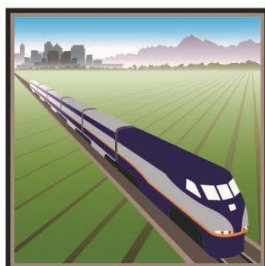


Supervisor **Doug Verboon**, Chair, Kings County
 Supervisor **Diane Burgis**, Vice-Chair, Contra Costa County
 Supervisor **Patrick Hume**, Vice-Chair, Sacramento County
 Supervisor **Vito Chiesa**, Stanislaus County
 Mayor **Christina Fugazi**, City of Stockton
 Supervisor **Leticia Gonzalez**, Madera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



San Joaquin Joint Powers Authority

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

SAN JOAQUIN JOINT POWERS AUTHORITY BOARD SPECIAL MEETING

Friday, September 18, 2026 – 10:00 am

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

Teleconference Locations ☎

3361 Walnut Blvd. Suite 140 Brentwood, CA 94513	8607 John Fox Road Hughson, CA 95326	700 H Street Suite 2450 Sacramento, CA 95814
2222 M Street 3 rd Floor Merced, CA 95340	County Administrative Office Board of Supervisors 2800 W. Burrel Avenue Visalia, CA 93291	200 W 4 th Street Government Center Madera, CA 93637
	1400 W Lacey Boulevard Board Chambers Hanford, CA 93230	

Members of the public may attend the meeting at the above addresses, or may observe the meeting by using the link or dial-in information below:

Join Zoom Meeting

<https://us06web.zoom.us/j/82522454870>

Or Telephone: +1 669 444 9171 US

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

- 1. Submit written comments to SJJPA staff via email at clerk@sjrrc.com, in which staff will read the comment aloud during the public comment period.**
- 2. Complete a Request to Speak form (available at the entrance to the meeting room) and give it to the SJJPA Board Clerk before the Item is considered by the Board.**

MEMBER AGENCIES

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

3. Join from the Zoom meeting link and notify staff by alerting them via the “Raise hand” or “Chat” function; call +1 669 444 9171, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak. Please note that if participating using Zoom, all members of the public will be placed on mute until such times allow for public comments to be made.

Public comments should be limited to three (3) minutes per comment.

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability-related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

All proceedings before the Authority are conducted in English. Any writings or documents provided to a majority of the Authority regarding any item on this agenda will be made available for public inspection at the offices of the San Joaquin Regional Rail Commission located at 949 E. Channel Street, Stockton, CA, 95202 during normal business hours or by calling (209) 944-6220. The Agenda and meeting materials are also available on the San Joaquin Joint Powers Authority Website: <http://www.sjipa.com/Home>.

Disclosures: *Directors shall disclose any agenda item in which they have a conflict of interest under State law and acknowledge whether they will recuse from hearing that item. Among other State laws, the Levine Act (Gov. C. §84308) may require recusal on agenda items involving a contract or entitlement before the Authority where a campaign donor is a participant, and the campaign contribution totals more than \$250 within the 12-month period before the decision on the item.*

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

2. **Roll Call**

3. **Public Comment**

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the Gold Runner Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. Materials related to an item on the Agenda submitted to the Board of Directors after distribution of the agenda packet are available for public inspection in the Commission Office at 949 E. Channel Street, Stockton, CA, 95202 during normal business hours. These documents are also available on the San Joaquin Joint Powers Authority website at <https://sjipa.com/events/> subject to staff's ability to post the documents prior to the meeting. Public comments should be limited to three (3) minutes per comment.

4. **Consent Calendar**

- | | | |
|-----|---|--------------------|
| 4.1 | Approve Minutes of July 16, 2026 Board Special Meeting | ACTION |
| 4.2 | Approve 2027 San Joaquin Joint Powers Authority Board Meeting Calendar | ACTION |
| 4.3 | Quarterly Report Out on Agreements and Purchases over \$100,000 Executed in the Fourth Quarter of Fiscal Year 2025/2026 | INFORMATION |
| 4.4 | San Joaquin Valley Rail Committee Report Out | INFORMATION |
| 4.5 | Quarterly Capital Expense Report | INFORMATION |

4.6 Operating Expense Report

4.7 Washington Update

**INFORMATION
INFORMATION**

5. Madera Station Relocation Project Update

Presented by: Christine Inouye (Director of Capital Programs)

INFORMATION

6. Quarter 4 and Year-End Gold Runner Service and Performance Update

Presented by: Marques Cook (Deputy Director of Passenger Experience and Marketing) and Nathan Alastra (Operations Superintendent)

INFORMATION

7. Equipment Maintenance Transition Update

Presented by: Brian Schmidt (Director of Equipment Services)

INFORMATION

8. Board Member Comments

9. Chief Executive Officer's Report

Chris Orlando

10. Adjournment

The next regular meeting is scheduled for November 20, 2026 – 10:00 am



Subject: Minutes of San Joaquin Joint Powers Authority July 16, 2026 Board Special Meeting
Agenda Action: ACTION
Prepared By: Ariana Talosig (Administrative Analyst – Board and Committee)

The special meeting of the San Joaquin Joint Powers Authority (Authority) was held at 10:00 am on July 16, 2026, in the Robert J. Cabral Board Room, 949 E Channel St., Stockton, CA. Board Members attended this meeting in person and via videoconference.

1. Call to Order and Pledge of Allegiance

Vice-Chair Burgis called the meeting to order at 10:00 am and led the audience in the Pledge of Allegiance.

2. Roll Call

Directors Present: Chiesa (remote), Alternate Zuber, Alternate Valero (remote), Alternate Howze (remote), Vice-Chair Hume (remote), Vice-Chair Burgis

Directors Absent: Alternate Serratto (joined remotely at 10:03 am), Haubert, Gonzalez, Valdez

3. Public Comment

Tejal Pandya, a member of the public, shared her experience on the Gold Runner service with her companion animal and requested that the Board consider a pilot program allowing companion animals onboard and leashed animals in station facilities, citing the current restrictions as a barrier to her use of rail travel with her dog. Ms. Pandya stated that allowing pets could increase ridership, support tourism, and expand access to rail transportation for pet-owning travelers. Ms. Pandya provided additional emailed comments after the meeting, included as an attachment at the end of these meeting minutes.

4. Consent Calendar

4.1 Approve Minutes of May 15, 2026 Board Special Meeting **ACTION**

4.2 Adopt a Resolution Authorizing the Deputy Executive Director to Make, Execute, Endorse, and Deliver in the Name of and on Behalf of the Chief Executive Officer (CEO), but Shall Not be Limited to, Any and All Written Instruments, Agreements, Documents, Execution of Deeds, Transfers, Assignments, Contracts, Obligations, Certificates, Certifications and Assurances, and Other Instruments of Whatever Nature that the CEO is Authorized to Enter Into on Behalf of the Authority **ACTION**

- 4.3 Adopt a Resolution Approving Ongoing Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2026/2027 as Listed Below and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Their Spending Authority

ACTION

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

- 4.4 Operating Expense Report

INFORMATION

- 4.5 Washington Update

INFORMATION

There were no comments on this item.

Alternate Serratto joined the meeting remotely at 10:03 am.

M/S/C (Alternate Zuber/Alternate Valero) to approve Items 4.1-4.5 of the Consent Calendar.

Passed and Adopted by the Authority Board on July 16, 2026, by the following vote to wit:

AYES: 7 Chiesa, Alternate Zuber, Alternate Valero, Alternate Serratto, Alternate Howze, Vice-Chair Hume, Vice-Chair Burgis
NOES: 0
ABSTAIN: 0
ABSENT: 3 Haubert, Gonzalez, Valdez

5. **Adopt a Resolution Authorizing the Chief Executive Officer (CEO), or Designee, to Execute a Cooperative Agreement with Redding Area Bus Authority (RABA) for the Operation of Thruway Bus Route 5, fixed route from Redding to Sacramento, Subject to Approval as to Form by General Counsel, and Authorizing the CEO, or Designee, to Execute Any and All Agreements, Certifications and Assurances, and Any Other Documents Necessary to Initiate Operations for Route 5**

ACTION

Michael Hanebutt, Senior Planner, gave a presentation on this item.

Vice-Chair Hume expressed support for the long-awaited and welcomed expansion of the service.

Jennifer Pollom, a member of the public and Shasta Regional Transportation Authority Regional Planner, spoke in support of the item and expressed her interest in the continued development of the service.

Director Chiesa also expressed appreciation for the expansion and anticipation for the service.

M/S/C (Hume/Chiesa) to approve Authorizing the Chief Executive Officer (CEO), or Designee, to Execute a Cooperative Agreement with Redding Area Bus Authority (RABA) for the Operation of Thruway Bus Route 5, fixed route from Redding to Sacramento, Subject to Approval as to Form by General Counsel, and Authorizing the CEO, or Designee, to Execute Any and All Agreements, Certifications and Assurances, and Any Other Documents Necessary to Initiate Operations for Route 5

Passed and Adopted by the Authority Board on July 16, 2026, by the following vote to wit:

AYES:	7	Chiesa, Alternate Zuber, Alternate Valero, Alternate Serratto, Alternate Howze, Vice-Chair Hume, Vice-Chair Burgis
NOES:	0	
ABSTAIN:	0	
ABSENT:	3	Haubert, Gonzalez, Valdez

6. Thruway Bus Study Update

INFORMATION

Dan Leavitt, Manager of Regional Initiatives, and Rene Gutierrez, Senior Regional Initiatives Coordinator, gave a presentation on this item.

Evan Tschuy, a member of the public, shared his enthusiasm about the Thruway Bus Study efforts made.

This was an information item only.

7. Oakley Station Update

INFORMATION

Christine Inouye, Director of Capital Programs, gave a presentation on this item and mentioned information presented will be shared on the corresponding Valley Rail websites once available.

This was an information item only.

8. Update and Discussion of Marketing and Outreach Efforts in Southern California for the Gold Runner **INFORMATION**

Ahdel Ahmed, Public Relations Manager; Martha Valenzuela, Modern Times Inc. (MTI) Vice President of Community Programs; and Gabriella Rodriguez, MTI Director of Public Relations, gave a presentation on this item.

Alternate Howze asked for a list of all the universities that have partnerships with the Gold Runner service.

This was an information item only.

9. Gold Runner Student Ambassador Program Update and Recognition of Gold Runner Student Ambassador's Service **INFORMATION**

Carmen Setness, Community Outreach Coordinator, gave a presentation on this item and introduced the Gold Runner Student Ambassador, Maya.

Vice-Chair Hume and Alternate Valero complimented Maya on the work she produced.

Vice-Chair Burgis commended Maya on highlighting public transportation in her ambassador videos.

10. Board Member Comments

There were no board member comments.

11. Chief Executive Officer's Report

Chris Orlando, Chief Executive Officer, shared information on the recent Modesto Passenger Appreciation event and upcoming Lodi Station and Gold Runner ribbon-cutting event. Mr. Orlando also took a moment to recognize the in-person participation of StanCOG staff at the board meeting and emphasized the continued partnership.

12. CLOSED SESSION

Threatened or Anticipated Litigation: Government Code §54956.9(d)(2); One Case; Conference with Legal Counsel Regarding Significant Exposure to Litigation Concerning The National Railroad Passenger Corporation (Amtrak)

13. Return to Open Session

The Authority entered into Closed Session at 11:19 am and returned to Open Session at 11:51 am. Janice D. Magdich, General Counsel, reported that item 12 was for discussion only and there were no reportable actions.

14. Adjournment

Vice-Chair Burgis adjourned the meeting at 11:52 am.

The next San Joaquin Joint Powers Authority special meeting is scheduled for: September 18, 2026 – 10:00 am.



Subject: Approve 2027 San Joaquin Joint Powers Authority Board Meeting Calendar
Agenda Action: ACTION
Prepared By: Ariana Talosig (Administrative Analyst – Board and Committee)

Background:

Staff recommends the following calendar for 2027 San Joaquin Joint Powers Authority Board meetings:

San Joaquin Joint Powers Authority Board 2027 Regular Meeting Calendar:

Date	Time	Location
Friday, January 22, 2027	10:00 AM	Stockton, CA
Friday, March 19, 2027	10:00 AM	Stockton, CA
Friday, May 21, 2027	10:00 AM	Stockton, CA
Friday, July 16, 2027	10:00 AM	Stockton, CA
Friday, September 17, 2027	10:00 AM	Stockton, CA
Friday, November 19, 2027	10:00 AM	Stockton, CA

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

For questions or assistance, please reach out to clerk@sjrc.com

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve 2027 San Joaquin Joint Powers Authority Board Meeting Calendar.



Subject: Quarterly Report Out on Agreements and Purchases over \$100,000 Executed in the Fourth Quarter of Fiscal Year 2025/2026
Agenda Action: INFORMATION
Prepared By: Autumn Gowan (Procurement and Contracts Manager)

Background:

In March 2022, the San Joaquin Regional Rail Commission (Rail Commission), as managing agency for the San Joaquin Joint Powers Authority (Authority), approved the Expenditure Authority for the Chief Executive Officer, which repealed previous resolutions and increased the approval threshold from \$75,000 to \$250,000. Agreements, amendments, and purchases over \$250,000 are brought to the Board for approval and authorization of the Chief Executive Officer, or designee, to award and execute.

The March 2022 action also increased the amount required to be reported to the Board to include purchases over \$100,000 and under the Chief Executive Officer's threshold of \$250,000. The actual number of purchases that fall within the reporting range is small. This report is provided quarterly.

Please refer to Attachment A for the list of purchases that fall into the range of \$100,000 and \$250,000 that were executed during the fourth quarter of FY25/26 (April 1, 2026 – June 30, 2026).

Staff will continue to report to the Board quarterly on the previous quarter's contracts and purchases.

Fiscal Impact:

Expenses and Revenues for this year of the listed contracts are identified in the Fiscal Year 2025/2026 SJJPA Operating Budgets. Contracts with future years will be included in the SJJPA Operating Budget, which will be brought before the Board for consideration as part of the annual approval process.

Recommendation:

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

ATTACHMENT A

FY2526 Q4 (April - June) Purchases between \$100,000 - \$250,000							
PO/Agreement Number	Vendor Name	Description	Type of Purchase	Amount	New Not to Exceed	Effective Date	Operating or Capital
26-0094	Marsh Wortham	Property liability premiums for State-owned rail equipment.	Fees	\$ 159,562.00	N/A	6/1/2026	Operating



Subject: San Joaquin Valley Rail Committee Report Out
Agenda Action: INFORMATION
Prepared By: Ariana Talosig (Administrative Analyst – Board and Committee)

Background:

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

Counties authorized to have members include: Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Tulare, and Mariposa. Each county is represented by two members and an alternate. Four additional members may join the committee from counties outside of the counties listed above. Currently, two members represent San Francisco and a single member represents Humboldt County.

Authority staff is working with Authority Member Agencies, Regional Transportation Planning Agencies, county, city and transit agencies to fill remaining openings. Candidate recommendations will be brought forth to the Authority Board for approval. There are currently eleven openings for Members (Alameda, Contra Costa, Fresno, Kings, Los Angeles, Madera, Mariposa, Sacramento, Tulare, Butte) and eleven openings for Alternates (Alameda, Contra Costa, Kern, Kings, Los Angeles, Madera, Mariposa, Merced, Sacramento, San Joaquin, Stanislaus, Tulare) for counties where there has been past participation in the SJVRC.

Attached are the draft meeting Minutes from the SJVRC's August 14, 2026 meeting, which will be presented to the SJVRC for approval at the February 19, 2027 meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

SAN JOAQUIN VALLEY RAIL COMMITTEE

Meeting of February 19, 2027

Item X.1

ACTION

Minutes of San Joaquin Valley Rail Committee August 14, 2026 Meeting

The meeting of the San Joaquin Valley Rail Committee (SJVRC) was held at 12:00 pm on August 14, 2026, in the Board Room of Robert J. Cabral Station, 949 E. Channel Street, Stockton, CA. Committee Members attended this meeting in person and via videoconference.

1. Call to Order, Pledge of Allegiance

Chair Claes

Chair Claes called the meeting to order at 12:02 pm and led the audience in the Pledge of Allegiance.

2. Safety Briefing

Rene Gutierrez, Senior Regional Initiatives Coordinator, provided a safety briefing.

3. Roll Call

Committee Members Present: Bailey (remote), DaSilva (remote), Cohn (remote), Leamon, Whitlach (remote), Lynn (remote), Daly (remote), Webb (remote), Sbranti, Fung, Roedner (remote), Chair Claes

Committee Members Absent: Enriquez, Valadez, Vielma, Vice-Chair Strawn, Rover, Hall, Hightower, Palmer

A quorum of the SJVRC was not met. The committee members received items as information only and did not take action on any of the listed items. Additionally, agenda items were presented out of standard agenda order as indicated below.

4. Public Comment

Rajiv Narayan, a member of the public, asked for information regarding Valley Rail projects.

5. Oath Administration

Chair Claes introduced newly appointed Merced County representative, Gloria Valdovino.

Ariana Talosig, Administrative Analyst – Board and Committee, administered oaths for committee members present.

6. Consent Calendar

6.1 Approve February 20, 2026 SJVRC Meeting Minutes

ACTION

6.2 Approve 2026 and 2027 San Joaquin Valley Rail Committee Meeting Calendars

ACTION

There were no public comments on this item.

11. Valley Rail Program Update

INFORMATION

Ahdel Ahmed, Public Relations Manager, gave a presentation on this item.

Committee Member Daly asked if there were any plans for mixed-use development or any other rail-oriented building for the Oakley downtown station.

Committee Member Sbranti expressed his enthusiasm regarding the Oakley station and asked for more clarification on the 5-mile gap closure and suggested looking into a gap closure loop with eBART.

Chair Claes echoed Committee Member Sbranti's comments regarding the gap closure and asked where the Natomas Station was located in relation to the Sacramento airport.

Mr. Ahmed stated staff is working closely with transportation partners and other stakeholders in the corresponding regions.

Committee Members Fung, Daly, and Cohn shared information regarding Sacramento connections, routes, and micro transit options to the airport.

Chair Claes asked if the Lake to Escalon track project would be for the ACE or Gold Runner service.

David Lipari, Deputy Executive Director, stated the track project would lead to the 8th round-trip for the Gold Runner service.

There were no public comments.

10. Thruway Bus Route 5 Update

INFORMATION

Michael Hanebutt, Senior Planner, gave a presentation on this item.

Committee Member Daly asked which trains would connect to this route.

Mr. Hanebutt stated 701, 704, and Route 3 buses would connect.

There were no public comments on this item.

7. Gold Runner Operations, Passenger Experience and Marketing Update

INFORMATION

Nathan Alastra, Operations Superintendent; and Marques Cook, Deputy Director of Passenger Experience and Marketing, gave a presentation on this item.

Sam Daly commented on the ridership per capita in the Bay Area market and asked what staff is doing to push ridership in these areas.

Mr. Cook listed all the outreach partners in the Bay Area markets.

Committee Member Sbranti was pleased to see the efforts made for food and beverage services and listed a few critical service connection points in Livermore and at the Hercules Hub.

Committee Member Webb commented on the lack of food and beverage services currently on board and stated the need to find a way to bring back café cars.

Committee Member Fung also commented on food services and stressed the importance of publicizing when specific services become available (e.g. food carts and vending machines).

Mr. Cook thanked the Committee Members for their comments, stated the feedback is important, and explained staff is doing everything they can to excel the service.

There were no public comments on this item.

8. San Joaquin Joint Powers Authority Planning, Grants, and Programming Update **INFORMATION**

Momoko Tamaoki, Deputy Director of Planning, Grants, and Programming; and Mr. Hanebutt gave a presentation on this item.

Chair Claes asked for clarification on the length of mid to long term planning.

Committee Members Daly and Leamon asked if there were plans to work around future transit options, such as self-driving vehicles.

Mr. Hanebutt clarified time frames and stated staff would work with stakeholders and other transit partners accordingly.

There were no public comments on this item.

9. Thruway Bus Study Update **INFORMATION**

Dan Leavitt, Manager of Regional Initiatives, gave a presentation on this item.

Committee Member Fung asked if bus route adjustments that were made for certain routes would be able to apply to other destinations or service opportunities.

Mr. Leavitt stated the efforts are being studied to see if they are replicable on other routes.

Committee Member Sbranti suggested staff look into connections in regions such as Lake County.

There were no public comments on this item.

12. Committee Member Comments

Chair Claes and Committee Member Fung asked for clarification on the SJVRC quorum issues. Janice D. Magdich, General Counsel, stated staff is actively working to solve quorum issues.

13. Adjournment

Chair Claes adjourned the meeting at 2:05 pm.

The next regular meeting is scheduled for February 19, 2027 at 12:00 pm.

DRAFT

**San Joaquin Joint Powers Authority
FY 25/26 4th Quarter Capital Expense Report
100% of Budget Year Elapsed**

		PROJECT PHASE					25/26 CAPITAL BUDGET	YTD EXPENSE THROUGH JUNE 2026	% OF PLANNED EXPENDITURES
		PA&ED	PS&E	ROW	CON	OTHER			
SAN JOAQUIN JOINT POWERS AUTHORITY MINOR PROGRAM (WORK PROGRAM TABLE 5)									
1	ASJ Station Signage Project (Phase 2 Production & Installation of Signage)		X		X		375,000	-	0%
2	Public Information Display System (PIDS)				X	X	2,595,793	-	0%
3	Mini-High Platform Improvements Project					X	1,311,816	-	0%
4	Facility & Station Improvements					X	200,000	6,184	3%
5	San Joaquin Valley Network Integration Study					X	225,000	-	0%
6	San Joaquins Minor Capital Program					X	500,000	14,355	3%
TOTAL SJJPA MINOR CAPITAL PROJECTS							\$ 5,207,609	\$ 20,539	0%
SAN JOAQUIN JOINT POWERS AUTHORITY MAJOR PROGRAM (WORK PROGRAM TABLE 7)									
1	BNSF CP Lake to CP Escalon				X		9,936,662	12,880,955	130%
2	Cabral Annex Building Expansion		X	X	X		3,380,580	364,935	11%
3	High-Speed Rail/Early Train Operator Coordination Support					X	750,000	1,561,694	208%
4	Madera Station Relocation		X	X	X		980,479	117,256	12%
5	Madera High Speed Rail Station Early Operating Segment Build	X	X				352,000	-	0%
6	Madera High Speed Rail Station Full Build	X					1,300,000	324,147	25%
7	Merced Integrated Track Connector (MITC) Environmental and Preliminary Engineering	X					3,115,000	850,431	27%
8	Oakley Station & Track Improvements			X	X		7,396,962	431,263	6%
9	San Joaquin St Layover & Access Improvements	X	X				405,000	-	0%
10	Stockton Wye			X	X		16,802,114	8,406,613	50%
11	Zero Emission Multiple Unit & Transition Project						1,240,000	6,912	1%
12	CalTrans Truck Overhaul Project						14,515,913	4,574,235	32%
13	Rail Maintenance Facility Expansion						5,036	182,333	3621%
14	Oakland Facility						3,851,773	25,200	1%
TOTAL SJJPA MAJOR CAPITAL PROGRAM							\$ 64,031,519	\$ 29,725,974	46%
TOTAL CAPITAL PROJECTS SJJPA							\$ 69,239,128	\$ 29,746,513	43%

San Joaquin Joint Powers Authority
Operating Expense Report
JUNE 2026
100% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 25/26 ALLOCATION	EXPENSE THRU JUNE 2026	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	4,257,370	3,595,121	84%
Office Expense	21,010	6,834	33%
Subscriptions/Periodicals/Memberships	14,100	14,060	100%
Office Equipment Lease	20,000	8,672	43%
Computer Systems	5,460	-	0%
Communications	4,200	1,947	46%
Motor Pool	21,453	21,230	99%
Transportation/Travel	42,800	24,743	58%
Training	9,917	6,076	61%
Audits Regulatory Reporting	47,580	18,465	39%
Professional Services Legislative	390,400	389,510	100%
Professional Services Legal	167,280	97,577	58%
Professional Services General	866,650	865,816	100%
Professional Services Grants	282,000	281,734	100%
Publications/Legal Notices	12,500	188	2%
Professional Services Operations	-	-	0%
Communications, Operations	16,605	16,526	100%
Maintenance of Headquarters Structures/Grounds	221,424	152,760	69%
Insurance	208,232	208,227	100%
Insurance Management Fees	10,000	6,597	66%
Security Services/Safety Program	121,066	83,189	69%
Administrative Expenses Subtotal	6,740,047	5,799,271	86%
Marketing Expense			
Marketing & Outreach *	1,750,000	1,791,993	102%
Marketing Expenses Subtotal	1,750,000	1,791,993	102%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	100,651,051	92,059,599	91%
Contract Expense Subtotal	100,651,051	92,059,599	91%
TOTAL OPERATING EXPENSES	109,141,098	99,650,864	91%

*The 25/26 amount that was in excess of the budget was covered with accumulated net position from prior years.



PREPARED BY TAI GINSBERG &
ASSOCIATES, LLC



MONTHLY REPORT

AUGUST
2026

LATEST LEGISLATIVE &
REGULATORY UPDATES

Table of Contents

Executive Summary	1
Appropriations Update	3
Surface Transportation Reauthorization	4
USDOT Updates	5
Union Pacific & Norfolk Southern Merger	9

EXECUTIVE SUMMARY

AUGUST PRIORITIES

Throughout early August, federal transportation policy was largely focused on efforts to avoid a government shutdown in the fall, the confirmation of David Cummins as Transportation Security Administration (TSA) Administrator, and stakeholder engagement regarding the looming expiration of advance appropriations under the Infrastructure Investment and Jobs Act (IIJA). While Congress has been in recess for the remainder of the month, the U.S. Department of Transportation (USDOT) maintained a steady cadence of regulatory and grant announcements.

On August 8, the Senate passed a continuing resolution (CR) by a 90-6 margin, extending current federal funding levels and IIJA surface transportation program authorizations through December 11. The measure now awaits action in the House. The CR does not extend the IIJA's Division J advance appropriations, which have historically provided \$36.8 billion annually for core transportation programs. In response, a coalition of over 100 transportation, infrastructure, labor, and business stakeholders has urged congressional leadership to preserve this funding before it formally lapses on October 1.

Despite the congressional recess, USDOT and its modal agencies advanced several major initiatives:

- **USDOT & FRA:** The Department rolled out its National Roadway Safety Strategy, while the Federal Railroad Administration (FRA) announced \$5.3 billion in FSP/National Railroad Partnership Program awards.
- **FAA:** The Federal Aviation Administration (FAA) announced more than \$1.4 billion in combined Airport Infrastructure Grants and Airport Improvement Program awards.
- **FMCSA:** The Federal Motor Carrier Safety Administration (FMCSA) initiated steps to codify English language proficiency requirements for commercial drivers.
- **STB:** The Surface Transportation Board (STB) formally adopted a review schedule for the proposed Union Pacific-Norfolk Southern (UP-NS) merger, deferring a final decision until the second half of 2027.

EXECUTIVE SUMMARY

LOOKING FORWARD

When Congress reconvenes in September, lawmakers will navigate a severely compressed legislative calendar with several significant transportation and budget deadlines.

The House must either adopt the Senate-passed CR or negotiate a bicameral compromise before current government funding and surface transportation authorizations expire. Even if a short-term surface transportation extension is secured, lawmakers will still need to address a comprehensive multiyear reauthorization bill. With the midterm elections approaching, the time available for reaching bipartisan agreement will be limited.



*House Speaker Mike Johnson,
Punchbowl News*

APPROPRIATIONS UPDATE

OVERVIEW

On August 8, the Senate overwhelmingly approved a continuing resolution (CR) to extend federal funding through December 11, addressing the potential for a government shutdown ahead of the September 30 deadline and upcoming midterm elections. Passed by a 90-6 margin, the measure cleared the chamber's 60-vote threshold following bipartisan negotiations.

Senate Appropriations Committee Chair Susan Collins (R-ME) described the stopgap measure as avoiding provisions that could complicate its passage. Democrats highlighted a provision that would limit the administration's ability to transfer certain internal funds to the Border Patrol, maintaining congressional restrictions on immigration enforcement spending established earlier this year.

The House passed its own CR on July 21, extending federal funding through December 4, by a 220-205 vote. The measure subsequently moved to the Senate, where lawmakers considered an alternative approach to extending federal funding through December 11.

Despite its bipartisan support in the Senate, the Senate CR faces an uncertain path in the House. A primary point of discussion is a Senate provision that would temporarily block the Office of Management and Budget (OMB) from implementing a proposed rule regarding federal grant administration.

Democrats have raised concerns about the potential impact of the rule on grant distribution and previously sought to prevent its implementation on a permanent basis. House Republicans have generally supported the proposed regulatory changes, making the provision a potential issue as the House considers the Senate measure.

For the infrastructure sector, the Senate CR extends surface transportation authorizations through December 11. However, it does not extend the advance appropriations under Division J of the *Infrastructure Investment and Jobs Act* (IIJA), which have historically provided \$36.8 billion annually. Stakeholder groups have raised concerns that allowing this funding to lapse could disrupt planning, engineering, construction, and staffing for projects currently in the pipeline.

If House leadership brings the Senate-passed CR to the floor, the measure will require sufficient support to advance. The outcome will depend in part on how lawmakers address differences between the House and Senate measures. TG&A will continue to monitor these negotiations and provide strategic updates when both chambers return to session in September.

NOMINATIONS UPDATE

On August 7, the Senate confirmed David Cummins, a former senior vice president at Serco, to head the TSA by a vote of 51-47. Cummins was officially sworn into office later that same day.

SURFACE TRANSPORTATION REAUTHORIZATION

OVERVIEW

In August, a coalition of more than 100 transportation, infrastructure, labor, and business stakeholders increased engagement with congressional leadership regarding the continuation of current IIJA funding levels. The coalition warned that if Division J advance appropriations are excluded from a short-term CR, USDOT programs could face a \$36.8 billion annual funding gap beginning October 1, 2026.

The size and breadth of the coalition reflect the role IIJA advance appropriations play in long-term infrastructure planning. If these funds are allowed to lapse, state and local grant programs could experience significant reductions relative to current IIJA funding levels, ranging from 50% to a complete 100% loss of IIJA-level funding. Programs identified as particularly exposed include:

- Mega Grants
- Safe Streets and Roads for All (SS4A)
- Capital Investment Grants (CIG)
- Bridge Formula Program
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Federal-State Partnership for Intercity Passenger Rail
- Port Infrastructure Development Program (PIDP)

Stakeholders that have structured project pipelines around the funding provided by the IIJA could face changes to project schedules, planning assumptions, and available resources if these funds lapse.

With the Senate-passed surface extension now awaiting House action and the midterm elections approaching, the prospects for including advance appropriations in a short-term extension remain uncertain.

Furthermore, even if Congress secures one or more stopgap measures, lawmakers will eventually need to address a comprehensive multiyear surface transportation reauthorization. Given the level of stakeholder engagement in recent months, the treatment of IIJA Division J and potential approaches to replacing or extending its funding are likely to be significant issues in upcoming negotiations.

USDOT UPDATES

NATIONAL ROADWAY SAFETY STRATEGY

USDOT Secretary Sean Duffy officially launched the National Roadway Safety Strategy (NRSS), a comprehensive interdepartmental plan designed to reduce traffic fatalities and injuries on roadways. The Strategy focuses on three main goals:

- **Safer People:** Reinforces safety initiatives across rural, urban, and tribal communities, while supporting transportation workers, first responders, and law enforcement.
- **Safer Roads:** Prioritizes road design, targeted bottleneck relief, and enforcement against unsafe commercial driving practices to address congestion and crash risks, including secondary collisions.
- **Safer Vehicles:** Modernizes safety standards, advances a national automated vehicle strategy, and supports crash-prevention technologies to maintain U.S. capabilities in vehicle safety.



View the Strategy here

RAIL

TRAIN NOISE EMISSION STANDARDS

USDOT Secretary Duffy announced an impending update to FRA train noise emissions standards to better accommodate high-speed rail deployment. The current framework, which primarily addresses engine and mechanical noise, does not fully account for wind noise generated at speeds exceeding 160 mph. The updated framework would establish an alternative standard for trains operating between 160 and 220 mph, create an approval pathway for ultra-high-speed operations such as Maglev, and eliminate certain equipment modification requirements for modern trainsets.



View the NPRM here

Comments are due by
October 2

USDOT UPDATES

NATIONAL RAILROAD PARTNERSHIP PROGRAM AWARDS

The FRA announced \$5.3 billion in grant awards through the National Railroad Partnership Program (NRPP) to modernize American passenger rail assets, enhance safety, and address state-of-good-repair needs.

In total, the \$5.3 billion grant package will:

- Close more than 30 grade crossings and upgrade more than a thousand with new infrastructure and technology;
- Procure 43 domestically manufactured trainsets to replace aging Amtrak fleets in high-demand corridors; and
- Overhaul 41 locomotives currently deployed on Amtrak's Midwest and Pacific routes.

HIGHWAY

CODIFICATION OF ENGLISH LANGUAGE PROFICIENCY FOR CMV DRIVERS

FMCSA is advancing a rulemaking process to codify English language proficiency requirements for commercial motor vehicle (CMV) drivers. Under the proposed standard, CMV drivers who are unable to sufficiently read or speak English or comprehend standard highway traffic signs and signals could be placed out of service.



USDOT UPDATES

AVIATION

AIRPORT INFRASTRUCTURE GRANTS (AIG) AWARDS

The FAA is deploying \$870 million through the Airport Infrastructure Grants (AIG) program to support 339 airport projects across 44 states and two territories. Notable awards include:

- \$289 million to Los Angeles International Airport for a new terminal access road;
- \$50 million to Miami International Airport to reconstruct the terminal roof; and
- \$9.1 million to Akron-Canton Airport in Ohio to rehabilitate passenger bridges and reconstruct key airport facilities.

AIRPORT IMPROVEMENT PROGRAM (AIP) AWARDS

The FAA also announced \$615 million in Airport Improvement Program (AIP) funding to upgrade airfield safety, runway infrastructure, and terminal amenities in 42 states and two territories.

Notable awards include:

- \$21.5 million to Midland International Air & Space Port in Texas for runway rehabilitation;
- \$19.5 million to construct a new airport in Noatak, Alaska; and
- \$8.3 million to Gary/Chicago International Airport in Indiana for a new contract tower.



USDOT UPDATES

NEXT-GENERATION SURFACE MOVEMENT RADAR

USDOT Secretary Duffy and FAA officials unveiled new Surface Movement Radar Model 4 (SMR-4) systems at Newark Liberty International Airport (EWR) and Ronald Reagan Washington National Airport (DCA). The SMR-4 technology enhances air traffic controllers' ability to track aircraft and ground vehicles under a range of weather and visibility conditions.



COMMERCIAL SPACE TRANSPORTATION INITIATIVES

To support U.S. competitiveness in the global commercial space sector, the FAA has launched two initiatives seeking public and industry input on strategic locations for new spaceports and the establishment of “priority airspace” for critical launch routes.



[View the RFI here](#)

Comments are due by
October 26

UNION PACIFIC AND NORFOLK SOUTHERN MERGER

OVERVIEW

On August 19, the STB formally adopted a review schedule for the revised merger application between Union Pacific (UP) and Norfolk Southern (NS), lifting a regulatory hold placed on the proceeding in May. The updated timeline sets a final decision on the \$85 billion transaction for the second half of 2027. Final briefs are due by May 28, 2027, with a final decision required within 90 days of the close of the record, contingent upon completion of a final environmental review.

UNION INPUT

A broad coalition of rail unions has filed comments with the STB supporting motions to summarily reject the UP-NS merger application. Consistent with earlier filings from BNSF Railway, CSX, and multiple shipper organizations, the labor coalition argues that the applicants have not demonstrated that the merger would serve the public interest. Specifically, the unions contend that the application does not adequately address downstream industry consolidation, competitive considerations, and the need for a detailed Service Assurance Plan to mitigate potential disruptions during integration.





CONTACT US

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202-536-6632



Subject: Madera Station Relocation Project Update
Agenda Action: INFORMATION
Prepared By: Christine Inouye (Director of Capital Programs)

Background:

Staff will provide an update on the Madera Station Relocation Project at the September 18, 2026, Board Meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

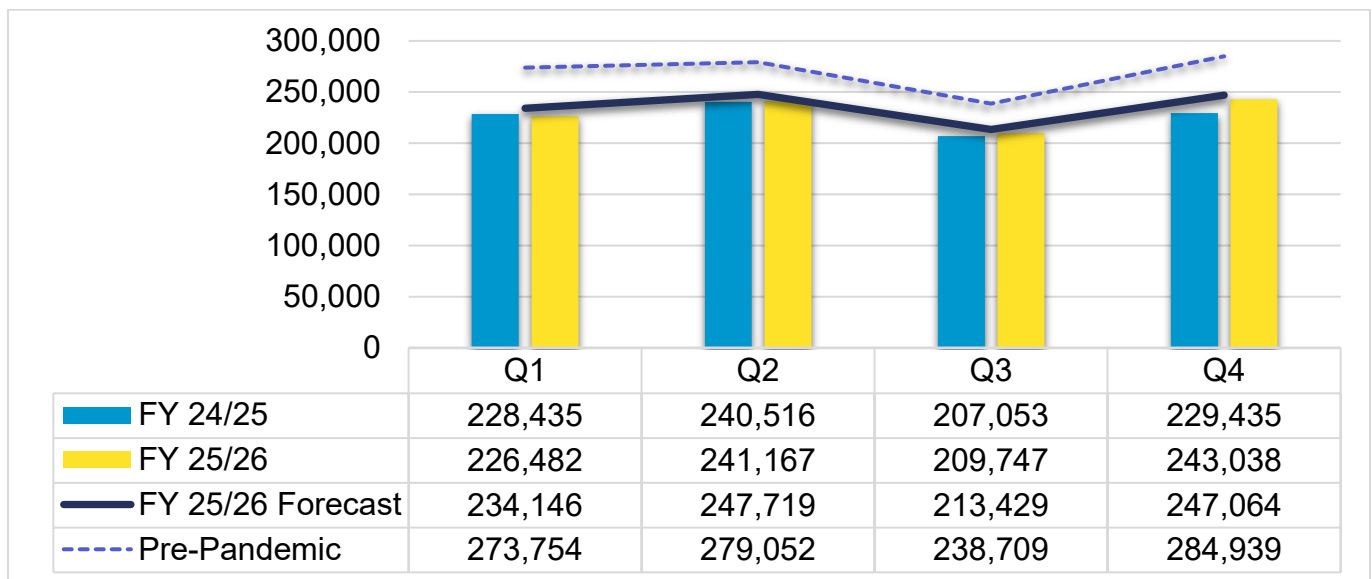


Subject: Quarter 4 and Year-End Gold Runner Service and Performance Update
Agenda Action: INFORMATION
Prepared By: Nathan Alastra (Operations Superintendent), Marques Cook (Deputy Director of Passenger Experience and Marketing), and Chad Duvachelle (Transportation Research Analyst II)

Background:

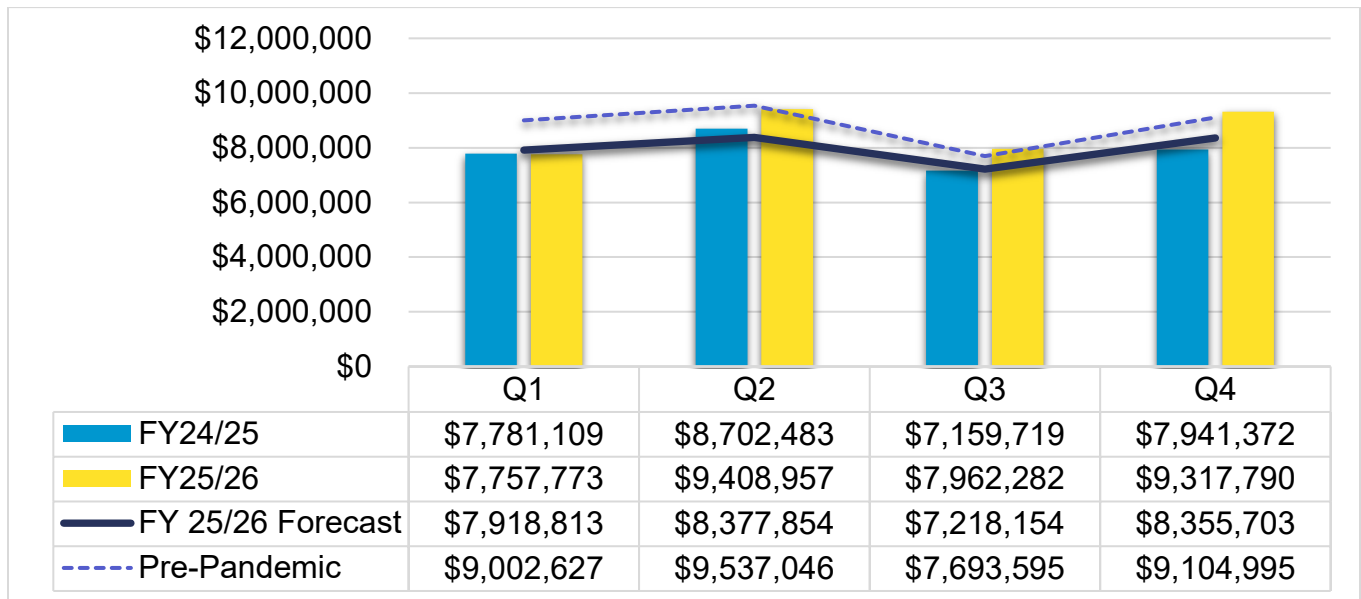
For the Gold Runner service, Quarter 4 (Q4) of Fiscal Year 2025-2026 (FY25/26), both ridership and revenue were able to see notable year-over-year performance. Highlights for this time period include ridership seeing its strongest performance of the year and revenue exceeding both the forecast and the pre-pandemic revenue numbers.

Gold Runner Ridership:



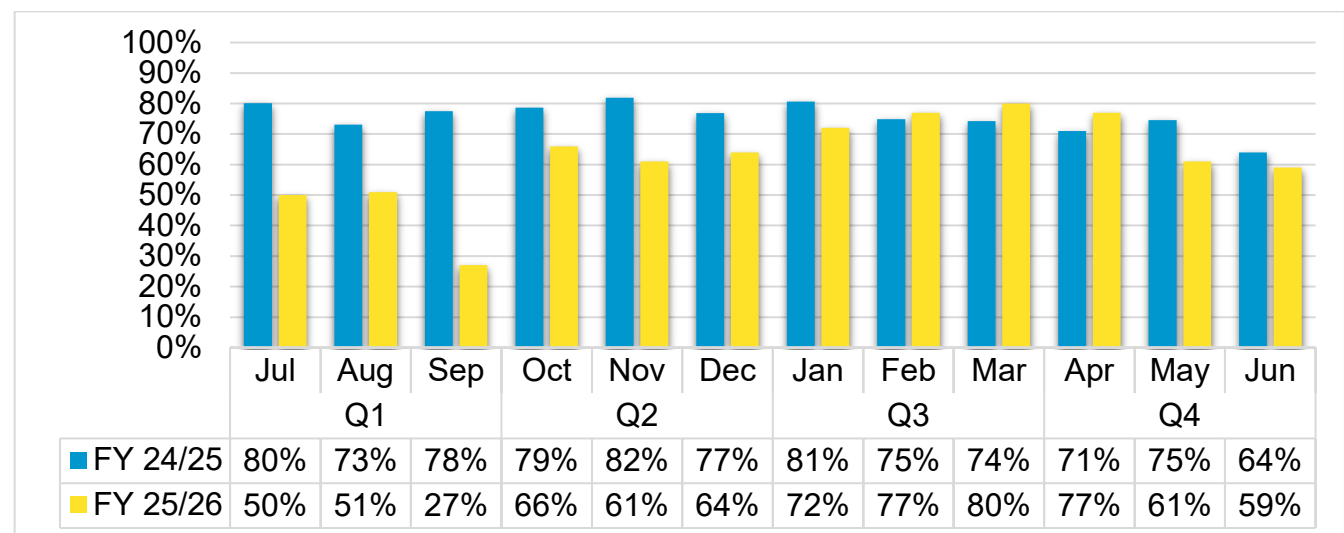
Q4 FY25/26 performance reflects continued ridership growth, with stronger results compared to the prior year while remaining below both forecast and pre-pandemic levels. Total ridership reached 243,038, an increase of approximately 5.9% compared to Q4 FY24/25 (229,435), representing a more notable year-over-year gain than observed in the third quarter (Q3). However, Q4 FY25/26 ridership remained approximately 1.6% below the FY25/26 forecast of 247,064, a shortfall of 4,026 riders. Compared to the pre-pandemic Q4 baseline of 284,939, ridership remains approximately 14.7% lower, or 41,901 riders below historical levels. Overall, Q4 FY25/26 results indicate continued positive ridership momentum, with year-over-year growth accelerating from Q3.

Gold Runner Revenue:



Q4 FY25/26 financial performance reflects strong year-over-year growth and continued improvement in revenue performance following the implementation of the 7.5% fare increase in October 2025. Total Q4 revenue reached \$9.32 million, representing an approximate 17.3% increase over Q4 FY24/25 revenue of \$7.94 million. Revenue also exceeded the FY25/26 forecast of \$8.36 million by approximately 11.5%, or \$962,087, indicating significantly stronger-than-expected financial performance during the quarter. Compared to the pre-pandemic Q4 benchmark of \$9.10 million, FY25/26 revenue was approximately 2.3% higher, exceeding the historical benchmark by \$212,795. Overall, Q4 FY25/26 demonstrates strong revenue momentum, with revenue exceeding both the prior year and forecast while surpassing pre-pandemic levels.

Gold Runner End-Point OTP:



On-Time Performance (OTP) declined during Q4 of FY 2025/26, decreasing from 77% in April to 61% in May and 59% in June. Q4 OTP averaged approximately 66%, below the 83% performance goal and lower than the Q4 FY24/25 average of approximately 70%. Despite the strong start to the quarter, the service experienced challenges during the remainder of Q4. Overall, Q4 FY25/26 OTP remained below target, with the quarter ending on a downward trend.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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



Subject: Equipment Maintenance Transition Update
Agenda Action: INFORMATION
Prepared By: Brian Schmidt (Director of Equipment Services)

Background:

On August 1, 2025, the San Joaquin Regional Rail Commission (Rail Commission), as the managing agency of the San Joaquin Joint Powers Authority (Authority), completed the transition of Maintenance of Equipment (MoE) responsibilities of the State-Controlled Northern California Legacy and Venture Car Fleet for both the Gold Runner and Capitol Corridor State-supported intercity passenger rail services through its third-party contractor TransitAmerica Services, Inc. (TASI). The transition enables the Authority, Capitol Corridor Joint Powers Authority (CCJPA), and Caltrans to oversee MoE activities more directly and implement methodologies and standards specific to the fleet.

The State-Controlled Northern California Fleet consists of the following vehicles:

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

Assuming the responsibility for the oversight of the MoE requires the Authority to oversee the development and execution of scheduled maintenance, repairs, and maintenance planning. The ultimate goal is to restore the fleet to a state of good repair, reduce maintenance costs, create operational efficiencies, and increase fleet availability. The MoE work is performed at the Oakland Maintenance Facility (OMF) and the Stockton Rail Maintenance Facility (RMF).

Lifecycle Preventative Maintenance

An example of a new approach driven by the Authority and its partners is the implementation of Lifecycle Preventative Maintenance (LCPM). The transition to LCPM and adjusting the fleet maintenance approach to “consist based maintenance,” performing maintenance and repair when equipment is laid over for more than one (1) hour at a maintenance facility or layover point is expected to reduce cost and down time. Approaching the maintenance in this fashion will lower future costs that would have been anticipated for activities like mid-life overhauls.

Learnings from Year 1:

- **Growing Fleet:** Over the course of the past several years the State-Controlled Northern California Fleet has grown significantly with the purchase of the Charger Locomotives and the Venture Cars, as well as, the leasing of locomotives from Caltrain. This growth in equipment types and numbers increases the complexity of the MoE activities and the investment required to reach the goals of the program.
- **Fleet Condition:** Though the addition of the Charger Locomotives and Ventures Cars are a welcome addition to the fleet, the vast majority of the legacy State-Owned vehicles are aging. Through a review of the current vehicle inventory and condition, there is a significant backlog of deferred maintenance, overhaul, and other fleet sustainability activities that are needed to deliver the fleet reliability goals.
- **Vehicles Required for Service:** The Gold Runner and Capitol Corridor services are two of the busiest services in the Amtrak network with growing ridership demand. To support ridership growth, the services have been restored to pre-pandemic services levels. The vehicles required to meet the current service levels do not allow for a significant number of vehicles available for overhaul programs. In addition, the long distances traveled by the fleet and extreme operating conditions, particularly in the hot summer months, place additional demands on the fleet. When considering the age and condition of the fleet, this greatly affects the success of MoE activities.

Progress Made:

- **Funding Directly into Vehicles:** A significantly higher concentration of funding is being expended on direct vehicle maintenance and parts rather than overhead/soft costs, which will improve the overall State of Good Repair of the fleet.
- **Bi-Level Car Availability:** Through the diligent efforts of the MoE team, Bi-Level Car availability has increased from 80% to 86%. This has resulted in the ability for the Capitol Corridor service to add a roundtrip and largely be able to return to 5-car trainsets.
- **Major Incident Repair:** A new process for repairing accidental damage in-house has proven to significantly reduce out-of-service time and overall cost versus the traditional method.
- **Long Out of Service Vehicles:** Fleet availability is improving, including long-term out-of-service vehicles coming back into service.

Effect on Service Performance and Customer Experience:

Though progress has been made, the condition of the State-Controlled fleet continues to affect the availability and reliability of Gold Runner and Capitol Corridor services, as seen in the On-Time-Performance (OTP) report. The equipment challenges have resulted in a degradation of service that is being experienced by Gold Runner and Capitol Corridor passengers. The primary challenges affecting OTP and Passenger Experience are related to the locomotives. The older F59 locomotives are overdue for an overhaul to stabilize and extend their life. The newer Charger locomotives have been experiencing their own maintenance challenges which are not isolated to California. In recognition of these challenges, Caltrans leased three (3) F40 locomotives from Caltrain. Currently, these locomotives are only available for service on the Capitol Corridor. In addition, TASI has deployed additional resources to OMF to improve locomotive reliability.

Next Steps:

- Support Caltrans as the responsible Party for the release and management of the F59 Locomotive Overhaul Project, which is much needed to increase the reliability of those units.
- Testing of a new modification for the Charger locomotives is underway to allow them to operate in the San Joaquin Valley summer.
- Tracking and documenting locomotives with repeated failures for deeper understanding of maintenance and repairs is underway.
- Continue deferred maintenance on the State-Owned Legacy Bi-level passenger car fleet.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

There is no required action. This is an information item only.