreements and Documents Related to the Project Including Approving Any and All Amendments Thereto Within Her Spending Authority
(Regular and Special Voting Members)

- 3.11 Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving an Agreement with J&S Building Maintenance, Inc. for Janitorial Services for an Amount Not-To-Exceed \$289,140 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project
(Regular and Special Voting Members) **ACTION**
- 3.12 Report on Status of the Natomas/Sacramento Station and Layover Track Project **INFORMATION**

Vice Chair Zuber pulled item 3.1 from the Agenda for corrections to be made, and they will be brought to the February SJRRC Board meeting.

M/S/C (Villapudua/Young) to Approve Items 3.2-3.12 of the Consent Calendar. Passed and Adopted by the San Joaquin Regional Rail Commission on the 6th day of January 2023 by the following vote to wit:

AYES: 4 Hernandez, Villapudua, Young, Vice Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 2 Mei, Hothi

4. **Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the FY 2022-2027 Short Range Transit Plan** **ACTION**
(Regular and Special Voting Members)

D'Mitri Williams gave a presentation on this item.

There were no comments on this item.

Ms. Mortensen thanked Mr. Williams for the efforts on this new brand of short range transit plan and for being able to complete three different scenario plans in a short amount of time.

M/S/C (Young/Villapudua) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the FY 2022-2027 Short Range Transit Plan

Passed and Adopted by the San Joaquin Regional Rail Commission on the 6th day of January 2023 by the following vote to wit:

AYES: 5 Hernandez, Mei, Villapudua, Young, Vice Chair Zuber
NOES: 0

ABSTAIN: 0
ABSENT: 1 Hothi

5. **Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving an Agreement with Resource Systems Group, Inc. for Passenger and Market Research Services for an Amount Not-To-Exceed \$224,968 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project**
(Regular and Special Voting Members)

ACTION

Mr. David Lipari and Ms. Autumn Gowan gave a presentation on this item.

Vice Chair inquired about the additional costs of the option years for this agreement.

Mr. Lipari explained that if utilized, the option-year would be presented to the board for approval with the new amount.

M/S/C (Young/Hernandez) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving an Agreement with Resource Systems Group, Inc. for Passenger and Market Research Services for an Amount Not-To-Exceed \$224,968 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project

Passed and Adopted by the San Joaquin Regional Rail Commission on the 6th day of January 2023 by the following vote to wit:

AYES: 5 Hernandez, Mei, Villapudua, Young, Vice Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 1 Hothi

6. **ACE 10 Ride Pass Update**

INFORMATION

Mr. David Lipari gave a presentation on this item.

Vice Chair Zuber inquired if there is a way to know the quantity of how many 10 Ride Passes individual passengers are purchasing.

Mr. Lipari explained that an analysis can be done of the mobile app purchases of the 10 Ride Passes.

Commissioner Hernandez inquired how much involvement there is with the cities along the ACE Corridor, as the cities are able to assist with Marketing.

Mr. Lipari thanked Commissioner Hernandez for the suggestion, and commented that staff has engaged with stakeholder groups including city chambers, and staff will engage with cities.

Commissioner Young inquired if passengers can still purchase the 20-trip pass.

Mr. Lipari explained that the 20-trip pass is still available and is one of the most popular ticket types on the ACE Service.

Commissioner Mei inquired if the materials can be promoted with business entities within the cities and if information is provided to the cities, if any translations or multilingual options could also be provided.

Mr. Lipari commented that information could be provided in English and Spanish, and if there were any other translations desired, staff could look into translating the toolkits into other options as well. Mr. Lipari commented that the toolkits will be provided to all of the board members and the local cities to magnify the message, as well as the other entities suggested from Mayor Mei.

Mayor Mei commented that the city of Fremont has in house translation for other languages primarily used, including Chinese and Hindi, and offered to assist with the translations and share with others.

Mr. Michael Barnbaum commented that the 10-trip pass is useful and more cost effective, even though the amount needs to be paid up front, the price per trip is significantly less than a standard one-way ticket. Mr. Michael Barnbaum inquired about the timeline to use the 10-trip ticket before it expires.

Mr. Lipari explained that ACE paper fare media does not have an expiration date except if the Board were to institute a fare increase, it would start a timeline that print media would need to be exchanged for new print media at the new fare rate. Mr. Lipari explained that there are different levels of expiration for fare purchased on the mobile app, and that for the 10-Ride pass in particular, it is valid for 60 days from the date of purchase, and this could be reevaluated if it were to remain a standard product offering.

7. Board Member Comments

Commissioner Young inquired about Saturday Service for ACE if it is being looked at as an option.

Ms. Mortensen commented that staff will look into Saturday Service and bring it to the board for discussion.

8. Ex-Officio Comments

Ms. Diane Nguyen of SJCOG wished everyone a Happy New Year and congratulated the Rail Commission for securing a community project funding allocation in the Presidential omnibus bill that was signed last week. Ms. Nguyen explained that this bill was supported by Congressman McNerney and \$1.5 million in Community project funding was programmed for the rail academies. Ms. Nguyen commented that this project that is one of three projects that successfully secured Community project funding from San Joaquin COG's One Voice Advocacy Program. Ms. Nguyen explained that One Voice is an annual trip that the San Joaquin Council of Governments leads for the region and is made up of public, private and other stakeholders to speak as a united front and advocate for policies and projects that need federal attention and assistance. Ms. Nguyen reported that the other two projects that were successful in securing community project funding were the Route 99/120 Project and the Grant Line Road interchange. Ms. Nguyen commented that the One Voice trip is scheduled for the week of May 6 this year, and at the January 26th meeting, SJCOG board will be looking at a draft list of projects to consider for advocacy for the trip. Ms. Nguyen commented that at the January 26th SJCOG Board meeting, the board will be reviewing the policy pillars that frame and direct the advocacy program and the policy pillars from last year are expected to be presented to the SJCOG board for formal adoption.

Mr. Ken Baxter of SJRTD reported that SJRTD has reached 59% of pre-COVID levels of service, and the bus rapid transit service has been the best recovery to date which is at 69% of ridership at the pre-COVID level. Mr. Baxter reported that SJRTD will launch the service improvements on January 22, 2023 including increasing the span of service for all local routes, filling in local route gap issues, improvement to the hopper service. Mr. Baxter commented that the SJRTD board approved a resolution on December 12, 2022 to provide all day service on routes 566, including the Hammer transfer station in the North area and the 576 route in downtown Stockton and through the Wilson Way area. Mr. Baxter explained that this service increase is in alignment with SJRTD's goal to restore pre-COVID levels of service with a phased implementation approach. Mr. Baxter commented that the Federal Transit Administration is conducting triennial reviews in California, and there is a series of workshops this week, each morning for several hours. Mr. Baxter explained that the triennial review will include 23 separate review areas including transfer asset management, Title VI, Americans with Disabilities, Disadvantaged Business Enterprise, and other pertinent subjects, and the review process is to ensure that agencies are in alignment with FTA compliance areas.

Ms. Sue Zwahlen of StanCOG did not have any new updates.

9. Executive Director's Report

Ms. Mortensen reported that the State of California has issued a call for supplemental projects to the Transit Inner City Rail Capital Program (TIRCP) and it is meant to address the pandemic related supply chain cost increases.

Ms. Mortensen explained that the state is attempting to help agencies with existing projects underway, including the Rail Commission's Valley Rail Program, and the project submittals are due the 13th of January. Ms. Mortensen explained that the Valley Rail Program has already been approved by the board, however staff is going to demonstrate where there has been construction material increases, which have caused the construction bid cost to potentially rise. Ms. Mortensen expressed appreciation for the state recognizing that problem as larger than the individual agencies and staff is going to make the most of the effort so the Valley Rail program and existing ACE projects, including the platform extensions will stay on track.

10. Adjournment

Vice Chair Zuber adjourned the meeting at 8:41 am.

The next regular meeting is scheduled for:
February 3, 2023 – 8:00 am

**San Joaquin Regional Rail Commission
Altamont Corridor Express
Operating and Capital Expense Report
November 2022
42% of Budget Year Elapsed**

OPERATING EXPENSES	SJRRC FY 22-23 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE	ACE FY 22-23 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	\$ 3,266,866	\$ 1,076,050	33%	\$ 5,791,735	\$ 1,585,945	27%
Contracted Services Subtotal	\$ 530,530	\$ 185,860	35%	\$ 27,769,943	\$ 9,018,896	32%
Shuttle Services				\$ 1,792,856	\$ 747,023	42%
TOTAL OPERATING EXPENSES	\$ 3,797,396	\$ 1,261,911	33%	\$ 35,354,534	\$ 11,351,864	32%

OPERATING EXPENSES	SJRRC - CONTRACTED SERVICES FY 22-23 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE	SJRRC - TRACC FY 22-23 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	\$ 200,000	24,084	12%	\$ 112,205	-	0%
Contracted Services Subtotal	\$ 5,425,000	\$ 174,893	3%	\$ 1,501,491	-	0%
TOTAL CONTRACTED SERVICES EXPENSES	\$ 5,625,000	\$ 198,977	4%	\$ 1,613,696	-	0%

CAPITAL PROJECTS	CAPITAL FY 22-23 ALLOCATION	EXPENSE TO DATE	SPENT TO DATE
SAN JOAQUIN RAIL COMMISSION			
1 East Channel Street Improvements	500,000	708	0%
2 Robert J. Cabral Station Expansion	2,500,000	137,835	6%
TOTAL CAPITAL PROJECT SJRRC	\$ 3,000,000	\$ 138,542	5%

ALTAMONT CORRIDOR EXPRESS			
1 SJ COG Loan Repayment	1,118,012	1,118,012	100%
2 A1 & A2 Bond Repayment	1,775,164	492,200	28%
3 UPRR Capital Access Fee	3,242,516	1,621,258	50%
4 UPRR Capitalized Maintenance Projects	4,000,000	647,335	16%
5 UPRR Safety Improvement Fund	500,000	-	0%
6 Valley Rail - Stockton to Natomas	29,700,000	1,501,769	5%
7 Valley Rail - Lathrop to Ceres/Merced	27,700,000	3,220,008	12%
8 Valley Rail - Ceres to Turlock	750,000	-	-
9 Stockton Diamond Grade Separation	36,000,000	2,853,693	8%
10 Locomotive Simulator Purchase	1,000,000	940,228	94%
11 Charger Locomotives	500,000	-	-
12 Platform Extension Projects	3,500,000	101,866	3%
13 Cabral Station Track Extension	23,000,000	4,440,727	19%
14 Positive Train Control	700,000	228,056	33%
15 Rail Cars - (5) passenger rail cab cars (12) passenger coach cars (4) Option Coach	5,500,000	-	0%
16 Phase 2 Wi-Fi Installation	1,200,000	-	-
17 Railcar Midlife Overhaul	7,130,166	886,805	12%
18 Locomotive Conversion	1,739,328	-	0%
19 Rail Maintenance Facility Expansion	25,654,435	2,932,284	11%
20 Newark-Albrae Siding Connection	1,470,000	-	0%
21 Facility Upgrades and Capital Improvements	199,260	121,200	61%
22 Tracy ACE Station Improvements	1,500,000	7,717	1%
23 Capital Spares	1,000,000	107,355	11%
24 Network Integration	1,041,578	-	0%
25 Short Range Transit Plan	46,123	-	0%
26 The Rail Academy of Central California (TRACC)	3,100,000	-	0%
TOTAL CAPITAL PROJECTS ACE	\$ 183,066,582	\$ 21,220,511	12%
TOTAL CAPITAL PROJECTS SJRRC & ACE	\$ 186,066,582	\$ 21,359,054	11%

Status of FY 22/23 Capital Projects - Notes as of January 2023

SAN JOAQUIN RAIL COMMISSION

- 1 East Channel Street Improvements - SJRRRC received \$2 million from the San Joaquin Council of Governments' Measure K funds to improve the pedestrian and bicycle access along Channel Street between the Downtown Transit Center and Cabral Station. The project received an additional \$4 million from SJCOG's Regional Active Transportation Program in Fall 2021. Final design for the project is being completed, but construction is delayed in order for the City to complete its utility undergrounding in the project area. Construction is anticipated to begin in Spring 2023.
- 2 Robert J. Cabral Parking Lot Expansion -Project will construct a new parking lot at the site of the old Western Pacific depot in Stockton, as well as reconstruct the building. Environmental work has been completed and design is underway for the parking lot and building reconstruction. Design will be completed the 2nd quarter of 2023 with construction starting in the Fall.

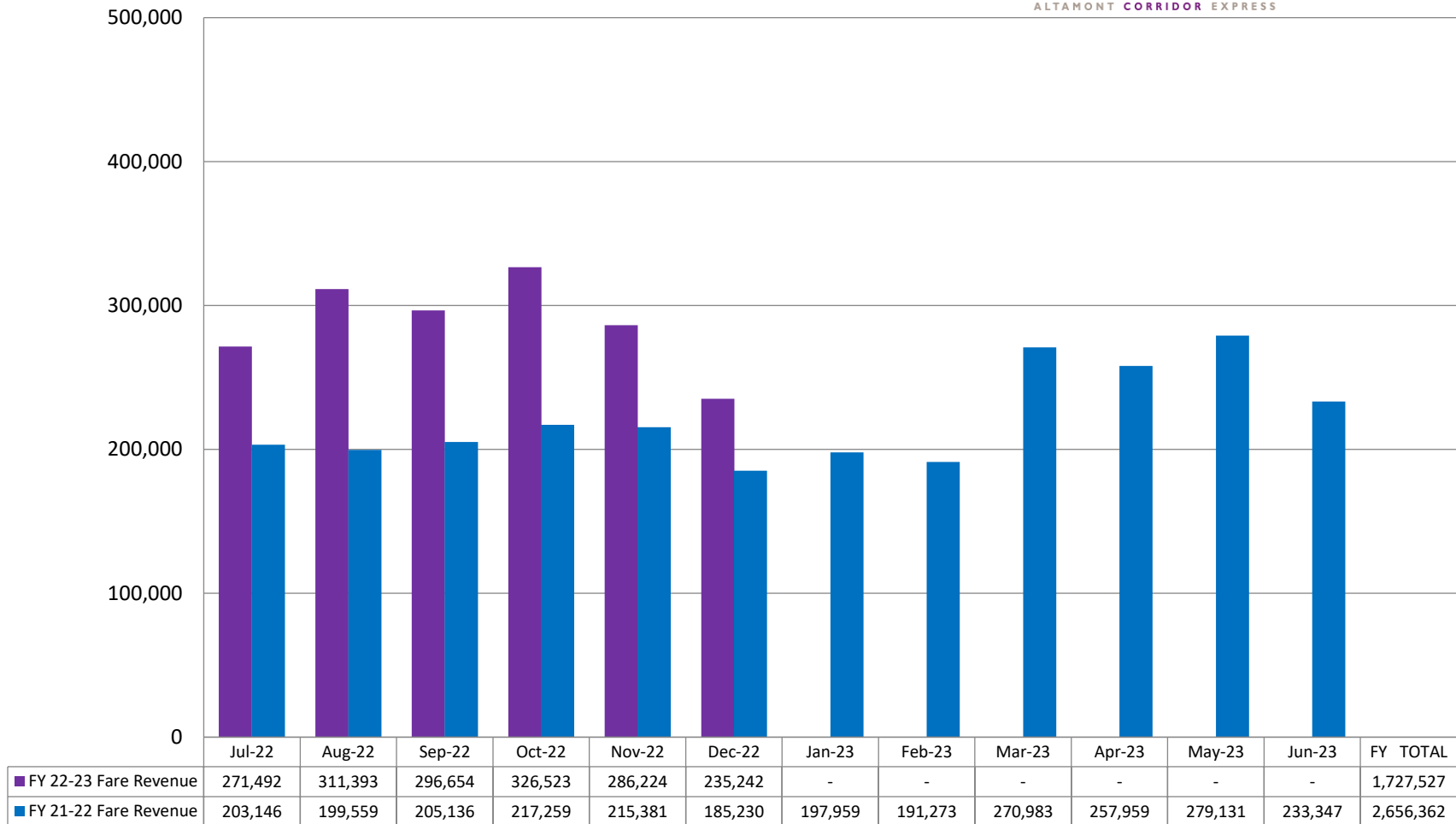
ALTAMONT CORRIDOR EXPRESS

- 1 SJ COG Loan Repayment - Annual payment made July 1, 2022 per SJCOG amended loan agreement.
- 2 Bond Repayments - Bond repayments are made bi-annually, payments FY 22-23 are due in November 2022 and May 2023.
- 3 UPRR Capital Access Fee - Payment for calendar year 2022 paid in two installments in July 2022 and January 2023.
- 4 UPRR Capitalized Maintenance Projects - Multi-year project is budgeted at \$4,000,000 for the year. Invoices are received throughout the year.
- 5 UPRR Safety Fund - Ongoing project.
- 6 Valley Rail Natomas to Stockton - A Notice of Preparation for the Elk Grove Station EIR was released on August 4, 2021 for a 30-day public comment period. The Elk Grove Station EIR Admin Draft was released in December 2021 with the public comment period ending January 18th, 2022. Plans, Specifications, and Estimates and Right of Way activities for various individual projects along the corridor is ongoing. These projects include stations, layover facilities, and trackwork.
- 7 Valley Rail Lathrop to Ceres/Merced - The Environmental Impact Report (EIR) was certified in August 2018. Final design is currently underway for individual projects along the corridor. Preparation of a project level EIR for Ceres to Merced is underway. The project level Draft EIR for Ceres to Merced was released for public review on April 22nd, 2021 and comments were due June 7th, 2021. The Final EIR was approved at the December 3 2021 Board Meeting. PS&E and Right of Way activities for various individual projects along the corridor is ongoing.
- 8 Valley Rail Ceres to Turlock - The project delivers in full the ACE Extension to Turlock, which is an interim phase of SJRRRC's planned Ceres to Merced extension. This project extends ACE services approximately 10 miles south to the Turlock Station and constructs the layover track, which is critical for integrating Turlock in the greater regional and statewide rail network, providing direct city-center-to-city-center connections within the San Joaquin Valley.
- 9 Stockton Diamond Grade Separation - The project will grade separate the existing UPRR and BNSF lines creating an uninterrupted flow of rail traffic through the crossing. Project Approval (PA) and Environmental Document (ED) services for the project are currently underway. The Final EIR was adopted by the Board on June 4th, 2021. The California Transportation Commission approved the project for Future Consideration of Funding at their June 23-24, 2021 meeting and allocate funding for the final design and right of way phases. Right of Way appraisals are ongoing with property acquisitions and transfer to soon begin. The design phase is proceeding and construction is expected to start in June 2024. SJRRRC is meeting with the City of Stockton on a regular basis to facilitate design reviews.
- 10 Locomotive Simulator Purchase - SJRRRC is in communication with Herzog to develop a cost estimate for a Request for Proposal (RFP) for the project. SJRRRC expects to award contract in the 4th quarter of the 2022/2023 fiscal year.
- 11 Charger Locomotives - The two option Charger Locomotive units will begin construction in early 2023 with completion in late 2024. Progress payments are being processed to allow for construction.
- 12 Platform Extension Projects - Design documents for the project are at 90%. The Consultant is revising structural design elements to comply.
- 13 Cabral Station Track Extension - Construction is ongoing for the project. The current focus is Potholing to confirm subsurface utility locations.
- 14 Positive Train Control - Staff continues to work with UPRR, Caltrain, FRA and all Passenger Rail Partners on software updates and system improvements.
- 15 Rail Cars - A contract with Bombardier was Approved at the April 2020 SJRRRC Board meeting. Additionally, an option order was approved by the Board at the December 2020 meeting for 4 additional coaches. This is a Multi-year project for the procurement of five (5) passenger rail cab cars and 16 passenger coach cars. Delivery of the first cars is scheduled for Spring 2023. Delays to the delivery are associated with supply chain issues and illness due to the Covid-19 Pandemic and the need to repaint the entire car order due to systemic paint production failure.
- 16 Phase 2 Wi-Fi Installation - Consultant contract was awarded at the February 2022 Board Meeting. WiFi installation will begin after the new Bi-level passenger cars are conditionally accepted, which will be after the cars are repainted by the manufacturer.
- 17 Railcar Midlife Overhaul - Midlife overhauls of ACE's existing fleet of 30 railcars is underway. Currently 6 railcars are at 90% completed overhaul, awaiting passenger information system installation. The remaining 24 cars are approximately 30% complete in overhaul, awaiting paint and other rail overhaul work.
- 18 Locomotive Conversion - Decommissioning of two State owned locomotives is complete. Staff is working with the State of California on a scope of work for the conversion of the two units. The Near Zero Locomotive Study will be brought before the Board for consideration at the February 2023 Commission Meeting. The project is awaiting project funding approval in the Federal Transportation Improvement Plan (FTIP).
- 19 Rail Maintenance Facility Expansion - This project is in construction on schedule. Construction is scheduled to be completed by Summer 2023. Rain has caused delays in the project, however the delays are not affecting the completion date at this time.
- 20 Newark-Albrae Siding Connection - Consultant contract awarded at the October 2022 Board Meeting. The Scope of Services for the Project includes, but is not limited to: Project Approval/Environmental Documents (PA&ED) or Preliminary Design, Project Specifications and Estimates (PS&E). Final Design and Permits, Preliminary Engineering (PE), Environmental Clearance and Final Design for federal projects, and Design Support during Construction. The Notice to Proceed is to be issued in February 2023. The design is expected to take between 18 months to 24 months to complete. The key requirement in design is clearance due to the wetland proximity to the project.
- 21 Facility Upgrades and Capital Improvements - Currently ongoing
- 22 Tracy ACE Station Improvements - Plans are 100% complete and submitted for permit. The project is awaiting federal funding approval in TrAMS for a grant amendment to complete the National Environmental Policy Act (NEPA) Categorical Exclusions.
- 23 Capital Spares - Preventative Maintenance is ongoing.
- 24 Network Integration - All network intergration deliverables have been completed and submitted to Caltrans.
- 25 Short Range Transit Plan - Per MTC guidelines, the FY2022-2027 SRTP will be presented to the SJRRRC board in January for approval. Once approved, the final draft of the SRTP will be submitted to MTC.
- 26 The Rail Academy of Central California (TRACC) - The Rail Academy will provide the youth of Stockton and the surrounding region the opportunity to gain marketable skills and position them for successful careers in the transportation industry. The first cohort will occur at the ACE Rail Maintenance Facility in August 2023.

Fare Revenue



Item 3.4



% of Budget Year Elapsed: 50%

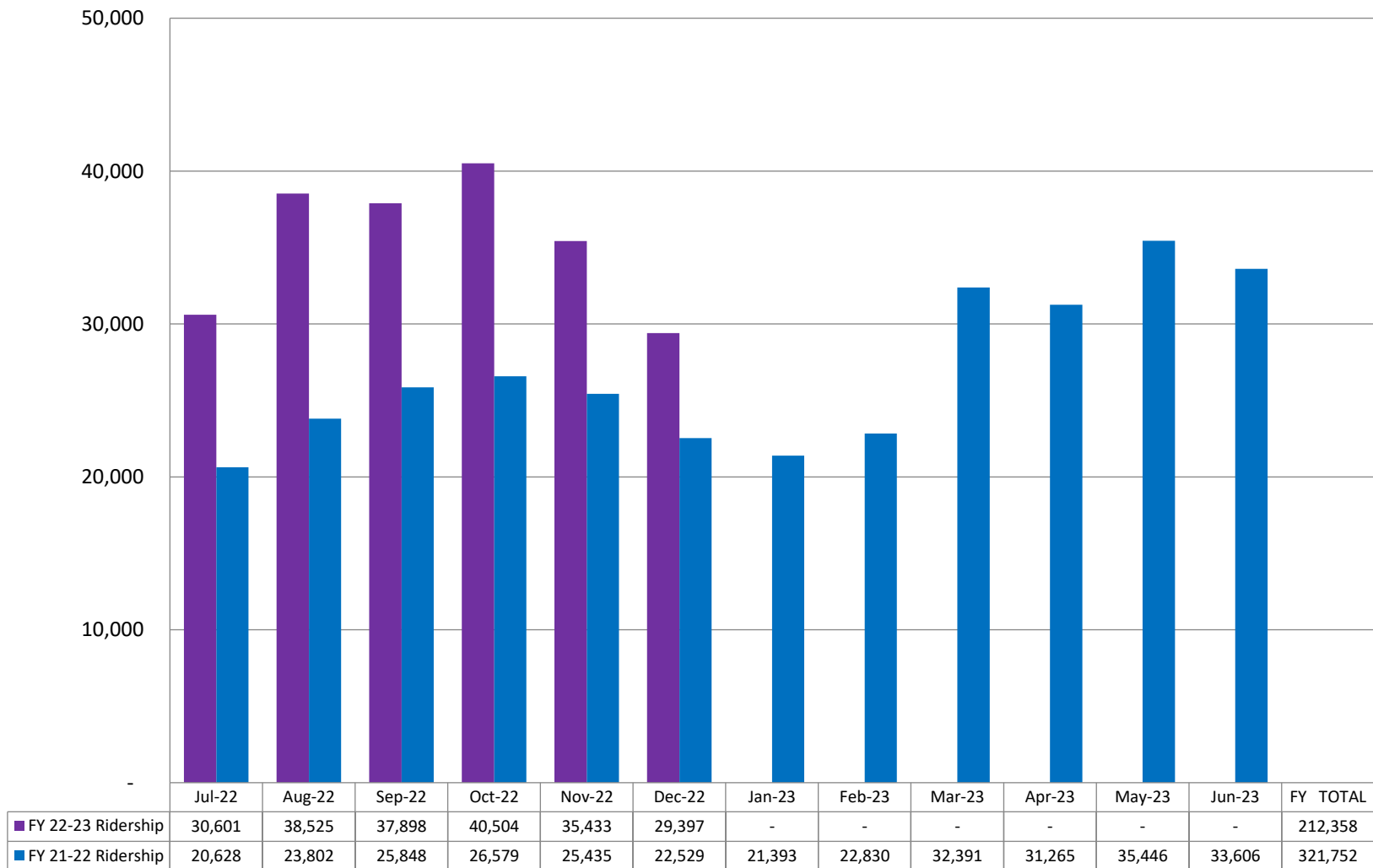
FY 22-23 % of Fare Revenue Received over Budget to Date: 40.4%

Projected Annual Fare Revenue (includes Amtrak Thruway Service): \$4,275,000.00

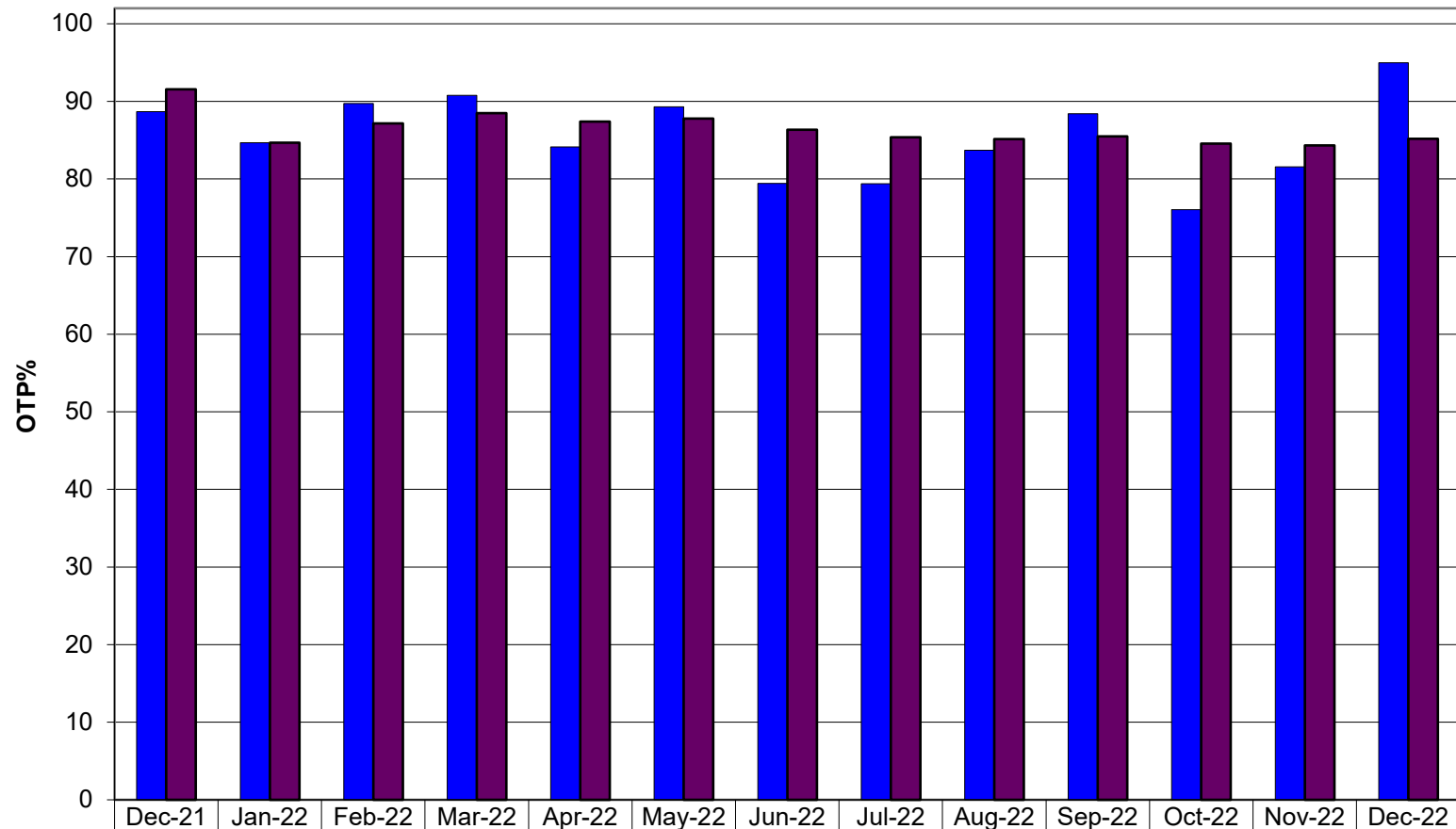
Ridership



Item 3.5



ACE ON TIME PERFORMANCE



■ Monthly OTP %	88.68	84.66	89.74	90.76	84.15	89.29	79.43	79.38	83.7	88.41	76.05	81.58	94.97
■ YTD OTP %	91.57	84.66	87.15	88.47	87.41	87.78	86.34	85.38	85.16	85.51	84.57	84.32	85.17

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TO: San Joaquin Regional Rail Commission (SJRRRC)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for JANUARY 2023
DATE: January 24, 2023

THE BIDEN ADMINISTRATION/EXECUTIVE BRANCH

January 14, 2023. President Biden has scheduled the annual [State of the Union address on February 7, 2023](#), following an [invitation from House Speaker Kevin McCarthy](#).

January 11, 2023. The Biden Administration has [extended the COVID-19 Public Health Emergency](#) (PHE) for 90 days, which was first issued on January 27, 2020, and reissued in multiple 90-day increments through the latest issuance. A spokesperson for the Health and Human Services Department is quoted as saying, "The COVID-19 Public Health Emergency remains in effect, and as HHS committed to earlier, we will provide a 60-day notice to states before any possible termination or expiration." POLITICO reports that health emergency officials are planning to transition to end the PHE designation as early as April.

January 10, 2023. The Biden Administration released the [U.S. National Blueprint for Transportation Decarbonization](#) (and [here](#)). Developed by the Departments of Energy, [Transportation](#), Housing and Urban Development, and the Environmental Protection Agency, the Blueprint is a strategy for cutting all greenhouse emissions from the transportation sector by 2050. Blueprint Fact Sheet [here](#).

January 6, 2023. The Biden Administration and the US Environmental Protection Agency (EPA) [announced](#) its proposed decision to revise the primary (health-based) annual PM_{2.5} standard from its current level of 12.0 µg/m³ to within the range of 9.0 to 10.0 µg/m³. [*As noted by ARTBA, counties not meeting this standard could have their federal highway funds withheld.*] Likewise the Council on Environmental Quality (CEQ) issued a [Notice of Interim Guidance/Request for Comments](#) (and [here](#)) to assist agencies in analyzing greenhouse gas (GHG) and climate change effects of their proposed actions under the National Environmental Policy Act (NEPA). ARTBA again intimates that the CEQ's new interim guidance on GHG could trigger additional requirements under NEPA, adding further delay to the current five-to-seven-year review process on transportation projects and undermining the bipartisan Infrastructure Investment and Jobs Act (IIJA), which sets a two-year goal for NEPA reviews. The WSJ reports EPA officials noting that compliance with the new rules could cost industry as much as \$390 million annually beginning in 2032, yet the measure could save 4,200 lives annually and billions of dollars in healthcare costs (\$43 billion annually). **The interim guidance is effective immediately. The CEQ invites interested persons to submit comments on or before March 10, 2023.**

January 4, 2023. President Biden, [Vice President Kamala Harris](#) and other senior officials in the Administration [made a number of visits across the nation](#) touting infrastructure spending/bridge projects of the IIJA. The President visited the [Brent Spence Bridge connecting Covington, Kentucky and Cincinnati, Ohio](#) where he was joined by Senate Minority Leader Mitch McConnell (R-KY). The Administration's visits coincided with the Federal Highway Administration (FHWA) [announcement](#) of the first round of [FY 2022 Large Bridge Project Grants](#) from the IIJA competitive Bridge Investment Program. See ARTBA Highway Dashboard tracking IIJA highway/bridge resources [here](#).

January 3, 2023. President Biden [sent a number of nominations to the Senate](#), including: Tony Coscia, David Capozzi, Christopher Koos, Samuel Lathem and Robin Wiessmann – all nominees for the Amtrak Board of Directors.

BIDEN 2023 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the December 2022 report, following are the only relevant changes in status (in **RED TYPE**) to transportation-related nominees. **A full 2022/2023 listing of “Nominations” is available from TG&A upon request. At the end of the 117th Congress all pending nominations were returned to the White House. President Biden has since sent several nominations back to the Senate to be considered in the 118th Congress. See [here](#) for The Washington Post Nominee Tracker. According to the “tracker” 510 Biden nominees have been confirmed by the Senate.**

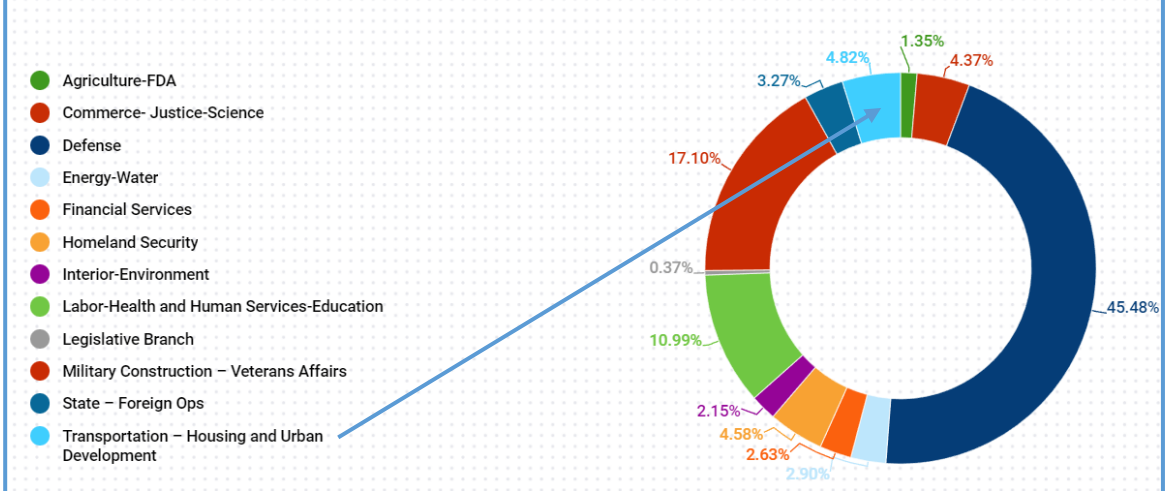
NOMINEE	US DOT ADMINISTRATOR / OTHER	STATUS
David Capozzi	Nominee for Member of the AMTRAK Board of Directors.	Renominated by the President and sent to the Senate on 1/3/23. Received in the Senate on 1/3/23 and referred to the Committee on Commerce, Science, and Transportation.
Anthony Coscia	Nominee for Member of the AMTRAK Board of Directors	Renominated by the President and sent to the Senate on 1/3/23. Received in the Senate on 1/3/23 and referred to the Committee on Commerce, Science, and Transportation.
Christopher Koos	Nominee for Member of the AMTRAK Board of Directors.	Renominated by the President and sent to the Senate on 1/3/23. Received in the Senate on 1/3/23 and referred to the Committee on Commerce, Science, and Transportation.
Samuel Lathem	Nominee for Member of the AMTRAK Board of Directors.	Renominated by the President and sent to the Senate on 1/3/23. Received in the Senate on 1/3/23 and referred to the Committee on Commerce, Science, and Transportation.
Robin Wiessmann	Nominee for Member of the AMTRAK Board of Directors.	Renominated by the President and sent to the Senate on 1/3/23. Received in the Senate on 1/3/23 and referred to the Committee on Commerce, Science, and Transportation.
Joel Matthew Szabat	Nominee for Member of the AMTRAK Board of Directors.	Renominated by the President and sent to the Senate on 1/3/23. Received in the Senate on 1/3/23 and referred to the Committee on Commerce, Science, and Transportation.
Alvin Brown	Nominee to be a Member of the National Transportation Safety Board - term expiring December 31, 2026.	President Biden Nominated on 8/3/22. Nomination received in the Senate on 8/3/22; referred to Comm. on Commerce. Nomination returned to the President on 1/3/23. President renominated here. Nomination received in the Senate and referred to the Comm. on Commerce on 1/23/23.

APPROPRIATIONS/BUDGET

FY 2023 Appropriations - FINAL

President Joe Biden signed into law the “Consolidated Appropriations Act, 2023” ([Public Law 117-328 \(HR 2617\)](#)) on December 29, 2022. The \$1.7 trillion Omnibus package provides a total of \$106.3 billion in budgetary

FY 2023 DISCRETIONARY FUNDING BY SPENDING BILL



resources for the US DOT, an increase of \$3.4 billion from the FY 2022 enacted level (3.35 percent **↑over** FY 2022) and \$1.9 billion above the President’s FY 2023 budget request. **A full list of projects to receive Community Project Funding/Congressionally Directed Spending can be found [here](#).**

TG&A has an extensive “FY 2023 US DOT Narrative Highlights” available upon request. See National Association of Counties (NACo) analysis of the Consolidated Appropriations Act of 2023 [here](#).

FY 2024 Appropriations Timeline

The FY 2024 appropriations cycle will be initiated with the President’s budget request (as is typical each fiscal year), which is theoretically due on the first Monday in February (2/6/2023 this year). Presently, the date of the President’s budget request is unknown and the February deadline is often delayed due to sundry reasons. Congress typically follows the President’s budget submission with consideration of a budget resolution that, in part, sets spending ceilings for the upcoming fiscal year. The target date for completion of the budget resolution is April 15th. *[However, Congress frequently fails to assemble the budget resolution and/or has not met the April target date. Larger negotiations over spending limits are expected to be rolled into consideration of raising the federal government’s “debt ceiling.”]* Committee and floor consideration of the annual appropriations bills occurs during the spring and summer months.

January 13, 2023. The US Department of Treasury issued its [Monthly Treasury Statement Receipts and Outlays of the United States Government For FY 2023 Through December 31, 2022](#). The government scored a **\$85 billion deficit in the month of December 2022** with **total December receipts reaching \$455 billion** (\$32 billion less than same month 2021) against **December outlays of \$540 billion** (\$32 billion more than same month 2021). The FY 2023 cumulative deficit for the quarter ending in December is \$421 billion. *[Interest payments are the fastest growing part of the budget and are projected to start costing \$1 trillion annually in only a few years.]* **Related Topic - Debt Limit Reached:** The federal government has met the roughly \$31.381 trillion limit on borrowing set by Congress on December 16, 2021 ([P.L. 117-73](#) increased the limit by \$2.5 trillion to the current limit). Treasury Secretary Janet Yellen sent a [letter](#) to House Speaker Kevin McCarthy on January 13, informing him that, “on Thursday, January 19, 2023, the outstanding debt of the United States is projected to reach the statutory limit.” The letter further noted that, “Once the limit is reached, Treasury will need to start taking certain extraordinary measures to prevent the United States from defaulting on its obligations.” In the letter Secretary Yellen said that the government could be unable to pay its bills after early June. On January 19, the Treasury Department began deploying so-called extraordinary measures (see letter to Speaker McCarthy [here](#)), which will allow the Treasury Department to keep paying obligations to bondholders, Social Security recipients and others until at least early June. New House Speaker Kevin McCarthy (R-CA) and other Republicans have said they would oppose raising the debt limit unless Democrats also agree to cut federal spending. Updated January 24 Yellen letter [here](#).

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

Congress Convened to Open the 118th Congress on January 3, 2023 at noon, per the Constitution’s Twentieth Amendment (ratified in 1933). The 118th Congress will conclude on January 3, 2025, after two annual sessions. The opening day in the Senate included the swearing in of senators and remarks by [Majority Leader Chuck Schumer](#) (D-NY) and Minority Leader Mitch McConnell (R-KY).

After the senators were sworn in, Senator Patty Murray (D-WA) was elected President Pro Tempore, the position that is third in line to the presidency. Senate Minority Leader Mitch McConnell (R-KY) became the longest serving Senate leader in history. In the House of Representatives, the effort to elect a speaker failed on 14 ballots, but on the 15th vote Representative Kevin McCarthy (R-CA) was elected House Speaker on January 7, 2023. See CRS Report - [The First Day of a New Congress: A Guide to Proceedings on the House Floor](#).

January 13, 2023. House Committee on Transportation and Infrastructure Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) headed up a congressional [letter](#) to US DOT Secretary Pete Buttigieg seeking answers to a multitude of questions regarding FAA’s NOTAM system outage.

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – JANUARY

Note: If a bill from any Congress (E.G. 117th Congress) does not become law during the Congress in which it is introduced, it is considered “dead.” For a “dead” bill (any bill from the 117th Congress) to be enacted in a new Congress (118th), it will have to be reintroduced with a new number and begin anew its journey through the legislative process.

SENATE BILLS (No Relevant Items)			
HOUSE BILLS			
HR 21	Cathy McMorris Rodgers (R-WA) To provide for the development of a plan to increase oil and gas production under oil and gas leases of Federal lands in conjunction with a drawdown of petroleum reserves from the Strategic Petroleum Reserve. Introduced 1/9/23. [The POTUS has said he would veto this bill.]	H J Res 7	P. Gosar (R-AZ) The national emergency declared by the finding of the President on March 13, 2020, in Proclamation 9994 [Declaring a National Emergency Concerning the Novel Coronavirus Disease (COVID–19) Outbreak] is hereby terminated. Introduced 1/9/23.

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

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

Selected/Anticipated NOFO Announcement Dates in 2023 - (As of January 12, 2023 - Hyperlink)

Note: NOFO publication/closing dates for 2022 can be found [here](#). See US DOT Federal Transportation Funding: FY 2023 Discretionary Grant Preparation Checklist for Prospective Applicants [here](#).

Month	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
January 2023	Buses and Bus Facilities	FTA
January 2023	Low or No Emission Vehicle Program	FTA
Winter 2023	Charging and Fueling Infrastructure Grants	FHWA
Winter/Spring 2023	Promoting Resilient Operations for Transformative, Efficient/Cost Saving Transportation (PROTECT) Pgm.	FHWA
April 2023	Safe Streets and Roads for All Grant Program	US DOT/Office of the Secretary
April 2023	Electric or Low Emitting Ferry Pilot Program	FTA
April 2023	Ferry Service for Rural Communities	FTA
April 2023	Passenger Ferry Boat Program	FTA
May 2023	Transit-Oriented Development Planning	FTA
Spring 2023	Mega Grant Program	US DOT/Office of the Secretary
Spring 2023	The INFRA Grants Program	US DOT/Office of the Secretary
Spring 2023	The Rural Surface Transportation Grant	US DOT/Office of the Secretary
Spring 2023	Thriving Communities	FHWA/Office of the Secretary
Late Spring 2023	Reconnecting Communities Pilot Program	FHWA/Office of the Secretary
Late Spring 2023	Neighborhood Access and Equity Grants	FHWA/Office of the Secretary
July 2023	All Stations Accessibility Program	FTA
July 2023	State of Good Repair/Rail Vehicle Replacement Program	FTA
Summer 2023	Bridge Investment Program	FHWA
Summer 2023	Railroad Crossing Elimination Grant Program	FRA
Fall 2023	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	FRA
Fall 2023	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	Office of the Secretary
Winter 2023/2024	National Culvert Removal, Replacement, and Restoration Grants	FHWA

Note: Awards are expected to be officially announced by US DOT in the coming weeks for MEGA grants (known statutorily as the National Infrastructure Project Assistance Program).

January 24, 2023. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) on Grants.Gov making available \$365 million under the [FY 2022 Corridor Identification and Development Grant Program \(Corridor ID Program\)](#). The Corridor ID Program was first established on May 13, 2022 in a Federal Register Notice [here](#), and recall that on [December 20, 2022](#), FRA issued a [Notice of Solicitation and Funding Opportunity Notice](#) for the Corridor ID program. The following types of routes are eligible to participate in the Corridor ID Program: (1) A new intercity passenger rail route of less than 750 miles; (2) the enhancement of an existing intercity passenger rail route of less than 750 miles; (3) the restoration of service over all or portions of an intercity passenger rail route formerly operated by Amtrak; and (4) the increase of service frequency of a long-distance intercity passenger rail route. Eligible Applicants include: (A) Amtrak (B) States (C) Groups of States (D) Entities Implementing Interstate Compacts (E) Regional Passenger Rail Authorities (F) Regional planning organizations (G) Political Subdivisions of a State (H) Federally recognized Indian Tribes. See FRA Corridor ID Program webinar [here](#). **Formal corridor proposals must be submitted to FRA no later than 5 p.m. ET, March 20, 2023.**

January 20, 2023. The US DOT issued a [Notice of Funding Opportunity](#) (NOFO) making available \$590,000 for the [University Partnership Program](#). The U.S. Department of Transportation's Office of International Transportation & Trade seeks proposals from qualified applicants to enter into a cooperative agreement with the Department to support collaboration between and among American and Southeast Asia university educators and students within the Association of Southeast Asian Nations (ASEAN) region as part of the U.S.-ASEAN Smart Cities Partnership (USASCP) Transportation Program and Mekong-U.S. Partnership (MUSP)'s Regional Connectivity Program in a University Partnership Program (UPP). There is no cost sharing or matching requirement. **The closing date for applications is February 24, 2023.**

January 6, 2023. The US DOT issued an [Amended Notice of Funding Opportunity](#) (NOFO) for the FY 2023 National Infrastructure Investments (RAISE) Program. The Amendment was necessary because the FY 2023 Omnibus bill appropriated \$800 million for the FY 2023 RAISE Grant Program; therefore, the Amendment reflected the additional funding and also made clerical changes to the original NOFO. For a complete and thorough reading of the NOFO Amendment please refer to the URL (See "Related Documents" tab - RAISE 2023 NOFO Amendment 1 posting.pdf – dated January 5, 2023). **Applications are still due on February 28, 2023. Several funding changes include the following:**

- Port Infrastructure projects that received an award from the BUILD 2019 competition and rail infrastructure projects that received an award from the BUILD 2018 competition are to be funded at no less than \$1 million but not greater than \$25 million of the \$800 million from the FY 2023 Appropriations Act (See Section 109B of Omnibus bill);
- \$115 million (formerly \$75 million) is now made eligible for planning, preparation or design of projects;
- \$35 million (formerly \$15 million) for projects located in areas of persistent poverty;
- US DOT may use up to 20 percent (\$460 million, formerly \$300 million) to pay the subsidy and administrative costs of a project receiving credit assistance under the TIFIA or RRIF programs;
- There is no minimum award amount for planning grants;
- Grant requests greater than \$25 million will be considered only for FY 2023 Appropriations Act funding (grants awarded under the Bipartisan Infrastructure Law may not be greater than \$25 million);
- No more than 15 percent of the FY 2023 Appropriations Act funding made available for RAISE grants (\$120 million) may be awarded to projects in a single state - the maximum award to any single state is \$345 million;
- \$1.15 billion (formerly \$750 million) will be awarded each to urban and rural areas.

January 6, 2023. The [Federal Transit Administration](#) (FTA) issued a [Notice of Funding Opportunity](#) (NOFO – and [here](#)) making available \$20,041,870 in funding for the [FY 2023 Areas of Persistent Poverty Program](#) (AoPP Program). Funds will be awarded competitively for planning, engineering, or the development of technical or financing plans for projects to assist Areas of Persistent Poverty or Historically Disadvantaged Communities. The minimum Federal share for projects selected under the AoPP Program is 90 percent of the net total project cost.

The non-Federal share will be no more than 10 percent of the net total project cost (not 10 percent of the requested grant amount). Cost sharing is not required, and an application may request up to 100 percent Federal funding. **Applications are due on March 10, 2023 by 11:59 p.m. Eastern Time.**

January 4, 2023. The Federal Highway Administration (FHWA) [announced](#) the first round of [FY 2022 Large Bridge Project Grants](#) from the IIJA competitive Bridge Investment Program. The grants will fund construction for four project to connect communities in five states. Large Bridge Project Grants under the Bridge Investment Program are available for bridges with total eligible project costs over \$100 million, with minimum grant awards of \$50 million, and maximum grant awards of 50 percent of the total eligible project costs.

Project Name	State	Project Description	Grant Award
Golden Gate Suspension Bridge Seismic Retrofit	CA	The project will replace, retrofit, and install critical structural elements on the Golden Gate Bridge to increase resiliency against earthquakes.	\$400,000,000
Gold Star Memorial Bridge Northbound Structure Rehabilitation	CT	The project will rehabilitate the northbound structure of the Gold Star Memorial Bridge that carries I-95 over the Thames River between New London and Groton, Connecticut.	\$158,150,000
Illinois International Port – Calumet River Bridges	IL	The project will rehabilitate four bascule bridges over the Calumet River on the south side of Chicago.	\$144,000,000
Brent Spence Bridge Corridor Project	KY/OH	This project will rehabilitate and reconfigure the existing Brent Spence Bridge (BSB), which carries I-75 and I-71 traffic across the Ohio River at the Kentucky and Ohio border	\$1,385,000,000
Total			\$2,087,150,000

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

January 11, 2023. The Federal Transit Administration (FTA) issued a [Notice of Availability of Final Initial Updated Capital Investment Grants Program Policy Guidance](#) (and [here](#)). The revisions amend FTA's CIG Final Interim Policy Guidance last published in June 2016 to reflect changes made to the program by the Infrastructure Investment and Jobs Act (IIJA). **The final guidance is effective January 12, 2023.** FTA ([CIG New Starts, Small Starts & Core Capacity Improvements Page here](#)) link [FTA CIG Guidance Page here](#), [CIG NEW Policy Guidance Page here](#) and [here - FR 1/9/2013 CIG Final Rule](#).

January 11, 2023. The Federal Railroad Administration (FRA) issued a [Notice of Final Guidance](#) (and [here](#)) on the development and implementation of railroad capital projects that may be funded, in whole or in part, by FRA ("final guidance"). The final guidance follows publication of the proposed guidance ("proposed guidance") on June 28, 2022. The final guidance is to assist project sponsors in developing effective capital projects and enhance the management of capital projects. The audience of the final guidance includes project sponsors and partners, as well as the wide range of professionals who contribute to the planning, development, and implementation of railroad capital projects.

December 27, 2022. The Surface Transportation Board (STB) issued a [Notice of Vacancies on Federal Advisory Committee and Solicitation of Nominations](#) regarding nine vacancies on its Rail Energy Transportation Advisory Committee (RETAC). The STB is seeking nominations for three representatives from coal producers; one representative from electric utilities; one representative from biofuel feedstock growers or providers and biofuel refiners, processors, and distributors; one representative from private car owners, car lessors, or car manufacturers; two representatives from renewable energy sources; and one representative from a labor organization. **Nominations for candidates for membership on RETAC are due January 26, 2023.**

OTHER REPORTS/NOTICES/NEWS ARTICLES

January 18, 2023. A coalition of 18 associations sent [a letter](#) to newly confirmed Federal Highway Administrator (FHWA) Shailen Bhatt concerning a [FHWA Memo](#) issued on December 16, 2021, that was believed to be more of a "policy document" for preferred projects under the IIJA making it more difficult to expand "roadway capacity" projects than an overall general policy guidance document.

Recall that the [Government Accountability Office \(GAO\) issued a six-page report](#) and concluded that the Memo meets the Administrative Procedure Act (APA) definition of a rule and therefore is subject to the Congressional Review Act (CRA). The coalition letter, representing such association as ARTBA, American Association of Railroad, American Trucking Association and the American Concrete Pavement Association, are urging that the FHWA Memo be withdrawn because “[as a rule](#)” it required proper public notice and comment – which it did not. Shelley Moore Capito (R-WV) has [announced her intent](#) to challenge the Memo, as well as incoming House Committee on Transportation and Infrastructure Chairman Sam Graves (R-MO). House Republican transportation leaders have intimated that they interpret the FHWA Memo as suggesting state transportation agencies prioritize infrastructure maintenance instead of proceeding with new construction. In contrast, Democrat leaders remain supportive of the FHWA Memo.

January 17, 2023. The Federal Highway Administration (FHWA) [announced](#) the availability of new resources to create economic opportunities for disadvantaged entrepreneurs and workers in communities. The resources are: 1.) New guidance to support State investment in workforce development, training and education, and 2.) \$10 million to support small businesses owned by minorities, women, and other socially and economically disadvantaged individuals, through FHWA’s [Disadvantaged Business Enterprise Supportive Services Funding](#) (in total, the IIJA provides \$50 million in funding for the DBE/SS program through 2026). See state FY 2022 allocations [here](#).

January 11, 2022. The [US DOT](#) released its “[Research, Development, and Technology STRATEGIC PLAN – FYs 2022-2026](#).” The plan presents the Department’s transportation research priorities and strategies for the next five years and beyond. The purpose of the Plan is to outline a national transportation research vision to guide America’s research priorities and improve coordination of transportation research. The RD&T Strategic Plan will guide Federal transportation research, development, and technology deployment activities, which includes more than \$5 billion in research activities funded through the IIJA.

UPCOMING CONGRESSIONAL CALENDAR – FEBRUARY

February						
Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20 Presidents Day	21	22	23	24	25
26	27	28				

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

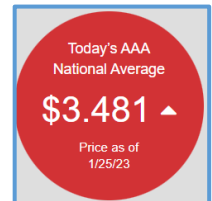
UPCOMING DEADLINES/EVENTS

- February 7/9/15 President Biden State of the Union Address;
- February 7 [FTA Areas of Persistent Poverty Grant Program](#) (webinar);
- February 8 US DOT webinar on Federal Grant Programs;
- February 11-14 [2023 NACo Legislative Conference](#);
- February 28 [AASHTO Washington Briefing](#);
- March 1-3 [NASAO 2023 Washington Conference](#);
- March 12-14 [APTA Legislative Conference](#) (Washington D.C.);
- March 14-16 [FTA Drug/Alcohol Program National Conference](#) (San Diego, CA);
- March 14 [Creating Growth In Freight Rail](#) (Chicago, IL);
- March 15 [APTA High-Speed Rail Seminar](#);
- March 20-23 [AASHTO Executive Institute](#);
- March 27-30 AASHTO RE: [Source Technical Exchange Conference](#) (Fort Worth, TX);

April	APTA Legal Affairs Seminar (Portland, OR);
April	APTA Mobility Conference (Minneapolis, MN);
May 9-10	TRB Road Weather and Winter Maintenance Conference (Wash. D.C.);
May 15-18	TRB National Aviation System Planning Symposium (Irvine, CA);
May 19-21	APTA Transit CEOs Seminar (Houston, TX);
June 4-6	TRB Innovations in Travel Analysis/Planning Conference (Indianapolis, IN);
June 11-14	APTA Rail Conference (Pittsburgh, PA);
June 19-27	AASHTO Leadership Institute ;
July 11-13	ARTBA 35th Annual Public/Private Partnerships Transportation Conf. (Wash. D.C.);
July 15-18	APTA Transit Board Members/Board Administrators Seminar (Birmingham, AL).

SCUTTLEBUTT/ICYMI

January 25, 2023. The Automobile Association of America (AAA) national average gas price can be found [here](#) (price per gallon as of 1/25/23). One month ago the average price for regular gas was \$3.102 and one year ago the average price was \$3.335.



January 20, 2023. The American Association of State Highway and Transportation Officials (AASHTO) has opened 2023 registration for all three institutes within its Leadership Development Series. See AASHTO Management Institute [here](#), AASHTO Leadership Institute [here](#), and AASHTO Executive Institute [here](#).

January 19, 2023. The Brookings Institute released a report entitled, “[How state and local leaders can harness new infrastructure funding to build a stronger, more inclusive workforce](#).” The Brookings Federal Infrastructure Hub estimates that the IIJA will fund \$864 billion in spending over five years. Congress did not directly channel any IIJA funding into the public workforce development system, nor does the legislation provide much explicit funding dedicated to workforce activities. Rather, workforce activities are allowable or embedded within a subset of the IIJA’s multitude of programs.

January 9, 2023. The Surface Transportation Board (STB) [announced](#) that Board Member [Karen Hedlund](#) was designated as the agency’s vice chairman. Ms. Hedlund was sworn in as a Board member on January 3, 2022 for a term expiring December 31, 2025. Ms. Hedlund previously served as chief counsel and deputy administrator of the Federal Railroad Administration from 2010 to 2014, and chief counsel of the Federal Highway Administration from 2009 to 2010. She succeeds Michelle Schultz, who continues to serve as a Board member. The Board’s vice chairmanship rotates among the members on an annual basis.

January 6, 2023. The Bureau of Transportation Statistics (BTS) [released](#) an update of its Government Transportation Financial Statistics (GTFS), with data through 2020. GTFS provides a set of maps, charts, and tables with information on transportation-related revenue and expenditures for all levels of government, including federal, state, and local, and for all modes of transportation. The update is available [here](#).

January 5, 2023. The Federal Railroad Administration (FRA) sent a [letter](#) to Class I railroads informing them that the “FRA is committed to pursuing enforcement action if a railroad’s resubmitted certification program continues to fail to address the deficiencies identified by FRA.” The deficiencies refer to the training, qualification, and certification programs of locomotive engineers and conductors as required by the Code of Federal Regulations.

December 30, 2022. The FY 2023 Omnibus Appropriations Bill includes funding to bring [Transportation Security Administration](#) (TSA) employee compensation to a level commensurate with other federal agencies. It also supports funding to expand collective bargaining rights for the screening workforce.

December 29, 2022. The [US Census Bureau released](#) its list of urban areas based on 2020 Census data and due to a change in the way urban areas are defined. In total, there were 2,646 urban areas in the mainland U.S., Puerto Rico and U.S. islands on the new list. As a result of the Census Bureau changes, 1,140 areas containing approximately 4.2 million people, classified as urban in 2010 are now rural. Due to urban growth, urban areas have grown denser, changing from an average population density of 2,343 in 2010 to 2,553 in 2020. Based on 2020 Census data, the Census Bureau identified 36 new urban areas that were classified as rural in 2010. The nation's most densely populated urban areas of 200,000 or more people are show in the nearby table.

Most Densely Populated 2020 Census Urban Areas (200,000 or More Population)			
Urban Area	Population	Land Area (square miles)	Population Density
San Francisco--Oakland, CA	3,269,385	428.70	7,626
Los Angeles--Long Beach--Anaheim, CA	12,237,376	1,636.83	7,476
San Jose, CA	1,837,446	285.48	6,436
New York--Jersey City--Newark, NY--NJ	19,426,449	3,248.12	5,981
Honolulu, HI	853,252	144.97	5,886
Modesto, CA	357,301	70.38	5,077
Las Vegas--Henderson--Paradise, NV	2,196,623	435.29	5,046
Oxnard--San Buenaventura (Ventura), CA	376,117	76.61	4,910
Miami--Fort Lauderdale, FL	6,077,522	1,244.18	4,888
San Diego, CA	3,070,300	674.72	4,551

December 29, 2022. The Surface Transportation Board (STB) [adopted two final rules on December 19, 2022](#) establishing new rate reasonableness procedures which provide two streamlined approaches for shippers and railroads to resolve smaller rate disputes. In establishing the two new rate reasonableness procedures, the STB provided that the voluntary arbitration program will become operative only if all seven Class I carriers commit to participating in the program for 5 years and do so within 50 days of the date of publication of the final rule in the Federal Register. If all Class I carriers do so, they will be exempt from the FORR procedure. On December 29, 2022, four Class I railroads (CN, CSX, Norfolk Southern Railway, and Union Pacific) filed a [Joint Petition](#) requesting the STB to stay the December 19 Decision's requirement that Class I railroads commit to the Arbitration Program within twenty days of its effective date (the Pre-Review Opt-in Requirement) and that the Board continue such a stay until the latter of final resolution of all petitions for reconsideration and judicial appeals of the December 19 Decision. The railroads argue that the new arbitration program for small rail disputes "will not require carriers to commit to participate in the arbitration program before knowing the content of the final rule being adopted." The December 19 decision is structured as such that Class I railroads must decide on whether to sign up for the five-year program within a "limited window" – 20 days after the effective date of the rule (Pre-Review Opt-in Requirement).

December 21, 2022. The US Small Business Administration (US SBA) Office of Advocacy submitted [Comments on FRA's Proposed Train Crew Size Safety Requirements Rule](#). The US SBA letter argues that, "FRA appears to have significantly understated the cost and number of small businesses that would be impacted by the proposed rule." The US SBA recommends that FRA revise and republish its Initial Regulatory Flexibility Analysis (IRFA), and that "The revised IRFA should fully count the number of small entities that would be subject to the proposed rule and the economic impact it would have on them, and should consider alternative approaches that would achieve the rule's statutory objectives while minimizing the costs to small entities.

December 4, 2022. The Bureau of Transportation Statistics (BTS) released the 28th edition of the [Transportation Statistical Annual Report](#) (TSAR). The Transportation Statistics Annual Report (TSAR) presents an overview of the U.S. transportation system and key indicators, including data and statistics on passenger travel, freight movement, transportation and the economy, system reliability, safety, energy use, and the environmental impacts of transportation. View previous reports [here](#).

Addendum A. – Calendar Year NOFO/AWARDS SCORECARD. **An Excel spreadsheet with “hot-links” is available from TG&A upon request.**

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (TG&A SCORECARD for CY 2023)										
1/24/2023										
	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
EDA										
FAA										
FHWA										
	FY 2022 Bridge Investment Program	NOFO/AWARD	6/10/2022	NOFO URL	2,360,000,000	7/25 - 9/8/22	2,087,150,000	AWARD URL	1/4/2023	Award Press Release.
FRA										
	FY 2023 Northeast Corridor Commission (NECC) Project	NOFO	1/20/2023	NOFO URL	6,000,091	2/2/2023	TBD	TBD	TBD	
	FY 2022 Corridor Identification and Development Grant Program	NOFO	1/14/2023	NOFO URL	365,000,000	3/20/2023	TBD	TBD	TBD	FR Notice 12/20/2022
FTA										
	FY 2023 Areas of Persistent Poverty Program	NOFO	1/6/2023	NOFO URL	20,041,870	3/10/2023	TBD	TBD	TBD	
	FY 2023 Small Shipyard Grants Program	NOFO	1/17/2023	NOFO URL	20,800,000	2/27/2023	TBD	TBD	TBD	Maritime NOFO
MARAD										
	2023 Port Infrastructure Development Program (PIDP)	NOFO	12/31/2022	NOFO URL	662,203,512	4/28/2023	TBD	TBD	TBD	
NHTSA / FMCSA										
OPERATION LIFESAVER										
US DHS/ FEMA										
	FY 2022 Assistance to Firefighters Grants	NOFO	1/9/2023	NOFO URL	324,000,000	2/10/2023	TBD	TBD	TBD	AFG Grants.Gov Reference
US DOT										
	FY 2023 National Infrastructure Investments (Local/Reg. Proj. Asst.) - RAISE Grants	NOFO	12/1/2022	NOFO URL	2,275,000,000	2/28/2023	TBD	TBD	TBD	NOFO updated 1/6/23 to reflect added FY '23 Omnibus funding of \$800 million. See Related Documents Tab.
	University Partnership Program	NOFO	1/20/2023	NOFO URL	590,000	2/24/2023	TBD	TBD	TBD	

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 3, 2023

STAFF REPORT

Item 3.8

INFORMATION

Update on Silicon Valley and Tri-Valley Outreach Contracts Activities

Background:

As a public agency with forward-thinking plans and initiatives, an important aspect of outreach efforts is 'Stakeholder Engagement.' Local, committed stakeholders are vital to promote the service, improve local presence, increase funding for the service, and activate communities to ride the train. Stakeholder education meetings, presentations, and partnerships will be a key component to the outreach efforts. Stakeholders can be classified as elected officials, agency staff, community leaders, organizations, businesses, and local media.

To accomplish continued engagement of key stakeholders, the San Joaquin Regional Rail Commission (Rail Commission) has retained a local, embedded grassroots Outreach Consultant/Team for the Silicon Valley (which includes the Tri-Cities area of Fremont, Newark, and Union City) and another for the Tri-Valley (Livermore/Dublin/Pleasanton) area. Outreach consultants have been an important component of the Rail Commission's approach to stakeholder engagement. The Outreach Consultant/Teams will focus their efforts on stakeholder engagement and strategic partnerships.

There are several key groups, chambers, partnerships, agencies, universities, and organizations within the Silicon Valley and Tri-Valley areas that are an essential component of awareness and messaging multiplication. The Silicon Valley and Tri-Valley Outreach Consultant/Teams will be leveraging their contacts, Rail Commission contacts, and placing emphasis on new stakeholder acquisition. Stakeholders will be engaged to share Altamont Corridor Express (ACE) content and support ACE service initiatives.

At the June 4, 2021, Board Meeting, the Rail Commission Board approved contracts for ACE Silicon Valley Outreach Services (Winter Consulting) and ACE Tri-Valley Outreach Services (California Gold Advocacy Group). The Rail Commission Board also requested that staff provide monthly summaries to the Board of the work done under these contracts.

Winter Consulting, led by Corinne Winter, assists SJRRC with Silicon Valley outreach and stakeholder engagement focused in Santa Clara County and the Tri-City (Fremont, Union City, and Newark) part of southern Alameda County. California Gold Advocacy Group, primary consultant Guy Houston performs outreach in Tri-Valley communities of Dublin, Pleasanton, Livermore, and the surrounding communities in Contra Costa County along the 580-680 Corridor.

Silicon Valley Outreach Summary for Winter Consulting (December 25, 2022 – January 23, 2022)

Business and community leader relationships are a mechanism to increase current and future ridership, and to create champions for ACE service in the Bay Area. Engagement events for the first half of 2023 are currently being coordinated and planned.

ACE Operations:

- Met with Brian Schmidt, Director of Equipment Services, to review South Bay Maintenance Facility plans that affect ACE and draft message to advocate for ACE 1/10

ACE Shuttle Service out of Great America:

- Mapped businesses along all shuttle routes, created spreadsheet of contact information, created business phone call script
- Shuttle planning for first half of 2023

Relevant activities covered under separate contracts:

- SoCo coordination and planning with project team and Union City

The Winter team also created a 2022 ACE Engagement Report and presented it to Dan Leavitt and Tamika Smith on 12/19.

Additionally, the Winter team created a Scope and Budget for January – June 2023 for ACE, including expected Shuttle work, public engagement, and stakeholder networking.

Tri-Valley Outreach Summary for California Gold Advocacy Group (November 23, 2022 – December 24, 2022)

Made requests for letters of support from Tri-Valley agencies, organizations and elected officials for the SJRRC/SJJPA 2023 TIRCP application.

Recent meetings include:

- January 11 meeting with the Livermore City Manager

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of February 3, 2023

STAFF REPORT

Item 3.9

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission (SJRRRC) Determining to Conduct Meetings of the SJRRRC Board of Commissioners Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period February 4, 2023 to March 5, 2023

Background:

On March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19. On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place.

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which among other things, rescinded his prior Executive Order N-29-20, effective October 1, 2021. At that point, agencies would have transitioned back to public meetings held in full compliance with the preexisting Brown Act teleconference rules. Since the Governor issued Executive Order N-08-21, the Delta variant has emerged, causing a spike in cases throughout the state. As a result, the Governor's proclaimed State of Emergency remains in effect, and state and local officials, including San Joaquin Public Health Services, the California Department of Public Health and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing.

On September 16, 2021, Governor signed Assembly Bill (AB) 361 into law, effective October 1, 2021, to allow agencies to use teleconferencing for public meetings during proclaimed state of emergencies without requiring the teleconference locations to be accessible to the public or a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction. AB 361 will sunset on January 31, 2024.

Under AB 361, a local agency will be allowed to meet remotely without complying with prior Brown Act teleconference requirements when:

- a. The local agency holds a meeting during a state of emergency declared by the Governor, and either
- b. State or local health officials have imposed or recommended measures to promote social distancing, or
- c. The legislative body finds that meeting in person would present imminent risks to the health or safety of attendees.

As discussed above, the state of emergency is currently in effect and state and local officials continue to recommend social distancing. Therefore, the SJRRC may continue to conduct meetings via teleconference, as long as it adheres to the following emergency requirements under Government Code Section 54953(e)(2), added by AB 361:

1. The legislative body gives notice and posts agendas as otherwise required by the Brown Act, including directions for how the public can access the meeting.
2. The legislative body does not take formal action on any item whenever there is a disruption in the meeting broadcast.
3. The public is allowed to provide comment in real time.
4. The legislative body allows time during a public comment period for members of the public to register with any internet website required to submit public comment.

On January 6, 2023, the Rail Commission held a regular meeting in person and via teleconference under AB 361. In accordance with Government Code Section 54953(e)(1), the Commission made the AB 361 finding allowing teleconference meetings for 30 days thereafter. The resolution accompanying this staff report makes those findings to continue to hold teleconference meetings for the next 30 days. As a result, any Commission meetings occurring February 4, 2023 through March 5, 2023, may use the teleconferencing option under AB 361. Though the Commission adopted an AB 361 resolution at its January 6, 2023 meeting that covers the period through February 5, 2023, adopting the proposed resolution will further extend the AB 361 period to March 5, 2023.

For upcoming teleconference meetings, the Commission can continue to follow the AB 361 requirements by declaring every 30 days that it has reconsidered the circumstances of the state of emergency and either (1) the state of emergency continues to directly impact the ability of the members to meet safely in person, or (2) state or local officials continue to impose or recommend measures to promote social distancing. Resolutions making those findings will be presented at future meetings for consideration.

These findings can be made through the consent calendar.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission (SJRRC) Determining to Conduct Meetings of the SJRRC Board of Commissioners Using Teleconferencing Pursuant to Government Code 54953 as Amended by AB 361 for the Period February 4, 2023 to March 5, 2023.

RESOLUTION SJRRC-R-22/23-

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION (SJRRC) DETERMINING TO CONDUCT MEETINGS OF THE SJRRC BOARD OF COMMISSIONERS USING TELECONFERENCING PURSUANT TO GOVERNMENT CODE 54953 AS AMENDED BY AB 361 FOR THE PERIOD FEBRUARY 4, 2023 TO MARCH 5, 2023

WHEREAS, the Rail Commission is committed to preserving and nurturing public access and participation in meetings of the Board of Commissioners; and

WHEREAS, all meetings of the Rail Commission's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the District's legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), as amended by AB 361 (2021), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, on March 4, 2020, the Governor proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19; and

WHEREAS, Cal-OSHA adopted emergency regulations (Section 3205) imposing requirements on California employers, including measures to promote social distancing; and

WHEREAS, one or more of the counties within the Rail Commission's boundaries remain under a Local Health Emergency due to the COVID-19 pandemic, acknowledging that close contact to other persons increases the risk of transmission; and

WHEREAS, currently the dominant strain of COVID-19 in the country is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations, therefore, meeting in person would present imminent risks to the health or safety of attendees.

WHEREAS, since October 1, 2021, the Rail Commission Board has held its meeting remotely by teleconference/video conference in accordance with Government Code Section 54953(e) and hereby desires to adopt this resolution to continue holdings its meetings remotely in accordance with that section for the next 30 days.

NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Finding of Imminent Risk to Health or Safety of Attendees. The Rail Commission Board does hereby find that the current dominant strain of COVID-19 in the country is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations has caused, and will continue to cause, conditions of peril to the safety of persons, thereby presenting an imminent risk to health and/or safety to the Rail Commission's employees and other representatives, and attendees of the Rail Commission's public meetings; and

Section 3. Teleconference Meetings. The Board of Commissioners does hereby determine as a result of the State of Emergency proclaimed by the Governor, and the recommended measures to promote social distancing made by State and local officials that the SJRRC Board of Commissioners may conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e)(1)(A) and (B) of section 54953, and shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

Section 4. Direction to Staff. The Executive Director and SJRRC staff are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 5. Effective Date of Resolution. This Resolution shall take effect on February 4, 2023 for a period of 30 days.

PASSED AND ADOPTED, by the Board of Commissioners this 3rd day of February 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Vice Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 3, 2023

STAFF REPORT

Item 4

ACTION

Approve a Resolution of the Board of Commissioners Approving an Agreement with Mott MacDonald Group for Consulting Services for the Near Zero Locomotive Program for an Amount Not-To-Exceed \$655,303 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority

Background:

In March of 2022, President Biden signed into law, the Federal Fiscal Year 2022 Omnibus Funding Package. Congressman McNerney secured funding within this package to allow the Rail Commission to study and initiate the conversion of two (2) ACE F40 locomotives to Near Zero Locomotives. This project will identify and recommend a proven technology or combination of technologies to allow the existing locomotives to be converted to near zero emission units while still providing the necessary power and range to provide at least ACE one roundtrip between Stockton, Ca. and San Jose, Ca., and one roundtrip on the planned Valley Rail Corridor. Consultant will work with Rail Commission staff, and other key stakeholders to identify near zero emission technologies that will support the current ACE service as well as the Valley Rail Service.

The objectives of the Near Zero Locomotive program are to:

- Develop the energy demand allowing a near zero locomotive to complete one (1) daily roundtrip, with sufficient capacity to allow for any delays due to incidents on the route for up to three (3) hours completing the revenue run, on the ACE Corridor (Stockton, Ca. to San Jose, Ca.) and Valley Rail (Merced, Ca. to Natomas, Ca.)
- Identify technologies and recommend a technology or combination of technologies used on a single locomotive to make the one daily roundtrip.
- Provide recommendations to:
 - Reduce greenhouse gas emissions,
 - Identify fuel source availability,
 - Create a solution to allow scalability for future applications,
 - Model the expected useful life of the equipment,
 - Ensure regulatory compliance, and
 - Develop an implementation timeline.
- Plan for the conversion of existing ACE locomotives to near zero emission units prior to replacing the units with zero emission locomotives.
- Identify long-term storage and maintenance facility needs to support near zero-emissions technologies.
- Identify opportunities to partner with agencies or entities for Public Private Partnerships on procurements to assist in reducing unit costs and conversion times.

Procurement Process:

On June 24, 2022, the Rail Commission released a Request for Proposals (RFP) via vendor portal Planet Bids. In addition to Planet Bids, a Notice Inviting Proposals was also shared with surrounding Chambers of Commerce and certified Disadvantage Business Enterprise (DBE) firms which directed interested proposers to Planet Bids. Forty-seven (47) firms showed interest.

On the due date of July 26, 2022, four (4) proposals were received from the following firms:

- Hatch Associates Consultants, Inc.
- Mott MacDonald Group, Inc.
- Raul V. Bravo and Associates
- Ricardo Rail US

The proposals received were reviewed for completeness and responsiveness by the Procurement and Contracts Department. All proposals received were deemed responsive in meeting the RFP requirements. The responsive proposals were evaluated by a panel consisting of the Rail Commission's Staff and Southern California Regional Rail Authority's Senior Manager Special Projects.

Following the initial evaluation of the written proposals the following three (3) firms were invited for interviews and presentations:

- Hatch Associates Consultants, Inc.
- Mott MacDonald Group, Inc.
- Ricardo Rail US

The firms were evaluated on their presentations and responses to the evaluation panel's questions. After combining the scores from the written proposals and interviews, staff deemed Mott MacDonald Group, Inc. as the most responsive and responsible proposer. The Rail Commission and Mott MacDonald Group, Inc. negotiated and agreed to an exact scope, price, and terms.

The agreement will be effective upon execution by both parties and shall continue upon completion of the scope.

The multi-year base contract amount is \$655,303 for the entire duration of the project. There are no options.

The Notice of Intent to Award was published on August 17, 2022. Pursuant to the approved and adopted protest procedure, the proposal protest period closed on August 1, 2022, at 2:00 P.M. PDT. No Proposal Protests were received.

Fiscal Impact:

This effort is funded by 2021 McNerney Earmark funds. Expenses and Revenues for this agreement are identified in the Approved FY 2022/2023 Capital Budget in the Locomotive Conversion Line.

Recommendation:

Approve a Resolution of the Board of Commissioners Approving an Agreement with Mott MacDonald Group for Consulting Services for the Near Zero Locomotive Program for an Amount Not-To-Exceed \$655,303 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority.

RESOLUTION SJRRC-R-22/23-

RESOLUTION OF THE BOARD OF COMMISSIONERS APPROVING AN AGREEMENT WITH MOTT MACDONALD GROUP FOR CONSULTING SERVICES FOR THE NEAR ZERO LOCOMOTIVE PROGRAM FOR AN AMOUNT NOT-TO-EXCEED \$655,303 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECT INCLUDING APPROVING ANY AND ALL AMENDMENTS THERETO WITHIN HER SPENDING AUTHORITY

WHEREAS, in March of 2022, President Biden signed into law, the Federal Fiscal Year 2022 Omnibus Funding Package. Congressman McNerney secured funding within this package to allow the Rail Commission to study and initiate the conversion of two (2) ACE F40 locomotives to Near Zero Locomotives: and

WHEREAS, the Rail Commission's Climate Plan addresses reducing Green House Emissions with moving to Tier IV and Zero Emission Locomotives as one of the priorities, and

WHEREAS, the funding provided in the 2022 Omnibus Funding Package provides funding in the to develop of conversion kits for the existing ACE locomotives to near zero emission units prior to replacing the units with zero emission locomotives; and

WHEREAS, the study will develop the specifications and required documents for the Rail Commission to solicit proposals for converting the existing ACE F40 locomotives from Tier 0 locomotives to near zero emission locomotives, and

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby approves an Agreement with Mott MacDonald Group for Consulting Services for the Near Zero Locomotive Program for an Amount Not-To-Exceed \$655,303 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority.

PASSED AND ADOPTED, by the Board of Commissioners this 3rd day of February 2023, by the following vote to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Vice Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 3, 2023

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the Transit Asset Management Plan Update

Background:

As part of the Federal Transit Administrations (FTA) regulations, a Transit Asset Management Plan (TAM Plan) is required to be prepared and updated by transit agencies. FTA defines Transit Asset Management (TAM) as the “strategic and systematic practice of procuring, operating, inspecting, maintain, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their lifecycle.” The Rail Commission’s TAM Plan enables the Rail Commission to document its asset base, asset conditions, State of Good Repair (SGR) backlog, asset management policy, goals and objectives, strategy for capital asset funding and prioritization, and key priorities for asset management.

The Rail Commission Board adopted the TAM Policy at the January 2019 Board meeting, and staff developed the initial TAM Plan to address all nine elements required by the FTA in 49 Code of Federal Regulations (CFR) Part 625 - Transit Asset Management. The TAM Plan was then adopted at the Commission’s March 2019 meeting.

A listing and description of FTA’s TAM Plan elements is outlined below:

Element	Description
1 Asset Inventory	A listing of transit capital assets
2 Condition Assessment	Asset condition ratings for all assets which the Rail Commission has direct capital responsibility
3 Decision Support Tools	Analytical processes or decision-support tools that the Rail Commission uses to estimate capital investment needs over time and develop its investment prioritization
4 Investment Prioritization	The Rail Commission’s prioritized list of SGR projects
5 TAM and SGR Policy	Policies, strategies, and executive directions to support the goals of the TAM Plan
6 Implementation Plan	Processes to follow to fulfill the TAM Plan
7 List of Annual Activities	A description of key TAM activities that SJRRC intends to engage in over the TAM plan horizon period of four years
8 Financial Resources	A summary of the resources, including personnel, that the Rail Commission requires to develop and implement the TAM Plan
9 Evaluation	An outline of how the Rail Commission will monitor, update, and evaluate, as needed, its TAM Plan and related business practices, to ensure the continuous improvement of its TAM practices

National Performance Measures Transit Database	Agency and FTA required performance measures and targets
---	--

Plan Summary:

The TAM Plan was updated through an examination of the Rail Commission's existing asset management process, compared to industry best practices outlined in FTA's Transit Asset Management Guide: Focusing on the Management of Our Transit Investments. The Plan has been structured to address all nine of FTA's TAM Plan elements, with the Plan consisting of seven chapters and a series of appendices. A brief description of each Chapter and the FTA elements addressed is shown below:

Chapter	Description	Element
Chapter 1: Introduction	Introduction to the document, including purpose and methodology	N/A
Chapter 2: Policy, Goals, and Objectives	SJRRC's TAM Policy, goals, and objectives which form the basis for SJRRC's vision for asset management	5
Chapter 3: SJRRC Asset Management Baseline Assessment	Assessment of SJRRC's existing asset management practices and baseline maturity level	N/A
Chapter 4: Asset Inventory and Condition Assessment	Overview and listing of SJRRC's asset inventory. Description of condition assessment methodologies and results	1, 2
Chapter 5: Capital Rehabilitation and Replacement Investment Program	Outline of SJRRC's decision support tools and its capital project prioritization approach	3, 4
Chapter 6: Implementation Plan	Roadmap for SJRRC's TAM Plan implementation	6, 7, 8
Chapter 7: Evaluation and Continual Improvement	Outline of TAM Plan evaluation and continual improvement	9
Appendices	Glossary, Acronyms	N/A

The Action Plan detailed in Chapter 6 outlines the implementing actions SJRRC will undertake upon TAM Plan adoption. Each action is assigned an anticipated timeframe for completion, ranging from Short-Term (0-2 Years), Medium-Term (3-5 Years), and Long-Term (+5 Years), with existing SJRRC staff resources being utilized to accomplish most of the outlined actions.

To successfully implement the TAM Plan, an annual review of progress is made ensuring the goals, performance measures, and implementing actions are conducted. This review provides insight into possible improvements in objectives, strategies, and actions for future iterations of the TAM Plan. While the TAM Plan is updated every four years, per FTA guidance, this does not preclude mid-period review and interim adjustments to TAM objectives, strategies, and actions as needed.

Fiscal Impact:

There is no fiscal impact that results from the adoption of the TAM Plan; however, the TAM Plan includes an outline of potential resources needed for TAM Plan implementation. Any costs associated with TAM Plan implementation will be included in the annual Work Program & Budget.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the Transit Asset Management Plan Update.

RESOLUTION SJRRC-R-22/23-

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION ADOPTING THE TRANSIT ASSET MANAGEMENT PLAN UPDATE

WHEREAS, Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a State of Good Repair (SGR) for public transportation assets; and

WHEREAS, the San Joaquin Regional Rail Commission (Rail Commission) approved the establishment of a TAM policy to guide a strategic and systematic process for the maintenance and improvement of Commission assets; and

WHEREAS, the Federal Transit Administration (FTA) requires the Commission to develop a TAM Plan, per Title 49 Code of Federal Regulations (CFR) Part 625; and

WHEREAS, a TAM Working Group was created 2018 to develop and update the TAM Plan and to outline the goals and actions necessary to implement the Plan; and

WHEREAS, the TAM Plan addresses all nine elements required by the FTA in 49 CFR Part 625;

NOW, THEREFORE BE, IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby adopts the Transit Asset Management Plan Update.

PASSED AND ADOPTED, by the Board of Commissioners this 3rd day of February 2023, by the following vote to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Vice-Chair



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

TRANSIT ASSET MANAGEMENT PLAN UPDATE

February 3, 2023

949 E. CHANNEL STREET

STOCKTON, CA 95202

(209) 944-6220

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EXECUTIVE SUMMARY

The overarching goal of Transit Asset Management (TAM Plan, Plan) is to ensure that a transit agency’s assets are maintained and operated in a consistent, measurable State of Good Repair (SGR). TAM involves all activities related to maintaining transit assets, such as rolling stock, maintenance of passenger facilities, and rail infrastructure, in a SGR, and to provide safe and reliable public transportation. The initial TAM Plan was required by the Federal Transit Administration (FTA) per MAP-21 legislation for all agencies that receive federal funding and approved by the San Joaquin Regional Rail Commission (SJRRRC) on March 1st, 2019 The initial Plan provided a framework by which SJRRRC could track progress toward a mature, data-driven asset management system. MAP-21 also included requirements for prioritizing reinvestments based on performance, condition, and risk assessment of assets that are within an agency’s direct capital responsibility.

The San Joaquin Regional Rail Commission (SJRRRC), which owns and operates the Altamont Corridor Express (ACE) passenger rail service, conducts reinvestment and oversees maintenance tasks performed by its operator/maintainer, Herzog Transit Services, Inc. (Herzog), to maintain its passenger rail equipment in a SGR. With the emergence of new national best practices in asset management and Federal guidance, SJRRRC identified areas of asset management opportunity and growth. These included, among others, developing a TAM strategic plan, performance monitoring against the strategic plan, outlining TAM leadership and governance, and managing and integrating asset data information.

In July 2016, the FTA issued a final rule (49 CFR Part 625) defining SGR standards and establishing the minimum FTA requirements for TAM development and implementation. Pursuant to the rule, the TAM requires providers to update its entire TAM Plan at least once every four (4) years.

The initial TAM Plan was developed during 2018-19, reflecting the reality and SJRRRC maturity at that time. The updated TAM Plan is based on current asset management best practices, FTA guidance, and locally developed policies that reflect a practical and cost-effective asset management implementation program. This updated TAM Plan is a living document and is easily updatable to be consistent with future Federal direction and the emergence of improved best practices within the rail industry. SJRRRC will continue to work with host railroads and other third-party property owners to determine a reasonable method to inventory non-SJRRRC-owned assets that are used in the provision of its transit service.

ES.1 ACKNOWLEDGEMENTS

Development of the Plan included participation and input from many key stakeholders that have an important role in the asset management cycle.

SJRRRC Executive Staff

Stacey Mortensen, Executive Director
Brian Schmidt, Director of Equipment Services
Tamika Smith, Director of Rail Services
Nila Cordova, Director of Fiscal & Administrative Services
Laurence Farrell, Interim Director of Capital Projects
Kimberly Turner, Grants & Programming Manager

SJRRRC Departments

Planning
Equipment
Operations
Fiscal Services
Capital Program
Grants & Programming

Metropolitan Planning Organizations (MPO)

San Joaquin Council of Governments (SJCOG)
Metropolitan Transportation Commission (MTC)

ACE Service Operator

Herzog Transit Services, Inc.

ES.2 TAM PLAN DEVELOPMENT AND UPDATE PROCESS

The ongoing development and updating of SJRRC's updated TAM Plan is led by SJRRC's TAM representative in the Grants & Programming department, in close cooperation with asset owners and subject matter experts from other departments under the guidance of executive staff. These asset owners and subject matter experts are responsible for overseeing SGR activities for various asset types. SJRRC's TAM representative has acted as an agency-wide liaison for TAM throughout this process to:

- Identify TAM stakeholders responsible for TAM implementation and for SGR activities
- Conduct interviews with TAM stakeholders to identify current asset management practices and systems, and interest in TAM implementation
- Develop and update TAM and SGR policy, goals, and objectives
- Identify gaps between current and best practices
- Develop a performance measurement framework, review asset systems, and consolidate asset information
- Develop capital reinvestment priorities
- Complete the TAM Plan and prepare for implementation

ES.3 TAM POLICY, GOALS, AND OBJECTIVES

SJRRC adopted a TAM Policy that was communicated to the Board of Commissioners, management, staff, and external stakeholders the Commission's commitment to maintain the ACE system in a SGR and to foster a culture of continuous improvement in asset management planning and performance.

Policy: The SJRRC is committed to maintaining assets in a SGR through financial stewardship and reinvestment, transparency, and collaboration with its funding partners; promoting a culture that supports asset management across the organization; and by focusing on high quality data-driven asset condition and performance information to provide with safe, reliable, sustainable service for the communities served by the ACE service.

To implement the TAM Policy, goals in four focus areas were established to promote asset management principles throughout the agency. For each goal, objectives were identified with corresponding, measurable outcomes. Table ES-1 lists SJRRC's TAM goals and objectives.

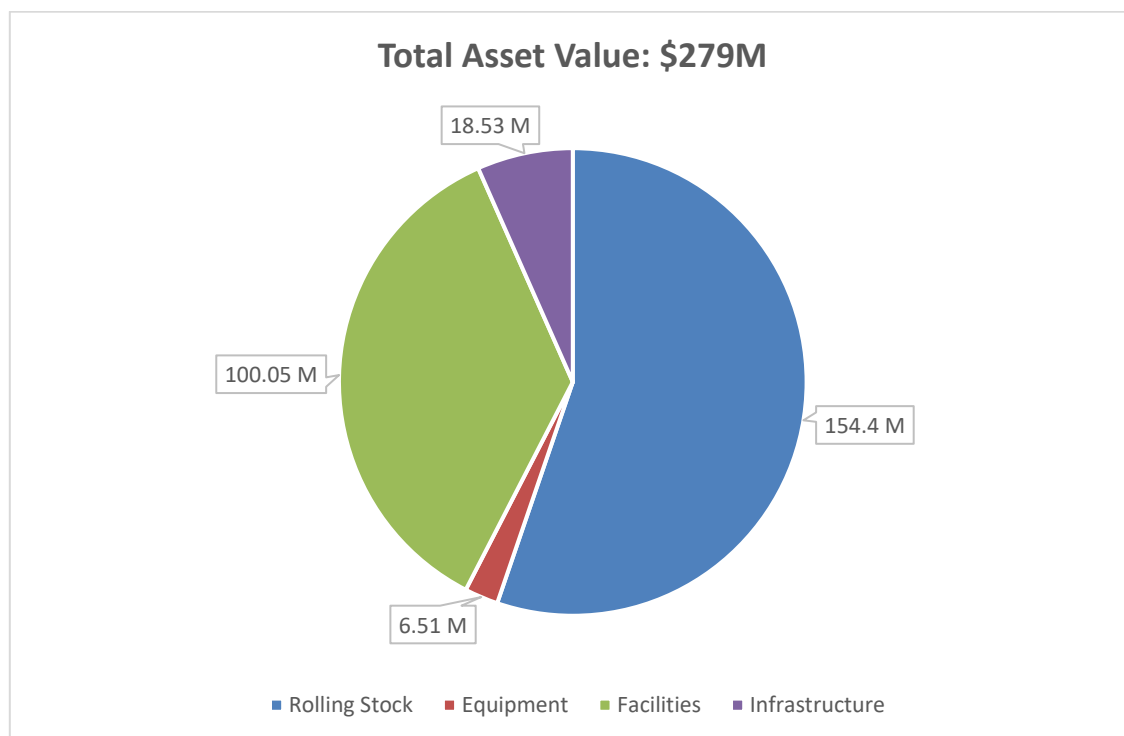
Table ES-1. SJRRC TAM Goals and Objectives

Area	TAM Goal	Objectives
Policy	Provide agency-wide direction and leadership to increase SJRRC's asset management maturity	<ul style="list-style-type: none"> • Increase the agency's overall asset management maturity • Establish vision and support for an asset management culture. Provide clear leadership and direction regarding the agency's asset management strategy and expected outcomes
People	Establish and maintain an asset management culture and support through talent management practices	<ul style="list-style-type: none"> • Improve asset management knowledge sharing within the agency • Improve asset management documentation practices
Tools	Provide infrastructure and tools to support data-driven decision-making for asset management	<ul style="list-style-type: none"> • Implement the business processes, supporting systems, and data integration to provide the data and information required to inform decision-making
Business Practices	Manage whole lifecycle costs, risks, and performance to achieve cost savings, improve service reliability, and contribute to customer safety	<ul style="list-style-type: none"> • Minimize asset-related service disruptions • Improve asset lifecycle management • Maximize asset availability

ES.4 ASSET PROFILE

SJRRC is responsible for approximately \$279 million worth of assets. Assets are generally grouped into the following categories: Rolling Stock, Equipment, Facilities, and Infrastructure. An overview of the replacement cost for each asset category is shown in Figure ES-1 below, with additional asset inventory and cost details outlined in Chapters 4 and 5.

Figure ES-1. Asset Replacement Value Breakdown



Additional assets will be introduced into the ACE system through the expansion of service to Ceres/Merced, Ca. and Natomas, Ca. It is estimated that the expansions will introduce approximately \$175 million in Facilities and \$175 million in Rolling Stock assets. Estimates for Infrastructure needs are still under development. As the projects continue to be developed, future SJRRC assets will be incorporated into TAM Plan updates.

ES.5 TAM PLAN IMPLEMENTATION

This TAM Plan contains a roadmap for TAM implementation at ACE. The implementation identifies various actions, which include developing specific strategies to manage assets, establishing a tool to objectively prioritize SGR needs, and implementing a new asset management system. The actions are grouped into four categories as illustrated on the next page. The TAM Plan is updated every two years to accurately reflect changes in the financial amounts and conditions of agency assets.

Table ES-2. TAM Plan Implementation/Updating Timeline

TAM Plan Focus Area	Short-Term		Medium-Term		Long-Term
	0-2 Years		3-5 Years		5+ Years
TAM Policy Updating (On-Going)					
Asset Management Culture					
Decision Support Tools					
Lifecycle Management					

CHAPTER 1: INTRODUCTION

1.1 BACKGROUND

In April 1995, the Cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, and the County of San Joaquin formed the San Joaquin Regional Rail Commission (SJRRRC) for the purpose of developing passenger rail service in San Joaquin County and implementing the Altamont Corridor Express (ACE) service. In July 2003, a Cooperative Services Agreement (CSA) was entered into between SJRRRC, the Alameda County Transportation Commission (ACTC), and the Santa Clara Valley Transportation Authority (VTA). The CSA identifies SJRRRC as the owner/operator of the ACE service and identifies how the operations and capital projects for the ACE service would be funded by the three parties. The SJRRRC Board is configured as an eight-member Board consisting of six elected officials from San Joaquin County and two elected officials from Alameda County, all of whom are voting members on issues related to the ACE service.

ACE provides commuter rail service on four weekday (excluding Major Holidays) round trips along an 86-mile corridor between Stockton and San Jose, with ten stations and pre-pandemic transported approximately 7,000 passengers per day. Maintenance and revenue train operations are contracted out to Herzog Transit Services, Inc. (Herzog).

The FTA defines the TAM Plan as the “strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.”¹ The term “capital asset” refers to a unit of rolling stock, a facility, a unit of equipment or an element of infrastructure used for providing public transportation.

This Plan sets out the SJRRRC asset management approach as well as recommendations for maintenance and capital programs necessary to meet service and performance needs and achieve a SGR for SJRRRC’s portfolio of assets. This TAM Plan is a living document that provides a strategy to coordinate various interdependent business processes, activities, and tools necessary to give SJRRRC the ability to manage its assets at optimal efficiency.

This TAM Plan examines current TAM practices at SJRRRC, FTA guidance, and recommends a set of actions that will help ensure that the ACE system continues to provide a safe, reliable, and high-quality service. The benefits to SJRRRC of the asset management activities described in this plan are listed below in Table 1-1.

¹ 49 CFR Part 625 - Transit Asset Management.

Table 1-1. Benefits of Transit Asset Management for SJRRC²

Agency Business Benefits	Results
Improved customer service	<ul style="list-style-type: none">• Improves reliability/on-time performance and service operations; vehicle and facility cleanliness• Strengthens customer confidence in system safety and reliability• Focuses investments around customer-centered goals and metrics
Improved productivity and focused, optimized, and planned investments	<ul style="list-style-type: none">• Maintains assets more efficiently, using condition-based approaches and using predictive and preventive maintenance strategies to reduce costs while improving service delivery
Optimized resource allocation	<ul style="list-style-type: none">• Helps implement SGR commitments in SJRRC's Short Range Transit Plan (S RTP)• Better aligns spending with SJRRC goals and objectives to obtain the greatest return from limited funds• Incorporates lifecycle cost, risk, and performance trade-offs into capital programming and operations & maintenance budgeting
Improved stakeholder communications	<ul style="list-style-type: none">• Provides stakeholders with more accurate and timelier customer-centered performance indicators• Provides tools to communicate forecasted performance metrics

1.2 PURPOSE

One key purpose of this TAM Plan is to elevate the importance of transit asset management to the entire SJRRC organization. This has been accomplished through collaboration and ongoing dialogue with department heads throughout the TAM development process.

The second key purpose is for SJRRC to demonstrate compliance with all the FTA reporting requirements related to the MAP-21 rulemaking and the National Transit Database (NTD). In July 2012, MAP-21 was signed, requiring the Secretary of Transportation to develop rules establishing a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. In July 2016, FTA published the TAM Final Rule, outlining management practices for transit providers to bring assets into a SGR. The nine FTA mandated elements of a TAM Plan are outlined in Table 1-2 below.

Table 1-2. FTA TAM Elements

Element	Description
1 Asset Inventory	A listing of transit capital assets
2 Condition Assessment	Asset condition ratings for all assets which SJRRC has direct capital responsibility
3 Decision Support Tools	Analytical processes or decision-support tools that SJRRC uses to estimate capital investment needs over time and develop its investment prioritization
4 Investment Prioritization	Prioritized list of SGR projects, using criteria such as safety and cost
5 TAM and SGR Policy	Policies, strategies, and executive directions to support the goals of the TAM Plan
6 Implementation Plan	Processes to follow to fulfill the TAM Plan
7 List of Annual Activities	A description of key TAM activities that SJRRC intends to engage in over the TAM plan horizon period of four years
8 Financial Resources	A summary of the resources, including personnel, that SJRRC requires to develop and implement the TAM Plan

² FTA Report No. 0098, Transit Asset Management Guide: Focusing on the Management of Our Transit Investments.

9	Evaluation	An outline of how SJRRC will monitor, update, and evaluate, as needed, its TAM Plan and related business practices, to ensure the continuous improvement of its TAM practices
NTD	Performance Measures	Agency and FTA required performance measures and targets

The third key purpose is to outline a strategy for TAM implementation. This strategy contains a program of activities which will guide SJRRC's efforts in the short, medium, and long-term. As identified above, benefits are expected to include improved customer service; improved productivity and reduced costs; optimized resource allocation; and improved stakeholder communications. Over time, SJRRC will be able to better manage and report on asset conditions, forecast costs for rehabilitation and replacement, and make optimal cost-effective investment prioritization decisions in a systematic manner.

1.3 PLAN DEVELOPMENT AND UPDATE PROCESS

The TAM Plan has been updated through a collaborative process. To facilitate this process, a Transit Asset Management Working Group (Working Group) was created, allowing for the free flow of ideas and knowledge between the various departments. The Working Group provided input for the baseline maturity assessment, allowing the departments to impart their expertise in assessing key focus areas. In addition, the Working Group spearheaded the Plan's development and review, including the development of goals and implementing actions. Throughout the process, the Working Group provided regular updates to Executive-level managers, including the Executive Director, Director of Capital Projects, Director of Equipment, Director of Fiscal and Administrative Services, and the Manager of Regional Initiatives.

1.3.1 METHODOLOGY

The TAM Plan was developed and updated using a methodology that identified areas of improvement for SJRRC's existing asset management process, compared to industry best practices. The plan to address these areas was developed by specifying agreed-upon policy, strategy, and actions to improve SJRRC's TAM practices. The Plan development process was designed to:

- Increase awareness and understanding of asset management with SJRRC;
- Ensure staff members involved in asset management participated in the development of the goals and action items they will be responsible for implementing;
- Coordinate in-progress process changes and improvement initiatives; and
- Provide a common language across SJRRC with respect to asset management.

The methodology involved:

- An assessment of SJRRC's existing asset management practices and baseline maturity level;
- Identification of an asset management vision, goals, and objectives for asset management improvement, and development of the Commission's policy statement;
- Preparation of a capital rehabilitation and replacement investment program utilizing SJRRC's asset inventory list and condition assessment data;
- Development of an implementation plan with specific actions designed to accomplish SJRRC's asset management goals and objectives.

1.4 CONTENTS

The TAM Plan has been structured to address all nine of FTA's TAM Plan Elements. Table 1-3 below outlines the TAM Plan Chapters and the associated MAP-21 rulemaking elements met. The TAM Plan consists of seven Chapters and a series of appendices as follows on the next page:

Table 1-3. TAM Outline

Chapter	Description	Element
Chapter 1: Introduction	Introduction to the document, including purpose and methodology	N/A
Chapter 2: Policy, Goals, and Objectives	SJRRC's TAM Policy, goals, and objectives which form the basis for SJRRC's vision for asset management	5
Chapter 3: SJRRC Asset Management Baseline Assessment	Assessment of SJRRC's existing asset management practices and baseline maturity level	N/A
Chapter 4: Asset Inventory and Condition Assessment	Overview and listing of SJRRC's asset inventory. Description of condition assessment methodologies and results	1, 2
Chapter 5: Capital Rehabilitation and Replacement Investment Program	Outline of SJRRC's decision support tools and its capital project prioritization approach	3, 4
Chapter 6: Implementation Plan	Roadmap for SJRRC's TAM Plan implementation	6, 7, 8
Chapter 7: Evaluation and Continual Improvement	Outline of TAM Plan evaluation and continual improvement	9
Appendices	Glossary, Acronyms	N/A

CHAPTER 2: POLICY, GOALS, AND OBJECTIVES

This chapter details SJRRC's transit asset management policy statement, and the goals, objectives, and performance metrics defined to improve the Commission's asset management maturity.

2.1 ASSET MANAGEMENT POLICY STATEMENT

The ACE train's slogan reads "Dedicated to Passengers, Responsive to Change, Committed to Growth." Transit asset management supports this goal of the ACE service. In furtherance of this agenda, the SJRRC Board of Commissioners approved the following Transit Asset Management Policy (TAM Policy):

The San Joaquin Regional Rail Commission is committed to maintaining assets in a State of Good Repair through financial stewardship and reinvestment, transparency, and collaboration with its funding partners; promoting a culture that supports asset management across the organization; and by focusing on high quality data-driven asset condition and performance information to provide safe, reliable, sustainable service for the communities served by the Altamont Corridor Express service.

The SJRRC TAM Plan, authorized and adopted by the Executive team, is the Commission's asset management improvement program. In support of the Commission's TAM Policy, the Plan specifies asset management goals and objectives. The Plan has four goals focused on Policy, People, Tools, and Business Practices. Each goal is supported by specific objectives and implementing actions, to be outlined in Chapter 6.

Performance metrics will be used to monitor the Commission's success in implementing the goals and meeting the objectives, providing accountability for implementation. The Action Plan serves as a roadmap to provide the agency-wide framework for the organization and implementation of the TAM Plan. Finally, the TAM Plan identifies a governance and accountability structure for the Plan's implementation.

2.2 ASSET MANAGEMENT GOALS AND OBJECTIVES

The TAM Plan establishes goals that provide a comprehensive vision and overall direction for improving SJRRC's asset management maturity. The Plan goals are:

1. **Policy: Provide agency-wide direction and leadership to increase SJRRC's asset-management maturity.**
Policy is critical to establishing a vision of, and support for, an asset management culture.
2. **People: Establish asset management culture and support through talent management practices.**
Investing in staff and leadership asset management knowledge and skills within the Commission will enhance asset lifecycle management practices.
3. **Tools: Provide infrastructure and tools to support data-driven decision-making for asset management.**
The development of asset management tools based on defined, objective data will ensure transparency and efficient investment decisions.
4. **Business Practices: Manage whole lifecycle costs, risks, and performance to achieve cost savings, improve service reliability, and contribute to customer safety.**
The ultimate goal of a TAM Plan is to improve reliability of service, improve maintenance efficiency, and extend the useful life of assets through lifecycle management practices.

2.3 ASSET MANAGEMENT PERFORMANCE METRICS

The Plan specifies performance metrics that measure SJRRC's success in accomplishing the asset management goals and meeting the objectives. The metrics that assess improvements in the maturity of SJRRC's asset management processes are calculated from the Excel-based *Transit Agency Asset Management Maturity Self-Assessment* tool that was used to assess baseline performance. As will be outlined, the Commission will use the tool to conduct an annual assessment of progress made. Other metrics will track the business impact or performance improvements resulting from improved asset management practices, such as a decrease in asset maintenance costs or an improvement in on-time performance. Additional metrics that will be used to measure asset management performance will be a report card for accomplishing each Action Plan item outlined in Chapter 6. Table 2-1 outlines the metrics used to monitor the Commission's success in implementing the goals and objectives of the TAM Plan.

Table 2-1. Asset Management Performance Metrics

Goals	Metrics
Policy	<ul style="list-style-type: none">➤ Transit Agency Asset Management Maturity Self-Assessment Score:<ul style="list-style-type: none">• TAM Vision & Leadership
People	<ul style="list-style-type: none">➤ Transit Agency Asset Management Maturity Self-Assessment Score:<ul style="list-style-type: none">• TAM Enablers & Support
Tools	<ul style="list-style-type: none">➤ Transit Agency Asset Management Maturity Self-Assessment Scores:<ul style="list-style-type: none">• TAM Information Systems• TAM Capital Planning and Programming➤ Incorporation of decision support tools in the development of the Work Program & Budget

Business Practices	<ul style="list-style-type: none"> ➤ Transit Agency Asset Management Maturity Self-Assessment Scores: <ul style="list-style-type: none"> • Operational Planning and Control • Lifecycle Management Planning ➤ On-time performance ➤ Number of Corrective Maintenance actions by asset type ➤ In-service failures by type of failure by passenger impact ➤ Specific lifecycle cost savings realized: <ul style="list-style-type: none"> • Savings from Preventative Maintenance vs. Corrective Maintenance • Savings from delaying asset replacement • Savings from reducing use of certain resources, such as fuel and energy • Reduction in Green Gas Emissions through the use of cleaner burning fuels and the moving to Near Zero and Zero emission locomotives/rubber tire vehicles.
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2.4 SUMMARY

The goals, objectives, and metrics that address the Commission’s TAM Policy are the heart of this TAM Plan. As described above, general objectives support the achievement of each goal. Specific implementing actions translate the objectives into a tangible plan of action, as detailed in Chapters 5, 6, and 7. Performance metrics will be used to measure the Commission’s success in accomplishing the goals and will be the driving force for future TAM Plan developments and updates.

CHAPTER 3: SJRRC ASSET MANAGEMENT BASELINE ASSESSMENT

This chapter provides an overview of SJRRC’s current asset management baseline, or maturity, as compared to industry best practices. Information on industry best practices can be found in FTA’s *Asset Management Guide*.³ The TAM Plan involves an annual re-evaluation of maturity to provide a benchmark to monitor plan implementation and progress.

3.1 BASELINE DEVELOPMENT METHOD

The basis for determining SJRRC’s asset management maturity is based on findings from an agency-self assessment. During the implementation of the Plan Members of the SJRRC TAM Working Group, as well as Executive leadership positions, completed an Excel-based tool provided by FTA titled the *Transit Agency Asset Management Maturity Self-Assessment* tool which served as the basis of the asset management maturity. The maturity assessment was conducted in order to arrive at a consensus as to how developed the agency is in various asset management competences or practice areas.

The maturity assessment was conducted by inquiring into the status of six key focus areas of asset management:

1. **TAM Vision & Leadership:** Does SJRRC leadership lend its authority to supporting the TAM system through appropriate direction, organizational design, and resource allocation?

³ Available at <https://www.transit.dot.gov/research-innovation/transit-asset-management-guide-2016-report-0098>.

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2. **TAM Enablers & Support:** How well does SJRRC support the ongoing implementation, application, and continual improvement of its TAM system through staff development, communications, and change management processes?
 3. **TAM Information Systems:** How well does SJRRC define, record, analyze, and control required TAM data and information?
 4. **TAM Capital Planning & Programming:** How well does SJRRC develop short, medium, and long-term capital planning and programming based on quantitative decision-making?
 5. **Operational Planning and Control:** What processes are in place to ensure that plans are implemented, necessary day-to-day maintenance requirements are defined and undertaken effectively and efficiently, and to ensure that any issues are promptly addressed?
 6. **Lifecycle Management Planning:** Are lifecycle management plans in place for key assets, and do they include asset condition and performance information that can be used to evaluate performance against agency asset management goals?

The Results from the self-assessment are shown in Table 3-1, which reports the scores along five dimensions of maturity for asset management. The five levels consist of the following elements:

- Level 1 - Innocence: The need for asset management has not been recognized and/or there is no evidence of a commitment to put it in place.
- Level 2 - Awareness: The need for asset management has been identified, and there is evidence of intent to implement.
- Level 3 - Development: Plans are in place to systematically and consistently achieve asset management principles, with practices documented.
- Level 4 - Competence: The organization can demonstrate it systematically and consistently achieves relevant requirements set out in asset management standards.
- Level 5 - Excellence: The organization can demonstrate it is systematically and consistently optimizing asset management practice, in line with the organization's objectives and operating context.

3.2 BASELINE ASSESSMENT

As the Plan has been implemented the Maturity Level of Key Focus Areas have been updated to reflect the current level of maturity. The updated self-assessment reflects the fact that while areas have improved there are still areas that continue to need attention to achieve the level 4 and 5 shown in the chart below. As the TAM Plan development/update process takes place, SJRRC stakeholder teams and the Working Group have acknowledged there are areas of improvement needed that were initially scored higher during the self-assessment process.

Overall, the results indicate the Commission has formed a strong foundation to build on with high levels of mature practice in some areas, but in other areas needing work to improve asset management practices. Table 3-1 summarizes the findings for the six key focus areas that are foundational for a successful asset management program.

Table 3-1. Current Maturity Level of Key Focus Areas

Key Focus Area	Maturity Level				
	Level 1	Level 2	Level 3	Level 4	Level 5
	Innocence	Awareness	Development	Competence	Excellence
TAM Vision & Leadership				✓	
TAM Enablers & Support			✓		
TAM Information Systems			✓		
TAM Capital Planning & Programming				✓	
Operational Planning and Control				✓	
Lifecycle Management Planning				✓	

3.3 SUMMARY

SJRRC’s overall asset management maturity reveals areas of opportunity for improvement; however, it does reflect improvement from the previous Plan update, with most applications of asset management best practices currently occurring within the agency. Asset inventories are well-maintained and support the decision-making processes, reviewed for impairment annual and are physically tagged and tracked as feasible. These areas of good asset management practice are used to serve as examples for other departments to follow throughout TAM implementation.

CHAPTER 4: ASSET INVENTORY AND CONDITION ASSESSMENT

This chapter provides an overview of SJRRC’s asset inventory and assessment of current conditions. This chapter addresses the following FTA TAM Elements: 1 (Inventory of Capital Assets) and 2 (Condition Assessments).

4.1 ASSET INVENTORY

SJRRC manages a number of asset types in order to deliver ACE service to residents throughout the Altamont corridor. Assets generally fall into large groups of Rolling Stock, Equipment, Facilities, and Infrastructure, as shown in Figure 4-1. SJRRC’s asset inventory is estimated to be approximately \$280 million. This means it would cost \$280 million were SJRRC to replace all of its assets, for which it has capital responsibility, in 2019. A high-level summary of SJRRC’s assets is shown in Table 4-1 below.

Figure 4-1. Asset Groups

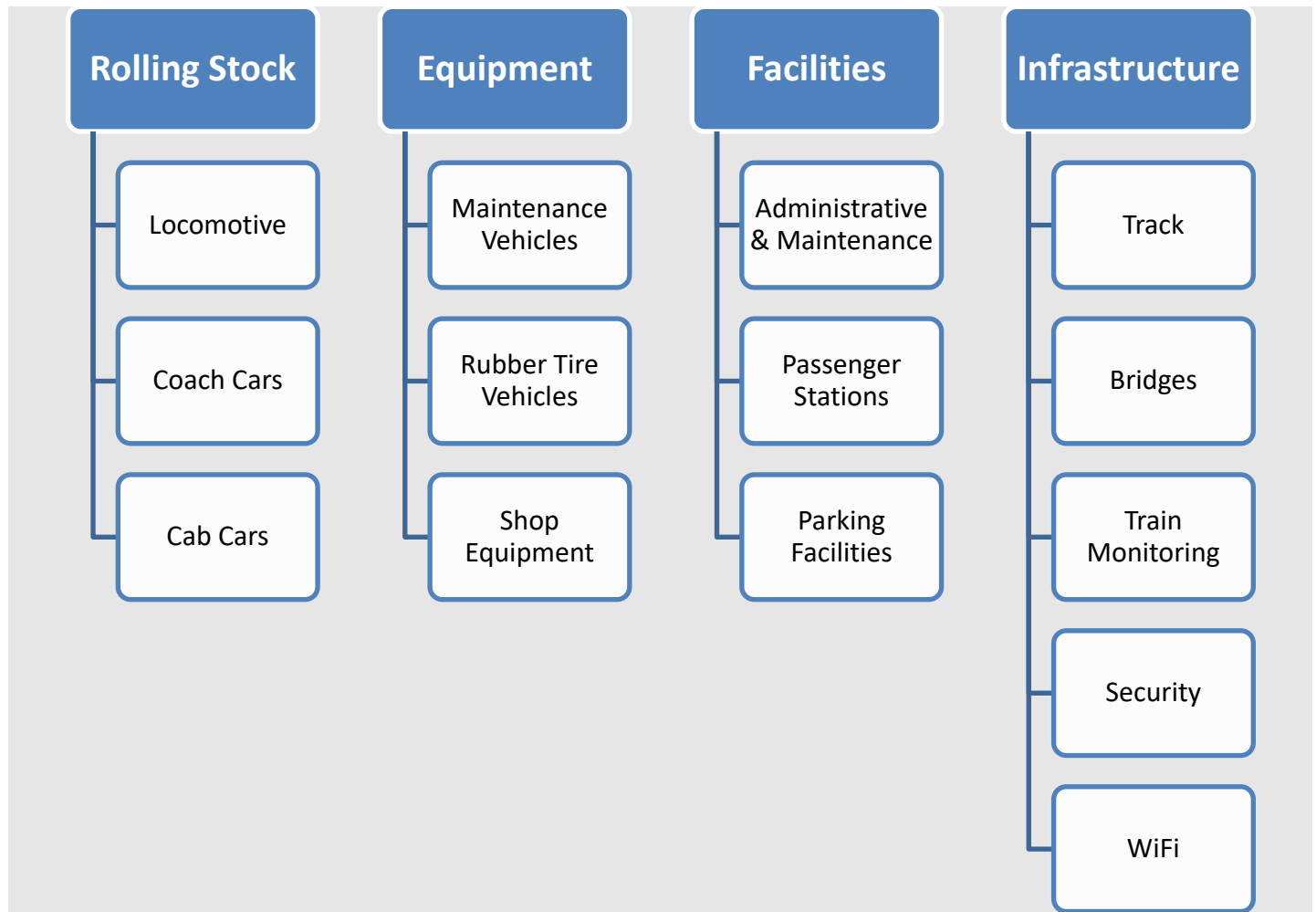


Table 4-1. Asset Inventory Summary

Asset Category	Sub-Type	Total Quantity	Date Built	Useful Life	Replacement Cost	
					Total	SJRRC Responsibility
Rolling Stock	Locomotive	8	1998-2020	29	\$83,797,682	\$83,797,682
	Coach Cars	3827	1997-2022	29	\$128,800,000	\$128,800,000
	Cab Cars	139	1997-2022	29	\$43,800,000	\$43,800,000

Sub-Total					\$154,397,682	\$154,397,682
Equipment	Maintenance Vehicles	4	2004-2014	8	\$259,291	\$259,291
	Rubber Tire Vehicles	5	2006-2016	8	\$129,750	\$129,750
	Shop Equipment	12	2014	15	\$6,118,248	\$6,118,248
Sub-Total					\$6,507,290	\$6,507,290
Facilities	Administrative	2	1930-2015	40	4	4
	Maintenance	1	2015	40	\$90,714,930	\$90,714,930
	Passenger Stations	10	1930-1998	40	\$9,335,539 ⁵	\$9,335,539
	Parking Facilities	10	1960-2010	25	6	6
Sub-Total					\$100,050,469	\$100,050,469
Infrastructure	Track ⁷	8 miles	2013-2015	60	\$13,576,816	\$13,576,816
	Bridges	1	2013	60	\$4,500,000	\$4,500,000
	Train Monitoring	1 System	2019	5	\$65,675	\$65,675
	Security	50 Cameras	2014-2018	10	\$56,626	\$56,626
	WiFi	1 System	2019-2022	5	\$332,584	\$332,584
Sub-Total					\$18,531,701	\$18,531,701
Total					\$279,487,142	\$279,487,142

4.2 FUTURE ASSETS

With the extension of ACE service to Ceres/Merced and Sacramento under development, additional rolling stock is currently being procured. As part of SJRRC Climate Action Plan a study to identify technologies to retrofit existing locomotives to Near Zero or Zero Emissions is underway with two locomotives expected to be retrofitted in the 2024/2025-time frame. Additionally, SJRRC is working with sister California Agencies to secure funding to identify technologies capable of providing the power and range required to operate Passenger Rail Service and test the technology with a prototype locomotive to validate the selected technology to meet California's target of 2035 that all locomotives in operation be Zero Emission Units.

⁴ Administrative Facility costs are included in the costs for the Maintenance Facility (RMF) and Passenger Stations (Cabral).

⁵ Although the ACE service utilizes 10 stations, only replacement costs for the 3 San Joaquin County stations are provided.

⁶ Parking Facility costs are included in the costs for the Passenger Stations.

⁷ The 8 miles of track includes the RMF and Cabral Station track, however the replacement cost for the RMF track is included in the cost for the Maintenance Facility.

Zero Emission Locomotives. Table 4-2 below outlines the rolling stock that is either under construction or anticipated to be under contract shortly. Future assets, including rolling stock, equipment, and facilities needed for the ACE expansion, will be added to future iterations of the TAM Plan.

Table 4-2. Future Assets

Asset Type	Sub-Type	Total Quantity	Estimated Build Date	Useful Life
Rolling Stock	Locomotive Tier IV	2	2023-2024	29
	Near Zero/Zero Emission Locomotives	2 initial 4 additional as funding becomes available	2024-2025 2025-2030	29
	Zero Emission Locomotives	12	2030-2040	29

4.3 ASSET CONDITION ASSESSMENT

Condition assessments measure not only the condition of an asset, but also its performance. The various asset categories and classes differ not only in physical properties, but they also contribute to the delivery of commuter rail service in different capacities. As such, different methods to assess condition have been developed.

Condition assessments for each asset type are currently stored in various manners depending on the asset owner and the format of the condition assessments performed. As will be outlined in Chapter 6, the implementation of an asset management system will include centralizing the collection of condition assessment information. Additionally, the development of a consistent rating system to measure different asset types' condition on a comparable scale will be required for the development of decision support tools.

FTA requires that facility condition data be fully updated in the National Transit Database (NTD) every three years, with the updated data incorporating any assessments completed since the last report. The condition measure used in the NTD is the five-point scale used by FTA's Transit Economic Requirements Model (TERM). This scale has the following values:

- 5 - Excellent: No visible defects, new or near new condition, may still be under warranty if applicable.
- 4 - Good: Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional.
- 3 - Adequate: Moderately deteriorated or defective; but has not exceeded useful life.
- 2 - Marginal: Defective or deteriorated and in need of replacement; exceeded useful life.
- 1 - Poor: Critically damaged or in need of immediate repair; well past useful life.

An asset is deemed to be in good repair if it has a rating of 3 or above on this scale. Likewise, an asset is deemed to not be in good repair if it has a rating of 1 or 2.

Table 4-3 outlines the methodology for assessing and quantifying the condition of each of the major asset categories and types. Table 4-4 provides a summary of each asset classes' condition in their respective format. While the TERM scale is typically used to grade the condition of facilities, an effort has been made to translate some of the condition assessments into the 1 - 5 TERM scale. Only the assets for which SJRRC has direct capital responsibility have an asset condition rating.

Table 4-3. Asset Condition Assessment Overview

Asset Type	Assessment Type	Methodology Description	Rating Scale	Frequency	Tracking
Rolling Stock					
Coach Cars, Cab Cars	Visual	Customer facing elements are inspected with a checklist	Pass/Fail	Daily	Paper
All	Visual, with hand tools	Mechanical elements are inspected visually, with hand tools, or load tested per CFR requirements	Pass/Fail	Weekly	Paper
All	Visual, with hand tools	Air brake, primary and ancillary systems, detailed engine, and rotating electrical inspections	Pass/Fail	92, 184, 368, and 1,472 days	Paper
HVAC	Visual	Visual inspections of air conditioning and heating equipment on all rolling stock	Pass/Fail	1x / year	Paper
Equipment					
Maintenance Vehicles	Visual	Assets are inspected upon use	Pass/Fail	As Used	Paper
Rubber Tire Vehicles	Visual	Assets are inspected upon use	Pass/Fail	As Used	Paper
Shop Equipment	Visual, with hand tools	Assets are inspected upon use	Pass/Fail	As Used	Electronic
Facilities					
Administrative	Visual	Cleanliness and upkeep inspections occur regularly, with issues noted in FMX system	TERM	Weekly	Electronic/Paper
Maintenance	Visual	Cleanliness and upkeep inspections occur regularly, with issues noted in FMX system	TERM	Weekly	Electronic/Paper
Passenger Stations	Visual	Platforms and buildings are inspected with a checklist, with issues noted in FMX system	TERM	Weekly	Electronic/Paper
Parking Lots	Visual	Inspected regularly, with issues noted in FMX system	TERM	Weekly	Electronic/Paper
Infrastructure					
Track	Geometry	Geometric parameters are inspected with specialized equipment	Pass/Fail	Bi-Weekly	Paper
Track Structure	Visual	Ties and ballast are visually inspected. Only defects noted.	Pass/Fail	Monthly	Paper

Asset Type	Assessment Type	Methodology Description	Rating Scale	Frequency	Tracking
Bridges	Visual	UP inspects based on internal maintenance cycle	Pass/Fail	Per UP	Paper
Train Monitoring	Functionality Testing	Hardware is inspected and tested	TERM	Monthly	Paper
Security	Functionality Testing	Hardware is inspected and tested	TERM	Semi-Annual	Paper
WiFi	Functionality Testing	Hardware is inspected and tested	TERM	Semi-Annual	Paper

Table 4-4. Asset Class Condition Summary

Asset Type	TERM Scale	ULB	% Above ULB	% With Performance Restriction
Rolling Stock				
Locomotives	3 - 4	29	0%	N/A
Coach Cars	3 - 4	29	0%	N/A
Cab Cars	3 - 4	29	0%	N/A
Equipment				
Maintenance Vehicles	2 - 3	8	50%	N/A
Rubber Tire Vehicles	2 - 3	8	60%	N/A
Shop Equipment	5	15	0%	N/A
Facilities				
Administrative	4 - 5	N/A	N/A	N/A
Maintenance	5	N/A	N/A	N/A
Passenger Stations	4	N/A	N/A	N/A
Parking Lots	4	N/A	N/A	N/A
Infrastructure				
Track	N/A	N/A	N/A	0%
Bridges	N/A	N/A	N/A	0%
Train Monitoring	3	N/A	N/A	N/A
Security	3	N/A	N/A	N/A
WiFi	2 - 3	N/A	N/A	N/A

4.4 STATE OF GOOD REPAIR MEASURES AND TARGETS

Under FTA's Final Rule, grantees are required to establish performance targets based on the measures outlined in Table 4-5. These measures are collectively referred to as SGR performance measures.

Table 4-5. Performance Measure Definitions⁸

Asset Type	Definition
Rolling Stock (Revenue Vehicles)	The percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment (Non-Revenue Vehicles)	The percentage of non-revenue, support-service and maintenance vehicles that have either met or exceeded their ULB
Facilities	The percentage of facilities within an asset class that is rated below condition 3 on the FTA TERM scale
Infrastructure	The percentage of track segments with performance restrictions

Each year, SJRRC coordinates efforts to set targets for the SGR performance measures and incorporates them into the annual NTD report. This process involves a number of steps, depending on the asset type being evaluated. While the Rolling Stock and Equipment asset types are evaluated based on the objective age of the equipment versus the ULB, the Facilities asset type requires an assessment of facility condition, as outlined in section 4.3. The current FY 2019 performance targets are outlined in Table 4-6.

Table 4-6. Current Performance Targets

Asset Type	Definition	FY 2019 Targets
Rolling Stock (Revenue Vehicles)	Percentage of vehicles that have met or exceeded their ULB	0%
Equipment (Non-Revenue Vehicles)	Percentage of vehicles that have met or exceeded their ULB	0%
Facilities	Percentage of facilities rated below 3 on the FTA TERM scale	Admin & Maintenance: 0% Passenger & Parking: 0%
Infrastructure	Percentage of track segments, signal, and systems with performance restrictions	0%

4.5 SUMMARY

The update of the TAM Plan is intended to improve the accuracy and completeness of a transit agencies' asset inventory and condition assessment processes. While there are still some areas of improvement, the majority of SJRRC assets are well within FTA's standards of what are considered a State of Good Repair. The following chapters will document the protocols being developed and implemented to improve SJRRC's transit asset management program. These chapters will help to refine the way SJRRC maintains its asset inventory list, calculates asset condition, and monitors the performance of each asset type.

⁸ Although included in the asset inventory list and condition assessment, the "Systems" asset group does not require a performance target.

CHAPTER 5: CAPITAL REHABILITATION AND REPLACEMENT INVESTMENT PROGRAM

This chapter provides a description of SJRRC's decision support tools for capital planning, as well as a summary of its capital project prioritization approach. This section addresses FTA TAM Elements 3 (Decision Support Tools) and 4 (Investment Prioritization). The capital rehabilitation and replacement investments described below are informed by SJRRC's current asset condition data, existing SGR backlog, the tools used to support analysis, and the investments needed to maintain SGR over the horizon period of the TAM Plan.

5.1 DECISION SUPPORT TOOLS

SJRRC's Capital Rehabilitation and Replacement Investment Program will utilize a combination of internal business processes; including safety, reliability and cost, needed to approve TAM related SGR projects. Together, these processes allow SJRRC to prioritize annual investments to ensure assets are maintained in a consistent SGR.

5.1.1 ANALYTICAL PROCESS

The annual Work Program & Budget outlines operating and capital expenses for the upcoming fiscal year and is developed through a collaborative process throughout the agency. The Capital Budget reflects the SGR initiatives to take place and is developed in close coordination with Fiscal, Operations, Capital Projects, Grants & Programming, Planning, Facilities & Maintenance, and Herzog. Moving forward, the inclusion of SGR projects in the Work Program & Budget will reflect the ethos of transit asset management outlined throughout this TAM Plan and align with the policy, goals, and objectives detailed in Chapter 2. An overview of this process is outlined below:

1. Based on incoming operations and maintenance information, SGR needs are identified by asset owners and developed into a project scope. These SGR projects are then submitted as candidates for approval through the TAM Call for Projects process.
2. On an annual basis all asset classes are physically inspected and assessed for asset condition, potential impairment, estimated depreciable life as compared to book depreciable life and documented on an Annual Asset Evaluation form.
3. Facility and Rolling Stock asset classifications that are evaluated at criteria levels 1-3 are outlined as candidates for appropriate capital investment to rehabilitate or retire.
4. Criterial levels are consistent with Federal Transit Administration TERM definitions
5. Candidate projects are initially reviewed by the Director of Operations, Director of Equipment Services and Director of Capital Projects to ensure alignment with Commission objectives and priorities.
6. A project work plan is developed for candidate projects, including a schedule and scoring criteria which are completed by the project manager. Scoring criteria include legal requirement, community and operational safety, project cost and ability to be completed over multiple years, access, and operational service reliability.
7. SGR projects are then discussed at the TAM Working Group meetings and weekly Executive meetings, where projects are generally represented by project sponsors.
8. Proposed budget is prepared in conjunction with Fiscal, Planning & Programming, and the project manager, based on available funding for the type of project and phases.
9. Selected projects are incorporated into the Work Program & Budget.

⁹5.2 CAPITAL REINVESTMENT NEEDS

A forecast of SGR capital reinvestments needs has been identified using SJRRC’s asset inventory list and condition assessment data. This methodology utilized the asset data and adjusted costs to determine the replacement cost for assets that are either not in a State of Good Repair or are projected to not be in a State of Good Repair during the four-year horizon period (FY 2022 - FY 2026).

First, a SGR backlog was calculated for assets currently not in a State of Good Repair. Then, two scenarios were developed to provide a four-year SGR outlook. Scenario A is an unconstrained funding scenario where sufficient funding is available to address all current and future SGR needs. Scenario B is a constrained funding scenario where SGR needs must be prioritized based on several factors, including funding availability and risk of replacement deferment. In each scenario, the cost for each asset is brought to the specified beginning year (FY 2019 for SGR backlog) and then inflated to the range of expenditure years (FY 2020 - FY 2023 for Scenarios A and B).¹⁰ The scenarios and their results are described below.

The costs listed are based on the replacement of the existing assets. Some of the replacement costs can fluctuate, depending on the scope of the replacements as ridership continues to increase and ACE service is expanded. For example, the WiFi system may be upgraded in the near future, resulting in slightly higher capital costs. All capital improvements will be presented to the Board and incorporated in the annual Work Program & Budget with priority given to reducing the SGR backlog.

5.2.1 SGR BACKLOG

Assets that are in a SGR can operate to their designed purpose, without posing an unacceptable safety risk, and all of their life-cycle reinvestment needs have been met. To quantify the SGR backlog, SJRRC conducted an evaluation to determine assets that are not in a State of Good Repair. As of 2022, SJRRC has 2 Maintenance Vehicles and 3 Rubber Tire Vehicles beyond the FTA prescribed Useful Life Benchmark (ULB) of 8 years. Although, by FTA standards, these non-revenue service vehicles are not considered in a SGR, these vehicles are well-maintained and regularly serviced. However, due to age and mileage, these vehicles are considered a SGR backlog and require the appropriate prioritization. Also included in the SGR backlog is the infrastructure for the train monitoring and WiFi systems. Similar to the non-revenue vehicles, these assets are still functional yet contain components that have exceeded their respective 5-year useful life. Table 5-1 outlines SJRRC’s current SGR backlog needs and the cost of replacement.

Table 5-1. SGR Backlog

Asset Sub-Category	Cost of Replacement (FY 2022 \$)
Train Monitoring	\$307,237
WiFi	\$149,938
Total	\$615,361

It is important to reiterate that the assets identified as not in a SGR are because the asset has reached the end of its lifecycle and is not necessarily reflective of the asset’s present condition. An asset exceeding its useful life is a sign that the asset is likely in need of reinvestment or replacement, but individual assets may over- or under-perform based on a variety of factors such as usage, exposure to weather, or manufacturing differences.

5.2.2 SCENARIO A: UNCONSTRAINED SGR BACKLOG INVESTMENTS

In the unconstrained scenario, where funding is overly abundant, the backlog of non-revenue vehicles and infrastructure systems can be addressed as soon as the assets exceed the ULB. However, there will still be additional SGR needs arising over the forecasted years as assets reach the end of their lifecycle. Over the four-year horizon

¹⁰ Replacement costs are in 2019 dollars and do not include soft costs. Estimated costs are based on a constant 3% inflation rate.

period, the additional SGR needs are entirely attributed to additional non-revenue vehicles and infrastructure systems, including WiFi, security cameras, and train monitoring.

Table 5-2. Unconstrained SGR Needs: FY 2020 - FY 2023

Asset Sub-Category	Four-Year Reinvestment				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Maintenance Vehicles	\$113,300	\$0	\$163,135	\$0	\$276,435
Rubber Tire Vehicles	\$90,831	\$0	\$18,269	\$0	\$109,100
Train Monitoring	\$316,454	\$0	\$0	\$0	\$316,454
Security	\$0	\$132,613	\$0	\$140,689	\$273,301
WiFi	\$154,436	\$24,593	\$13,393	\$150,000	\$342,422
Total	\$675,022	\$157,205	\$194,797	\$140,689	\$1,317,712

5.2.3 SCENARIO B: CONSTRAINED SGR BACKLOG INVESTMENTS

The constrained scenario shows only a specified amount of funding being available for SGR needs and is intended to more closely reflect real world conditions. The constrained scenario highlights the need to be proactive and intentional in how SGR funds are allocated each year. The model for the constrained scenario prioritized the replacement of maintenance vehicles and the infrastructure systems as they exceeded their useful life, while postponing the replacement of rubber tire vehicles that are used less frequently.

Table 5-3. Constrained SGR Needs: FY 2020 - FY 2023

Asset Sub-Category	Four-Year Reinvestment				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Maintenance Vehicles	\$113,300	\$0	\$163,135	\$0	\$276,435
Rubber Tire Vehicles	\$0	\$42,436	\$52,654	\$18,817	\$113,907
Train Monitoring	\$316,454	\$0	\$0	\$0	\$316,454
Security	\$0	\$132,613	\$0	\$140,689	\$273,301
WiFi	\$154,436	\$24,593	\$13,393	\$45,000	\$237,422
Total	\$584,191	\$199,641	\$229,181	\$159,506	\$1,217,519

SJRRC's backlog and projected SGR needs do not include Rolling Stock or Facilities costs, as these assets are currently in a SGR and will remain so for the duration of the four-year horizon period. However, future TAM Plans will need to address the rehabilitation and replacement costs of Rolling Stock as they approach the ULB of 29 years if a mid-life overhaul is not completed in the Rolling Stock, which will begin to occur in FY 2030. This will require an investment in funding toward Rolling Stock mid-life overhaul, which has already been secured through FTA 5337 and 5307 funds.

5.3 CONCLUSION

The execution of SJRRC's Capital Rehabilitation, Retrofit and Replacement Investment Program is dependent upon the receipt of revenue to complete the investments. The passage of Senate Bill (SB) 1 created the State of

California's State of Good Repair Program, providing direct and regional funding for agencies to complete state of good repair improvements. SJRRC has already received funding to complete preventative maintenance and other capital improvements to enhance maintenance management. In the future, SJRRC will explore utilizing these funds to address the prioritization of SGR investments and further reduce the SGR backlog.

CHAPTER 6: IMPLEMENTATION PLAN

This chapter provides a general overview of SJRRC's TAM Implementation Plan. It further describes the main drivers that are the foundation of the program, the resources needed to implement it, and the overall expected outcomes. The TAM Implementation Plan encompasses an Action Plan with 15 improvement actions to be undertaken during the four-year horizon of the TAM Plan.

All actions listed in this section aim at advancing Transit Asset Management practices at SJRRC, with some entailing organizational, cultural, and process enhancements. The TAM Implementation Plan is directed at further institutionalizing an asset management mindset at SJRRC, resulting in optimized asset lifecycle management and achieving better service performance. The Implementation Plan defines the overall implementation strategy for accomplishing TAM objectives, detailing the organizational structure necessary for implementation. It also provides a road map to initiate TAM implementation during the first four years and beyond.

6.1 IMPLEMENTATION STRATEGY

The FTA defines the Implementation Strategy as the operational actions that a transit provider conducts to achieve its TAM goals. SJRRC's application of FTA's approach is described in the four steps below:

- **Step 1 - Alignment with TAM Policy, Goals, and Objectives:** The TAM Improvement Plan was designed to be in alignment with the policy, goals, and objectives outlined in Chapter 2.
- **Step 2 - Assess Agency Maturity:** A critical second step in the process was to assess SJRRC's asset management maturity utilizing FTA's *Transit Agency Asset Management Maturity Self-Assessment* tool, as described in Chapter 3.
- **Step 3 - Develop Plan:** The Implementation Plan for SJRRC's TAM Plan for the next four years was assembled by putting together three groups of asset management-related activities:
 - Asset management-related activities that SJRRC has already initiated;
 - Activities to meet the TAM requirements established in the FTA TAM Final Rule; and
 - New activities aimed at addressing the highest-priority opportunities identified during the *Self-Assessment* and development of the TAM Plan.
- **Step 4 - Work the Plan:** After establishing the Action Plan for the next four years and ensuring adequate resources are in place, SJRRC will institute the appropriate mechanisms to track and communicate asset management progress, to be outlined in Chapter 7.

6.2 INTERNAL ORGANIZATION

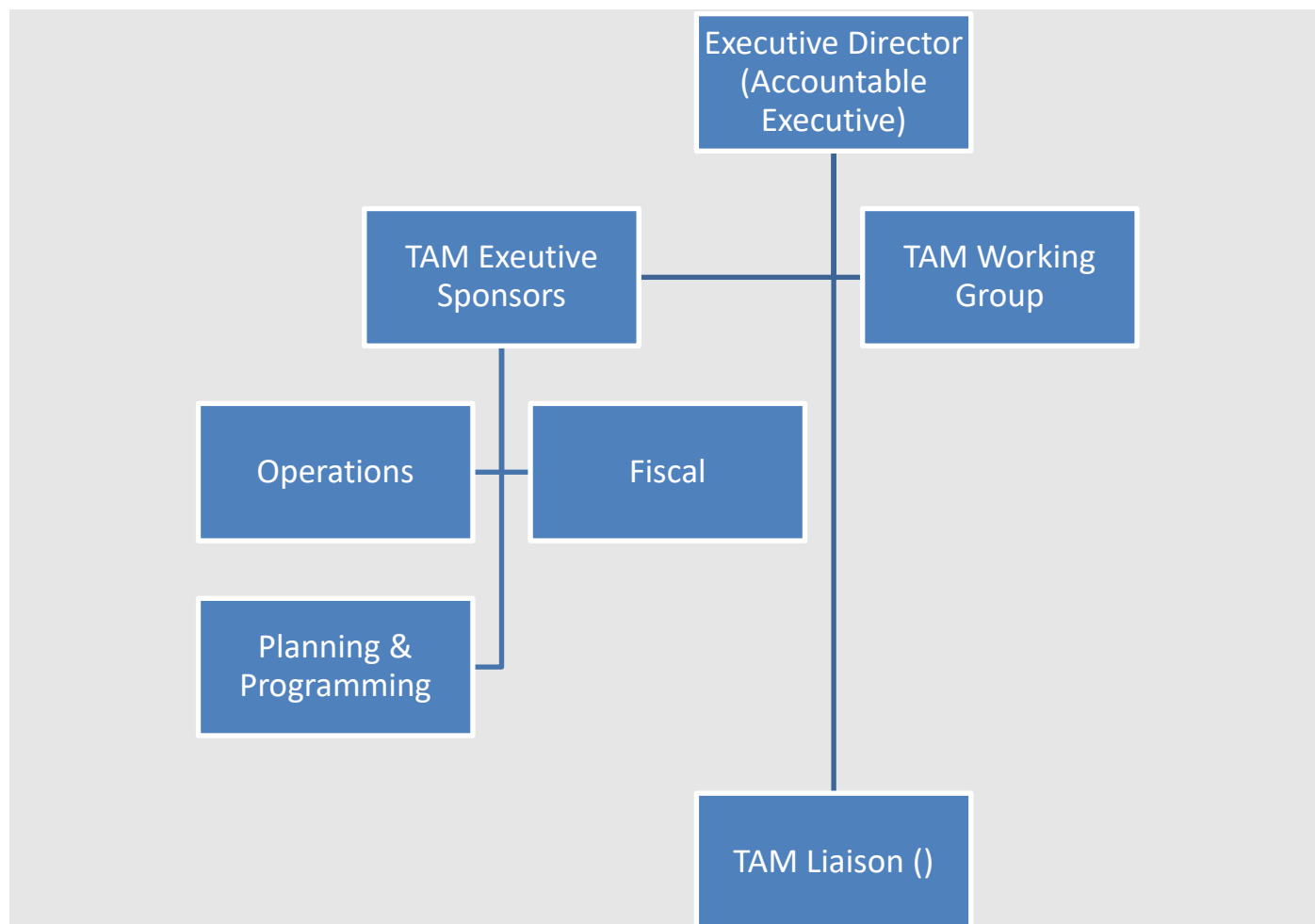
Establishing a structure for governance and obtaining executive sponsorship are critical for successful TAM implementation. The FTA requires that each transit provider designates an **accountable executive** to ensure that the necessary resources are available to carry out the TAM Plan.

The development of SJRRC's TAM Plan required engaging SJRRC executives, asset owners, and stakeholders in various departments performing TAM related functions. This process helped provide visibility into TAM practices at SJRRC,

increased awareness, and created an opportunity to educate staff on the importance of TAM practices.

Figure 6-1 shows an example organizational chart for TAM implementation and the relationships between staff and departments that should play a role in the TAM. The TAM Working Group will provide direction and help to develop and implement business processes.

Figure 6-1. Example Internal Organization Structure for TAM Implementation¹¹



Roles and responsibilities of each of the stakeholders in the organizational chart are described below. These stakeholders are important for establishing a TAM culture at SJRRC and to ensure consistency and implementation of TAM practices agency-wide.

- The **Executive Director** has overall responsibility for overseeing the development of asset management plans and procedures, in cooperation with the executive leadership team, and reporting to the Board on the status of asset management for the enterprise. The Executive Director is also the accountable executive with regards to FTA and is also responsible for enforcement of SJRRC's TAM policy.
- **Executive Sponsors:** Executive-level representatives of each of SJRRC's departments will provide guidance and leadership of the overall asset management effort within SJRRC. Executive sponsors set the overall policy

¹¹ The TAM organizational structure is for demonstration purposes only and does not replace or supersede the Organization Chart found in the annual Work Program & Budget.

direction and provide oversight for the TAM Implementation Plan.

- **TAM Working Group:** The TAM Working Group will continue to serve as an advisory resource on technical issues, including setting standards, measuring performance and risk, and prioritizing needs for reinvestment, among other TAM functions. The Group includes staff with responsibility for managing specific assets or performing TAM-related processes.
- **TAM Liaison:** The Agency will establish a liaison who is responsible for coordinating input from the various departments for comprehensive planning toward asset management. This assignment will ensure that information gathered is consistent across reporting, fiscal, operational and facility departments and to streamline the implementation of the TAM Plan through the various TAM Working Group members.

6.3 PLAN DEVELOPMENT

The following Action Plan addresses the key gaps identified in SJRRC's TAM practices and prioritizes critical actions to deliver on SJRRC's TAM policy, goals, and objectives.

6.3.1 ASSET MANAGEMENT ACTION PLAN

This section provides a summary of ongoing and future Asset Management activities that will directly or indirectly impact the overall performance of the organization. The TAM policy, goals, and objectives are the main driver in the selection of activities. The activities listed under Table 6-1 represent SJRRC's commitment to improve Asset Management practices during the four-year horizon of this Plan. The table lists 15 critical asset management activities that address the highest priority asset management areas of improvement. Although the Plan has a four-year horizon, the timeline for some of the activities extends beyond a five-year span. The timeframe given for each action items reflects when the item is anticipated to be fully developed and integrated into SJRRC processes, rather than when they begin.

Table 6-1. Action Plan and Implementation Timeframe

Goals	Implementing Actions	Timeframe	Status
1. Policy	1.1 Maintain a TAM Plan that identifies implementing actions – Ongoing.	Short-Term (0-2 Years)	Ongoing
	1.2 Maintain a TAM Working Group that manages and oversees implementation and refinement of the Plan – Ongoing as staff changes responsibilities.	Short-Term (0-2 Years)	Ongoing
	1.3 Update , if needed, the communication strategy that provides regular, top-down direction and bottom-up feedback regarding asset management policy, strategies, and practices – Ongoing as communication strategies change with technology.	Short-Term (0-2 Years)	Ongoing
2. People	2.1 Specify staff's organizational roles, responsibilities, and accountabilities for asset management activities and outcomes – Ongoing as the Agency grows in size.	Short-Term (0-2 Years)	Ongoing
	2.2 Identify skills required and any knowledge gaps in current staffing practices to carry out core lifecycle management	Medium-Term (3-5 Years)	Ongoing

Goals	Implementing Actions	Timeframe	Status
	activities for each asset class		
	2.3 Provide appropriate staff training on a regular basis to enhance asset management competencies and lifecycle management capabilities	Medium-Term (3-5 Years)	Ongoing
	2.4 Establish a succession planning program and supportive hiring policies to prepare for employee turnover	Medium-Term (3-5 Years)	In development
3. Tools	3.1 Improve existing asset inventory records to include asset condition and performance in a centralized location.	Medium-Term (3-5 Years)	Completed 2020
	3.2 Deploy FTA's TERM-Lite analysis tool and begin incorporating results in the Capital Improvement Program	Medium-Term (3-5 Years)	Ongoing
	3.3 Explore the possible procurement of an Enterprise Asset Management (EAM) system to support TAM processes	Medium-Term (3-5 Years)	Ongoing
4. Business Practices	4.1 Begin addressing SGR backlog in the annual Work Program & Budget	Short-Term (0-2 Years)	Ongoing annually
	4.2 Develop financial and programming strategy to ensure future SGR needs are addressed - Ongoing as the strategy is updated as new funding sources become available.	Short-Term (0-2 Years)	Ongoing annually
	4.3 Develop and pilot an improved lifecycle management process for capital projects and maintenance	Medium-Term (3-5 Years)	In development
	4.4 Use a risk-based approach to help identify and prioritize capital investments	Medium-Term (3-5 Years)	Ongoing annually
	4.5 Evaluate and improve the process for purchasing and managing consumable inventory to raise maintenance efficiency and productivity	Long-Term (+5 Years)	Completed 2019

9.4 IMPLEMENT ACTION PLAN

SJRRC's Transit Asset Management Implementation Plan encompasses existing and new actions expected to be active during the four-year horizon of this TAM Plan. In addition, the TAM Rule has established that the TAM Plan delineates the resources necessary to carry out the Action Plan.

9.4.1 RESOURCES REQUIRED

To successfully reach the goals of this implementation program requires SJRRC's commitment to make available the human and financial resources necessary for the entire duration of the Plan's period. Table 6-2 shows the list of activities and the resources needed to support each activity. In most cases, SJRRC will rely on in-house personnel to accomplish the outlined actions and continue to update the activities as personnel change responsibilities or areas of responsibilities change as the Agency grows. Additional refinements in resources will be necessary for actions that have not been fully scoped once they are ready for deployment and implementation.

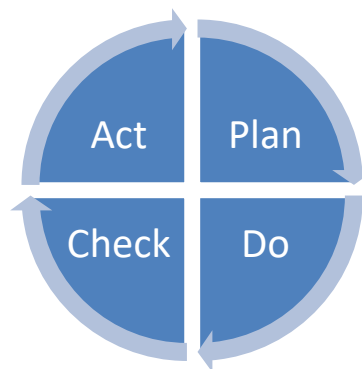
Table 6-2. List of Resources Required to Implement Action Plan

Implementing Actions	Resource Requirements
Goal #1 - Policy: Provide agency-wide direction and leadership to increase SJRRC’s asset-management maturity	
TAM Plan development and implementation	The development of the TAM Plan, as well as Working Group and strategy, is being led by existing SJRRC staff resources - Ongoing
TAM Working Group	
Communication strategy	
Goal #2 - People: Establish asset management culture and support through talent management practices	
Establish new roles; Succession planning	The onboarding of new staff members, particularly Operations and Maintenance staff, will include material on the importance of transit asset management principles and the role each position plays in the process. - Ongoing
Provide continued training	Approximately \$10,000 per year to attend National Transit Institute (NTI) training and acquire membership in professional organizations, such as the Institute of Asset Management (IAM) - Ongoing
Skills assessment	Continue skills assessment for major asset classes using existing staff - Ongoing
Goal #3 - Tools: Provide infrastructure and tools to support data-driven decision-making for asset management	
Asset inventory improvement	The improvement of the existing asset inventory list, as well as asset condition and performance data, will be accomplished with existing SJRRC staff resources, including the TAM Liaison – Complete 2020
SGR Decision Support Tools	Continue the development and deployment of SGR decision support tools outlined in Chapter 5 will be led by members of SJRRC’s TAM Working Group. – Ongoing
Enterprise Asset Management (EAM) system	Existing staff in the Procurement department, along with the TAM Liaison, will research the feasibility and benefits of acquiring an EAM system to aid in the TAM process -
Goal #4 - Business Practices: Manage whole lifecycle costs, risks, and performance to achieve cost savings, improve service reliability, and contribute to customer safety	

Implementing Actions	Resource Requirements
Establish consistent lifecycle management processes	The development of lifecycle management processes, including: the establishment of financial and programming protocols for SGR investments; the inclusion of SGR prioritization in the annual Work Program & Budget; and the incorporation of risk in modeling SGR prioritization, will utilize existing SJRRC staff resources. To be included in the 2023 Work Program and Budget.

CHAPTER 7: EVALUATION AND CONTINUAL IMPROVEMENT

The agency's TAM policy and this TAM Plan set objectives, strategies, and performance measures for continually improving how SJRRC manages its assets. To successfully implement this TAM Plan and advance the agency's TAM maturity, an annual review of progress and performance measures will be conducted to ensure appropriate monitoring is taking place. These reviews will then be used to revise the Plan and to develop new projects to advance SJRRC's transit asset management processes. SJRRC's approach to reviewing and updating TAM documents and performance measures will follow the continual improvement approach of:



1. **Plan:** Plan for improvement activities and establish performance metrics, as in this TAM Plan;
2. **Do:** Execute the Action Plan;
3. **Check:** Review the outcomes of the TAM activities to determine their impacts; reviews could include Maturity Self-Assessments, performance modeling, lessons learned from project improvements, or asset inventory updates; and
4. **Act:** Capture improvements and document the new baselines for these activities and leverage lessons learned in the following TAM Plan update.

This TAM Plan will be reviewed and revised at least every four years, as required by FTA, or as needed. These revisions will require input from various internal and external stakeholders. This input will also be coordinated through internal meetings each year. External stakeholder involvement will be coordinated through a variety of means, as described below. SJRRC will strive to achieve better asset performance, risk reduction, and agency cost savings with each revision of the TAM Plan.

7.1 STAKEHOLDERS

The ability to manage SJRRC's transit assets depends on not only Commission employees, but also on a variety of external stakeholders, partner agencies, elected officials, customers/community, regulators, and contractors who all have their own expectations from the system.

- **Partner agencies:** SJRRC depends to a large degree on its federal, state, and local partners for funding. As such, it must collaborate closely with these partner jurisdictions, especially with respect to communicating current and future reinvestment needs. Partner agencies have been invaluable during the TAM Plan process and will continue to be throughout implementation.
- **Customers/community:** The ACE system exists to serve the community in which it operates, with riders

depending on the service to access employment, education, shopping, and entertainment. Additionally, ACE's customers need to be able to trust that the equipment and operators will get them to their destinations safely. If a customer is delayed repeatedly due to failing equipment or infrastructure, SJRRC risks losing its most important stakeholder.

- **Regulators:** Through rulemaking and oversight, the FTA, Federal Railroad Administration (FRA), Environmental Protection Agency (EPA), Occupational Safety and Health Administration (OSHA), and other agencies all directly influence how SJRRC's transit assets are managed.
- **Contractors:** The performance and pricing of service providers, contractors, consultants, material suppliers, and other vendors directly affects SJRRC's ability to deliver projects on-time and on-budget. Issues with contract performance and/or pricing have a profound impact on the performance of the ACE system.

This TAM Plan was written with an understanding of what each stakeholder expects from the ACE system and is designed to help meet those expectations, while simultaneously balancing SJRRC's priorities. Stakeholders will be engaged in meaningful ways in the implementation of the TAM Action Plan.

7.2 PERFORMANCE MONITORING

As part of the annual review process, SJRRC will review associated performance reporting and measures to identify progress made in relation to the Action Plan. This review will deliver insight into possible improvements in objectives, strategies, and projects/actions for future iterations of the TAM Plan. This does not preclude mid-year review of performance reporting and interim adjustments to TAM objectives, strategies, and projects/actions as needed. Monitoring activities to be carried out on a regular basis include the following:

- **Annual Review of Action Plan Progress:** At a minimum, on at least an annual basis, the TAM Working Group will present a report to the Executive-level managers detailing progress made (or not yet made) against each of the Action Plan activities. This report would include a list of the activities, along with the following information for each activity:
 - Responsible Office;
 - Timeline;
 - Milestones;
 - Current Status;
 - Budget (if any);
 - Anticipated/Encountered Challenges; and
 - Planned Challenge Mitigations
- **Transit Agency Asset Management Maturity Self-Assessment:** At least on an annual basis, a reassessment of SJRRC's asset management maturity will be conducted. As outlined in Chapters 2 and 3, this assessment will highlight the progress made in the six key focus areas that coincide with SJRRC's TAM policy, goals, and objectives.
- **Performance Measures:** The outcomes of a robust asset management program are: improved customer service; focused and efficient maintenance; and optimized resource allocation. SJRRC currently measures and reports on many of these outcomes and will continue to evaluate the impact of the asset management program. Asset management-related indicators that will be monitored for improvement under the TAM Plan include:
 - **Improved Customer Service:**
 - On-time performance
 - Ridership
 - **Focused and Efficient Maintenance:**

-
- Number of Corrective Maintenance actions by asset type
 - In-service failures by type of failure by passenger impact
 - Savings from Preventative Maintenance vs. Corrective Maintenance
 - Savings from delaying asset replacement
 - Savings from reducing use of certain resources, such as fuel and energy
 - ***Optimized Resource Allocation:***
 - Reduction in SGR backlog
 - Percent of rolling stock that have met or exceeded their ULB
 - Percent of equipment (non-revenue vehicles) that have met or exceeded their ULB
 - Percent of facilities with a condition rating of less than 3.0 on the FTA TERM scale

7.3 TRAINING

Integrating asset management principles into the larger culture of SJRRC will require training staff in multiple roles and at many levels in different aspects of asset management. As part of its commitment to accomplishing the actions detailed in this Plan, and to continually improving its asset management implementation, SJRRC will engage in training the appropriate personnel in the necessary aspects of asset management, including: the theory behind it, the benefits and value for the individual and agency regarding creation and implementation of asset management plans; and the use of asset management software applications. Opportunities for training will include National Transit Institute (NTI) courses and other FTA-provided webinars and resources.

7.4 CONCLUSION

Through this TAM Plan, SJRRC has established asset management fundamentals and outlines supporting processes and systems that integrate into the broader government framework, contributing tangible benefits and leveraging opportunities now and in the future. This effort will enable the organization to realize value from its assets in the achievement of SJRRC's organizational objectives and the needs and expectations of its stakeholders, all while balancing costs, risk, quality of service, and asset performance. SJRRC's Transit Asset Management Plan will result in improved financial performance, informed asset investment decisions, better risk management, improved service, transparent conformity with compliance requirements, and enhanced sustainability, efficiency, and effectiveness.

APPENDIX A: Glossary

Accountable Executive

A single, identifiable person who has ultimate responsibility of a public transportation agency, responsibility for carrying out transit asset management practices, and control and direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Asset

Any equipment, rolling stock, infrastructure, and facilities for use in public transportation, owned or leased by the transit provider. The Federal Transit Administration typically considers four main categories for capital assets: Rolling Stock; Equipment; Facilities; and Infrastructure.

Asset Inventory

A catalogue of an organization's assets which contains information about those assets. The inventory may be at multiple levels of granularity depending on the purpose and associated asset management strategy.

Asset Management

A strategic and systematic process, through which an organization procures, operates, maintains, rehabilitates, and replaces assets over their lifecycle to manage their performance, risks, and costs. Also included are processes for managing and maximizing the performance of an asset while minimizing its costs throughout the course of its lifecycle.

Asset Owner

The person responsible for overseeing the management of a specific asset and its performance.

Enterprise Asset Management

A system used to manage the maintenance of physical assets of an organization throughout each asset's lifecycle.

Constrained

Limited funding that is not enough to address current outstanding or future SGR needs.

Lifecycle

All activities and phases involved in planning, design, procurement, operation, maintenance, rehabilitation, and disposal of an asset.

Lifecycle Management

A business practice that supports better investment decisions across the lifecycle using management processes and data specific to each asset as a basis for predicting remaining useful life (including age, condition, historic performance, and level of usage).

Moving Ahead for Progress in the 21st Century Act (MAP-21)

A funding and authorization bill for federal surface transportation. Signed into law in July 2012, Section 20019 requires transit agencies to develop a Transit Asset Management Plan and to implement a Transit Asset Management System.

Prioritization

A set of rules that determine which assets will obtain funding when funding is constrained.

Senate Bill (SB) 1

Provides investments to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California, and targeting funds toward transit and congested trade and commute corridor improvements. Created the State of Good Repair (SGR) Program to provide capital funding for transit agencies to repair, rebuild, or replace transit assets.

State of Good Repair (SGR)

Assets functioning at their intended capacity and within their useful life.

TAM Working Group

Comprised of members from technical level with responsibility for managing specific assets or working with TAM related processes.

Tier I Transit Provider (Tier I Agency)

An entity that receives Federal financial assistance under 49 U.S.C> Chapter 53, either directly from FTA or as a sub recipient, that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one nonfixed route mode, or (2) rail transit.

Transit Asset Management (TAM)

Asset management principles applied to transit assets used to provide safe, cost-effective, reliable service to current and future customers; see “Asset Management”.

Transit Asset Management Plan (TAM Plan)

A document developed by an agency that includes, at a minimum, discussion of current capital asset inventories and condition assessments, decision support project prioritization, and State of Good Repair performance.

Transit Economic Requirements Model (TERM Lite)

A decision support tool software application for developed by the Federal Transit Administration to estimate future transit agency needs, backlog impacts and asset conditions.

Transit Economic Requirements Model Scale (TERM Scale)

The 1-5 rating system used in the FTA’s TERM Life software to describe the condition of an asset, where 5 is excellent condition and 1 is poor condition.

Unconstrained

Refers to unlimited funding that can immediately address all SGR needs, both current and future.

Useful Life

An asset's expected operational life or acceptable period of use in service.

FTA 5307

Urbanized Area Formula Funding Program makes Federal resources available to Urbanized Areas for transit capital and operating assistance.

FTA 5337

State of Good Repair Grants Program provides capital assistance for maintenance, replacement, and rehabilitation projects to help transit agencies maintain assets in a state of good repair.

APPENDIX B: Acronyms

ACE	Altamont Corridor Express
ACTC	Alameda County Transportation Commission
CSA	Cooperative Services Agreement
EAM	Enterprise Asset Management
EPA	Environmental Protection Agency
FMX	Facilities Management eXpress
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
IAM	Institute of Asset Management
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NTD	National Transit Database
NTI	National Transit Institute
O&M	Operations and Maintenance
OSHA	Occupational Safety and Health Administration
PTC	Positive Train Control
RMF	Rail Maintenance Facility
SB	Senate Bill
SGR	State of Good Repair
SJCOG	San Joaquin Council of Governments
SJRRC	San Joaquin Regional Rail Commission
SRTP	Short Range Transit Plan
TAM	Transit Asset Management
TERM	Transit Economic Requirements Model
UP	Union Pacific Railroad
VTA	Santa Clara Valley Transportation Authority

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 3, 2023

STAFF REPORT

Item 6

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP)

Background:

The California State Transportation Agency (CalSTA) released a Call for Projects for 2023 Transit and Intercity Rail Capital Program (TIRCP) last fall. 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 that 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 provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry, and rail transit systems to achieve the following objectives:

- Reduction in 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.

2023 TIRCP grant applications are due on February 10, 2023, and awards are expected to be announced by June 2023. The 2023 TIRCP Cycle is expected to have approximately \$500 million in funding.

Based on the approved FY 2022-23 Work Program and Budget and the work developed during the environmental and design phases of the Valley Rail Program, as well as extensive stakeholder coordination in the region, staff is requesting authorization to submit a grant application for the remaining funding needed for Altamont Corridor Express (ACE) service expansion between Ceres and Turlock.

The San Joaquin Joint Powers Authority (Authority), who is the managing agency of the San Joaquins, is expected to be joint project sponsor with the Rail Commission for this TIRCP

application. The Authority approved its portion of the TIRCP application (BNSF improvements towards extending the San Joaquins 9th daily roundtrip between Stockton and Fresno, and network integration planning) at its January 27, 2024, Board Meeting.

Project Description for the Rail Commission's portion of application:

- The *ACE Ceres to Turlock Extension* will add various track components along a 10-mile Union Pacific Railroad corridor providing additional rail capacity and operational enhancements and includes the Turlock Station.
- *Network Integration Planning*: Request for additional planning resources for further network integration planning efforts. New funding is needed to order to continue on-call planning and coordination efforts for the ACE and San Joaquins services.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP).

SJRRC RESOLUTION 22/23 -

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AND SUBMIT ANY AND ALL GRANT APPLICATIONS, AGREEMENTS, CERTIFICATIONS, AND ASSURANCES AND ANY OTHER DOCUMENTS NECESSARY TO OBTAIN FINANCIAL ASSISTANCE PROVIDED BY THE CALIFORNIA STATE TRANSPORTATION AGENCY UNDER THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

WHEREAS, the California State Transportation Agency (CalSTA) released a Call for Projects for 2023 Transit and Intercity Rail Capital Program (TIRCP) last fall; and

WHEREAS, the goal of the TIRCP is to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry and rail transit systems; and

WHEREAS, staff is requesting authorization to submit a grant application for the Altamont Corridor Express (ACE) service expansion between Ceres and Turlock; and

WHEREAS, staff is requesting additional Network Integration planning support as part of the grant application submittal; and

WHEREAS, the grant application will be jointly submitted to CalSTA with the approval of both the San Joaquin Joint Powers Authority (Authority) and the San Joaquin Regional Rail Commission (Rail Commission); and

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby Authorizes the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP).

PASSED AND ADOPTED by the Board of Commissioners on this 3rd day of February, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 3, 2023

STAFF REPORT

Item 7

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission to Appoint a Member and an Alternate of the Rail Commission Board Who are Residents of San Joaquin County to Serve on the Governing Board of the San Joaquin Joint Powers Authority

Background:

After the "Intercity Passenger Rail Act of 2012" (AB 1779, Galgiani) was enacted, the San Joaquin Joint Powers Authority (SJJPA) was formed in 2013 to oversee the San Joaquin Intercity Passenger Rail Service between Bakersfield, Oakland and Sacramento. The Governing Board of the Authority consists of ten (10) Members, with representation throughout the Central Valley, Sacramento and the Bay Area. The Rail Commission is one of the 10 member agencies who can appoint a Member and an Alternate to serve on the SJJPA Governing Board. The Member and Alternate must be residents of San Joaquin County.

There is currently a vacancy for the primary representative of the Rail Commission on the San Joaquin Joint Powers Authority Board which warrants action to ensure there is both a primary Member and an Alternate appointed by the Commission.

Currently, Commissioner Young serves as the Alternate on SJJPA.

SJJPA utilizes the Rail Commission as its Managing Agency for day-to-day oversight and planning activities, but the SJJPA Board serves as the policy and decision-making body for the San Joaquin service.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission to Appoint a Member and an Alternate of the Rail Commission Board Who are Residents of San Joaquin County to Serve on the Governing Board of the San Joaquin Joint Powers Authority.

RESOLUTION SJRRC-R-22/23-

**RESOLUTION OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION TO APPOINT
A MEMBER AND AN ALTERNATE OF THE RAIL COMMISSION WHO ARE RESIDENTS OF
SAN JOAQUIN COUNTY TO SERVE ON THE GOVERNING BOARD OF THE SAN
JOAQUIN JOINT POWERS AUTHORITY**

WHEREAS, the “Intercity Passenger Rail Act of 2012” (AB 1779), authored by Assemblymember Cathleen Galgiani with Bi-Partisan support, was passed by the Legislature on August 30, 2012 and signed by the Governor on September 29, 2012; and

WHEREAS, AB 1779 reauthorizes regional government agencies’ ability to form the San Joaquin Joint Powers Authority (SJJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland ; and

WHEREAS, the San Joaquin Regional Rail Commission (SJRRC) is one of the 10 member agencies who can appoint a Member and an Alternate Member to serve on the SJJPA Governing Board; and

WHEREAS, there is a vacancy for the primary San Joaquin representative seat on the SJJPA Governing Board requiring action to ensure there is both a primary Member and an Alternate appointed by the Commission; and

WHEREAS, the Appointees must reside in San Joaquin County and be SJRRC board members;

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby appoints a Member and an Alternate Member to the San Joaquin Joint Powers Authority as follows:

Primary

Alternate

PASSED AND ADOPTED, by the Board of Commissioners this 3rd day of February 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Vice-Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of March 5, 2021

STAFF REPORT

Item 8

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commissioners Appointing the Following Two Representatives Positions to the San Joaquin Regional Rail Commission Station/Facilities Development Committee;

- **One from Sacramento Regional Transit District**
- **One from San Joaquin Regional Rail Commission**

Background:

At the October 4th, 2019 Rail Commission Board meeting, Ordinance No. 2019-01 was adopted which established the San Joaquin Regional Rail Commission Station/Facilities Development Committee (Committee).

The Committee has certain decision-making authorities delegated to it by the Rail Commission under an annual, Rail Commission approved, scope and budget identified for the Valley Rail Expansion in Stanislaus, San Joaquin and Sacramento Counties.

The Committee is subject to the Brown Act and meets on a regular basis and includes teleconferencing to ensure quorums. There are times when several meetings a month may be needed and times where there are no meetings in a month.

The Committee is made up of four (4) members. Utilizing the existing member agencies of the San Joaquin Joint Powers Authority for some continuity, the Rail Commission requested that StanCOG and SacRT recommend an appointee from its' membership. The remaining two members are Rail Commissioners from the areas of San Joaquin County affected by the expansion. No alternates are designated for the Committee.

There is currently a vacancy for a Rail Commission appointment and a SacRT appointment, due to changes in the membership of the local governing boards. Existing members include Supervisor Vito Chiesa from the Stanislaus County region and Commissioner Leo Zuber for the south San Joaquin County region.

SacRT has recommended that Sacramento County Supervisor Pat Hume be re-appointed to serve for the Sacramento County region. The Rail Commission will need to make a recommendation from its Board, ideally to represent the north County region, and then appoint both the SacRT and Rail Commission members to the Committee.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commissioners Appointing the Following Two Representatives Positions to the San Joaquin Regional Rail Commission Station/Facilities Development Committee;

- One from Sacramento Regional Transit District
- One from San Joaquin Regional Rail Commission

SJRRC RESOLUTION 22/23 -

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSIONERS APPOINTING THE FOLLOWING TWO REPRESENTATIVES POSITIONS TO THE SAN JOAQUIN REGIONAL RAIL COMMISSION STATION/FACILITIES DEVELOPMENT COMMITTEE;

- **ONE FROM SACRAMENTO REGIONAL TRANSIT DISTRICT**
- **ONE FROM SAN JOAQUIN REGIONAL RAIL COMMISSION**

WHEREAS, at the October 4th, 2019 Rail Commission Board Meeting, Ordinance No. 2019-01 was adopted which established the Station and Facilities Development Committee of the San Joaquin Regional Rail Commission; and

WHEREAS, the Committee has certain decision-making authorities delegated to it by the Rail Commission under an annual, Rail Commission approved scope and budget identified for the Valley Rail Expansion in Stanislaus, San Joaquin and Sacramento Counties; and

WHEREAS, the committee is made up of four (4) members, and utilizing the existing member agencies of the San Joaquin Joint Powers Authority for continuity, the Rail Commission has requested that StanCOG and SacRT recommend an appointee from its' membership; and

WHEREAS, the remaining two members are Rail Commissioners from the areas of San Joaquin County affected by the expansion; and

WHEREAS, there is a vacancy on the Committee for the Rail Commission and for SacRT; and

WHEREAS, SacRT recommended Sacramento County Supervisor Patrick Hume to serve for the Sacramento county region; and

WHEREAS, the Rail Commission needs to make a recommendation from its Board, ideally to represent the north County region; and

WHEREAS, the Rail Commission needs to appoint the Sacramento and San Joaquin region members to fill the Vacancies on the Committee; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby appoints the following two members to the Rail Commission's Stations/Facilities Development Committee:

SacRT Representative

SJRRC Representative

PASSED AND ADOPTED, by the Board of Commissioners this 3rd day of January, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Vice Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 3, 2023

STAFF REPORT

Item 9

ACTION

Election of Officers

Background:

The Rail Commission Bylaws outline the annual process for electing the Chair and Vice Chair for the Governing Board in February. The Chair and Vice Chair are required to be Regular Voting Members.

There are currently no limitations on how long any Commissioner can serve as Chair or Vice Chair and no prescribed rotational process. Commissioners have typically served in these roles as their time permits for representing the agency throughout the state, and/or because their particular expertise was relevant to the major work program initiatives at the time.

The Chair role was recently vacated by Christina Fugazi. Leo Zuber currently serves as Vice Chair.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Elect a Chair and Vice Chair for the Rail Commission Governing Board.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 3, 2023

STAFF REPORT

Item 10

INFORMATION

Realtor and Developer Outreach Update

Background:

Rail Commission's Marketing staff have been strategizing and deploying an overall, multi-faceted outreach plan that includes many different components including, but not limited to: business partner engagement, stakeholder partnerships, owned channel communication, university/college outreach, new fare product development, and ridership recovery advertising. An important aspect of these outreach efforts is 'Realtor and Developer Engagement'.

Similar to ACE corridor Stakeholders, local and regional realtors and developers play a vital role in promoting the service, improving local presence, increasing transportation education to new and future housing residents, and encouraging communities to ride the train from home to work once relocated. Realtor and developer education meetings, presentations, and partnerships are a key component to the outreach efforts. Realtor and developer stakeholders are classified as realtor associations, realtors, investor/owner, property managers, homeowner associations (HOA's), development professionals, property management agencies, apartments, condos and brokers.

To accomplish continued engagement of key realtor and developer stakeholders, SJRRC staff has developed and will continue to expand on an extensive contact list that includes neighboring Counties beyond the ACE corridor.

Staff will provide an update presentation on past, current and future realtor and developer outreach activities.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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