



# **San Joaquin Regional Rail Commission**

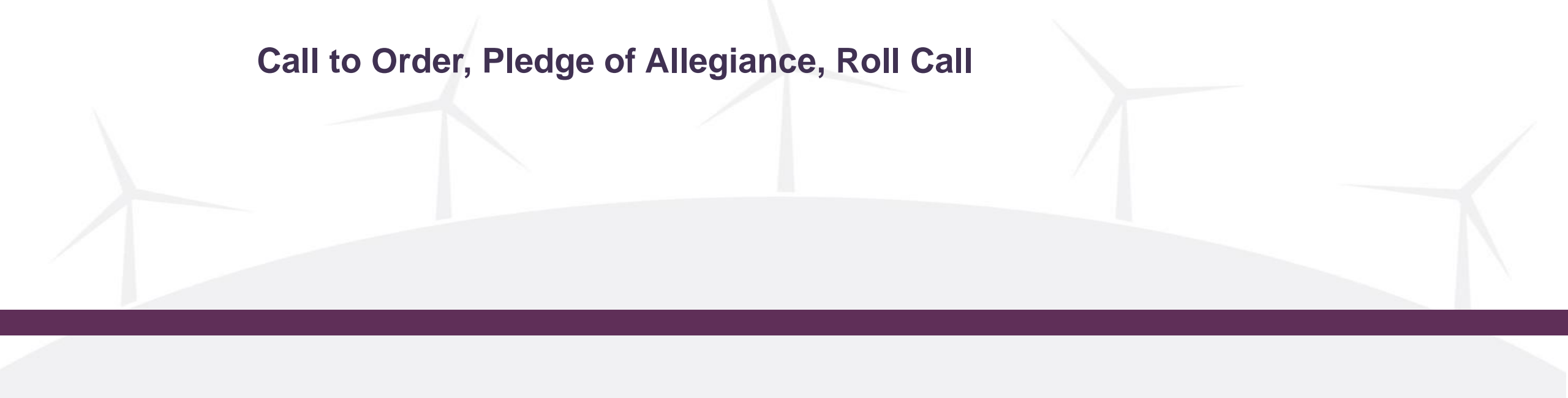
**May 1, 2020 Board Meeting**





## **ITEM 1**

**Call to Order, Pledge of Allegiance, Roll Call**





## ITEM 2

### Public Comments

Please use the GoToMeeting chat function to alert staff if you wish to make a Public Comment. Alternatively, you can write in your public comment to [publiccommentssjrrc@acerail.com](mailto:publiccommentssjrrc@acerail.com) and staff will read the comment aloud.



## ITEM 3

### Consent Calendar

<b>3.2</b>	<b>Rail Commission/ACE Monthly Expenditure</b>
<b>3.3</b>	ACE Monthly Fare Revenue
<b>3.4</b>	ACE Ridership
<b>3.5</b>	ACE On-Time Performance
<b>3.6</b>	Update on Positive Train Control
<b>3.7</b>	Washington Update



## **ITEM 4**

### **Status of COVID-19 Impacts and Relief Funding (Stacey Mortensen)**





# WEEK OVER WEEK COMPARISON

	Last Friday	Wednesday
San Joaquins	486	365
Pacific Surfliner	349	316
Capitols	303	287
ACE	276	362





## ISSUES TO NAVIGATE

- Keeping Pace with Required Station Signage in each County
- Keeping Pace with Facial Covering Requirement in each County
- Addressing Passenger Needs for Onboard Social Distance





## ISSUES TO NAVIGATE

- Addressing Passenger Ticket Refunds
- Mitigating COVID-19 Impacts on the ACE Loyalty Rewards Program
- Transitioning to a Touchless Service and System
- Adapting to Long-Term Changes in Workplace and Worksite Protocols







# POTENTIAL RELIEF FUNDING

- The Federal Cares Act:
- Allocates the Relief Funds through the Existing Federal Formula Programs to Designated Urban Areas
- The ACE Service Generates Revenue into, and Receives Allocations out of Bay Area and Stockton Urbanized Areas
- Based upon Negotiations in Each of these Regions and the Number of Transit Agencies, the Estimated Relief funding for ACE is:
  - Approximately \$5.3M from the Bay Area Urbanized Area to be Allocated in 2 Phases
  - Approximately \$17M from the Stockton Urbanized Area



## POTENTIAL RELIEF FUNDING

- Projected passenger fare loss March – June 30<sup>th</sup> - \$3.08M
- The Rail Commission was on track to be 7% over projections - \$11.25M



## NEXT STEPS

- Shelter in Place Mandate Extended in Alameda and Santa Clara Counties until May 30<sup>th</sup>
- Monitor Amtrak Pilot Program for Social Distancing Marks on Train and Platform Floors
- Survey Passengers about their Needs to Return to the Trains
- Prepare Various Service Restoration Plans Based on Triggers (will be discussed under the Work Program Item)



## **ITEM 5**

**Assumptions for the Draft Capital and Operating Budgets for Fiscal Year  
2020/2021**

**(Nick Perez, Brian Schmidt, Jordan Peterson)**



## BACKGROUND

- Annual Work Program & Budget:
  - Highlights programs from previous year
  - Outlines initiatives for upcoming fiscal year
  - Operating and Capital Budgets
- An initial 2020/2021 Draft Work Program and Budget was developed in February, before COVID-19 was declared a pandemic and the Shelter in Place mandates were issued.
  - Four daily roundtrips and potential sunset of Saturday Service in September
  - Preliminary 20/21 Operating Budget in alignment with the existing fiscal year budget
- The COVID-19 pandemic impact to ACE:
  - 95% decrease in ridership and passenger fares
  - Reduced to two daily roundtrips
  - Saturday Service suspended, canceled
  - Non-fare operating revenue



# SCENARIO FACTORS

- Operating scenario factors for developing 2020/2021 plan:
  - Fare operating revenue: 25 – 30% of the ACE Operating Budget
    - Shelter in Place mandates
    - Social distancing guidelines for transit
    - Pace of ridership and passenger fare rebuild
    - Employer responses
  - Non-fare operating revenue: 50 – 60% of the ACE Operating Budget
    - Measure K, Transportation Development Act, Measure B/BB, SCVTA
    - Metropolitan Transportation Commission sales tax projection:
      - As high as 60% reduction for 6 to 10 months
      - 40% reduction for additional 6 to 8 months after
- All factors will be evaluated before the introduction of additional roundtrips.



# OPERATING SCENARIOS

- Implementing cost reduction strategies beyond service-related expenses, including:
  - Employee travel
  - Office supplies
  - Ticketing services
  - Workforce transition from daily maintenance to Capital Overhaul
  
- Implementing New Revenue Work Strategies:
  - Equipment maintenance services for Caltrans-owned rail equipment
  - Modifications to oldest ACE locomotives into cab or alternative power cars
  
- Scenario #1: Maintain Current Service Level
  - 2 Trains for entirety of 2020/2021: \$20,200,000



# OPERATING SCENARIOS

- Scenarios #2 and #3: Economic Improvement & Increased Ridership
  - 2 Trains through September, 3 Trains through the end of the year: \$23,200,000
  - 2 Trains through September, 3 Trains through February, 4 Trains through the end of the year: \$24,600,000
    - September and February align with publication and approval of certain revenue estimates
- Scenario #4: Optimistic
  - 3 Trains through December, 4 Trains through the end of the year: \$26,200,000





# OPERATING FUNDING FACTORS

- Coordination with Metropolitan Planning Organizations: SJCOG & MTC
  - Impact to local and state operating revenue programs, including:
    - Measure K, Transportation Development Act, Measure B/BB, SCVTA
  - State Controller's Office revenue estimates in August and January
    - Approval of revenue estimates (STA & LTF) by MPOs in September and February
- Coronavirus Aid, Relief, and Economic Security (CARES) Act
  - \$25 billion for transit across the country to support capital, operating, and other expenses to prevent, prepare for, and respond to COVID-19
  - Estimated to provide approximately \$22M in relief funding for the ACE service
- Potential for additional state and federal relief



# CAPITAL BUDGET

- A 2020/2021 Draft Capital Budget was also developed in early March
  - Rail Car Purchase
  - ACE Extension – Stockton to Natomas
  - ACE Extension – Lathrop to Ceres/Merced
  - Railcar Midlife Overhaul (TAM Plan)
  - Cabral Station Track Extension
  - Platform Extension Projects (including Fremont Station)
  - Robert J. Cabral Station Expansion
  
- Largely funded by Senate Bill 132 and the TIRCP award for Valley Rail
  
- Estimated at \$88 million, including multi-year projects underway
  - No anticipated impact to funding from COVID-19
  - Coordination with state agencies on capital funding sources



## NEXT STEPS

- As the situation evolves over the coming weeks, and the Governor's plan for easing the Shelter in Place mandates comes to fruition, a Draft Work Program and Budget will be presented in June.
  - Incorporate Commission input on Operating scenarios.
  
- Staff will continue to monitor the situation, including impacts to:
  - Ridership
  - Fares
  - Sales tax-based operating revenues
  
- June Board meeting:
  - Authorize extension of budget authority through July, at 2019-2020 budget levels.



## **ITEM 6**

**Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving an Agreement with Edgeworth Integration, LLC. Dba VAS Security Systems, Inc. for Security Camera Equipment, Installation and Maintenance and Associated Costs Not-To-Exceed \$319,961 and Authorizing the Executive Director to Execute Any and All Necessary Documents**

**(Sarah Rasheed, Autumn Gowan)**



## BACKGROUND

- The current Rail Commission security camera equipment and license plate readers (LPR) have been in use for over eight (8) years.
- Due to the many advancements in surveillance technology, the Rail Commission is seeking to upgrade the current technology to a more current and effective standard.
- An additional option was included in the solicitation to purchase security surveillance equipment for the new stations associated with the initial phase of the Valley Rail Program.



# CAMERA AND LICENSE PLATE READER (LPR) BREAKDOWN

## Current ACE Station Locations

Location	Amount of Equip.
Stockton – Outside Cabral Station and Platform	26
Inside Cabral Station	29
Rail Maintenance Facility	57
Lathrop and Manteca Station	19
Tracy Station	18
Vasco Station	13
Livermore Station	5
Pleasanton Station	10
<b>Total Cameras</b>	<b>177</b>
<b>Total LPRs</b>	<b>27</b>



## REQUEST FOR PROPOSAL (RFP) AND SELECTION PROCESS

- On January 30, 2020, SJRRC released a Request for Proposals (RFP) via vendor portal Planet Bids. 117 firms were notified of the opportunity and twenty-eight (28) firms downloaded the solicitation documents.
- SJRRC hosted a pre-proposal meeting on February 19, 2020 at the Cabral Station for potential proposers, with seven (7) firms attending.
- Four (4) firms submitted proposals:
  - 3D Datacom dba 3D Technology Services
    - Delta Wireless, Inc.
    - Edgeworth Integration, LLC. Dba VAS Security Systems, Inc.
    - Netxperts, Inc.



## REQUEST FOR PROPOSAL (RFP) AND SELECTION PROCESS

- The proposals were evaluated by a panel consisting of SJRRC's Executive and Legislative Coordinator, Director of Operations, Director of Capital Projects, and Facilities Superintendent.
- Two (2) firms were invited for interviews to allow the selection panel to evaluate the firms in person. Interviews were held on April 7, 2020 via teleconference.
- Firms were evaluated on presentation and responses to the selection panel's questions. Scores from the interviews were combined with scores from the written proposals.
- Based on the ranking, staff deems Edgeworth Integration, LLC. Dba VAS Security Systems, Inc. (Edgeworth) the most responsive and responsible proposer.





## REQUEST FOR PROPOSAL (RFP) AND SELECTION PROCESS

- Edgeworth's headquarters is located in Pleasanton, CA. Edgeworth's clients include the Livermore Unified School District and Stanislaus County.
- The contract total of \$319,961 will be expended over phases and multiple fiscal years:
  - Phase One: Equipment Purchase and Delivery (FY1920) = \$188,861
  - Phase Two: Equipment Installation (throughout contract term) = \$52,000
  - Phase Three: System Implementation & Preventative Maintenance (throughout contract term) = \$79,100
- Any additional funding for this project will be brought before the Board for approval and amended into the contract as needed.



# FISCAL IMPACT & RECOMMENDATION

- Fiscal Impact:
  - Project costs for the current fiscal year are identified in the 2019/2020 Work Program & Budget within the Capital Projects Budget. As a multi-year contract, future project costs will be included in subsequent year's Work Program & Budgets. Funding for the security camera equipment comes from PTMISEA.
  
- Recommendation:
  - Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving an Agreement with Edgeworth Integration, LLC. Dba VAS Security Systems, Inc. for Security Camera Equipment, Installation and Maintenance and Associated Costs Not-To-Exceed \$319,961 and Authorizing the Executive Director to Execute Any and All Necessary Documents.



## **ITEM 7**

**Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving a Reimbursement Agreement with Union Pacific Railroad for Preliminary Design for the Lathrop Wye Track Extension Project for an Amount Not-to-Exceed \$500,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project  
(Kevin Sheridan)**

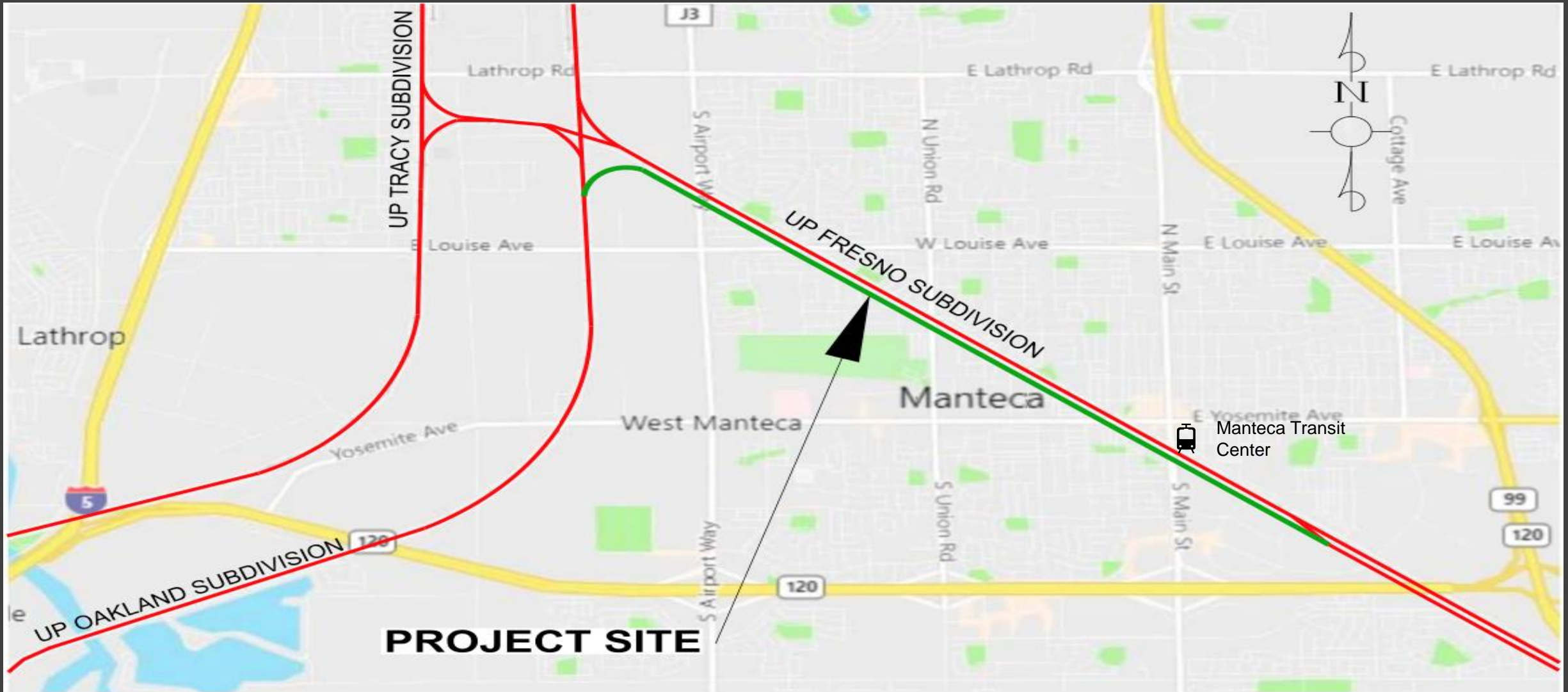


# LATHROP WYE AND TRACK EXTENSION





# PROJECT SITE

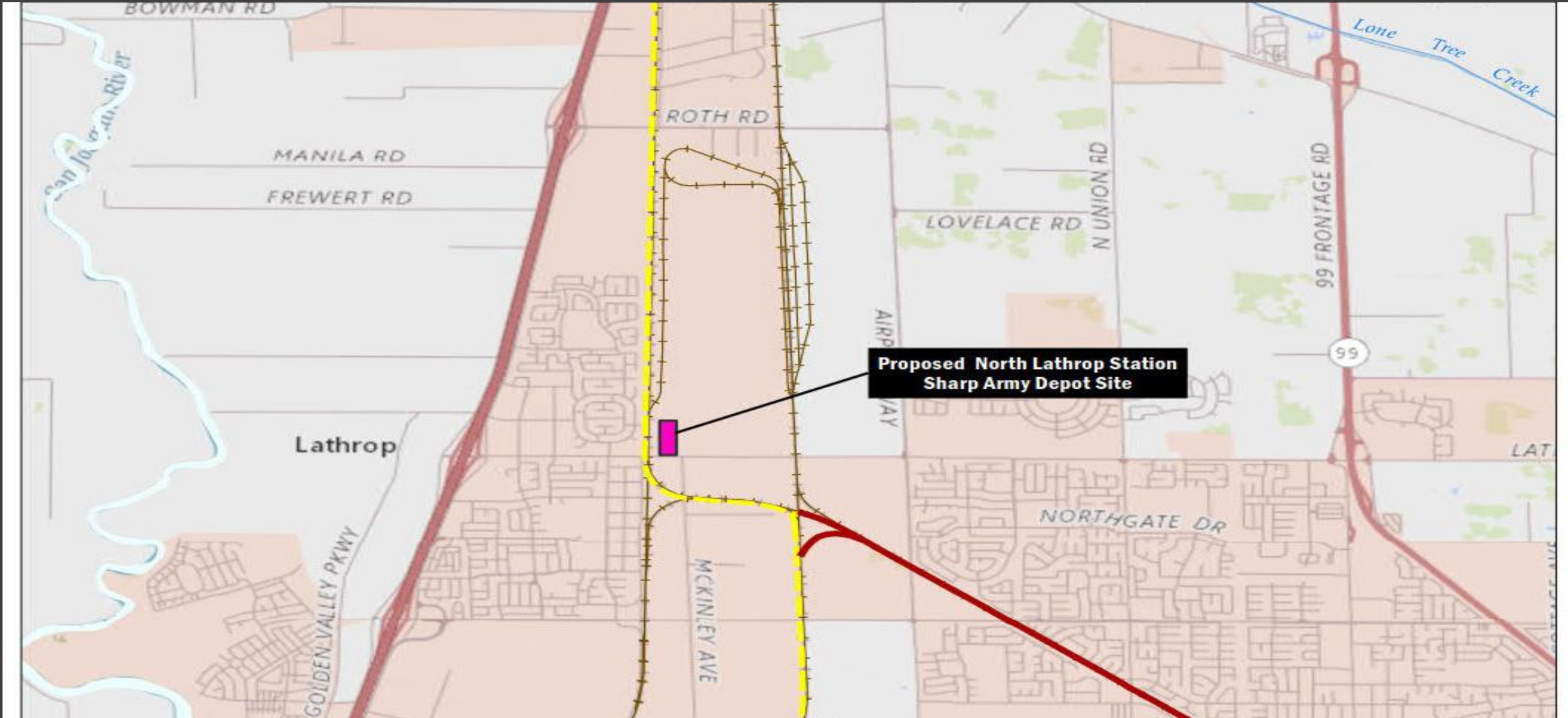


**PROJECT SITE**

**LOCATION MAP**  
NOT TO SCALE



# PROXIMITY TO SHARP DEPOT





## FISCAL IMPACT & RECOMMENDATION

- Fiscal Impact:

- The funding source for this agreement is part of the SB 132 funding for the Valley Rail Project. Expenses associated with this agreement are identified in the SJRRC/ACE Fiscal Year 2019/2020 Capital Budget.

- Recommendation:

- Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving a Reimbursement Agreement with Union Pacific Railroad for Preliminary Design for the Lathrop Wye Track Extension Project for an Amount Not-to-Exceed \$500,000 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.





## **ITEM 8**

**Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and Any Other Documents Necessary to Claim \$534,417 from the Low Carbon Transit Operations Program (LCTOP) for the ACE Means-Based Discounted Ticketing Program  
(Jordan Peterson, Rene Gutierrez)**





## BACKGROUND

- The Low Carbon Transit Operations Program (LCTOP) provides noncompetitive, formula funding to transit operators throughout the State.
- Funds are generated through quarterly cap-and-trade auctions and are made available on an annual basis to operators.
- Created to:
  - Provide operating and capital assistance to transit agencies.
  - Reduce greenhouse gas (GHG) emissions and improve mobility, with an emphasis on serving Disadvantaged Communities.



## LCTOP PAST PROJECTS

- Past SJRRC/ACE LCTOP projects included:
  - Equipment Purchase:
    - Tier IV Locomotive Purchase (2018)
  - Capital Improvements:
    - Lathrop/Manteca Shuttle Pullout Project (2019)
- In addition to equipment purchases and capital improvements, eligible projects include operational expenditures that increase transit mode share.





# ACE MEANS-BASED DISCOUNT PROGRAM

- In coordinating with MTC on the inclusion of the Altamont Corridor Vision Phase 1 in the Regional Transportation Plan (RTP), SJRRC has identified the ACE Means-Based Discounted Ticketing as a vital initiative in addressing equity and attracting low income passengers to the ACE system.
- The development and implementation of a means-based ticketing program is a key priority of MTC for transit systems in the Bay Area and of the SJRRC seeking to enhance regional mobility and transit affordability for people with low-incomes.
- Staff is proposing the utilization of LCTOP funding to provide 50% discounted tickets to low income individuals as part of the ACE Means-Based Discounted Ticketing in FY 20- 21.



# PROGRAM COORDINATION

- The Pilot Program will involve the coordination with Community-Based Organizations (CBO) throughout the ACE Corridor to identify and distribute discounted tickets to individuals that meet a certain income threshold, depending on the county in which they live.
  
- Staff have begun coordinating with community-based organizations throughout the ACE Corridor:
  - Interested CBO's
    - 2-1-1 San Joaquin with Family Resource & Referral Center (Stockton)
    - Tri-Valley Haven (Livermore)
  - Potential CBO's
    - Stanislaus Center for Health & Human Services (Modesto)
    - CityServe of the Tri-Valley (Dublin, Pleasanton and Livermore)
    - County of Santa Clara Social Services (San Jose)



# QUALIFICATIONS FOR MEANS-BASED DISCOUNT

- Proof of Income
  - Provide Valid Documents that verify income at or below 200% of the federal poverty level or active benefits in another approved assistance program (SNAP, Medicaid, Calfresh, WIC, TANF, etc.)
- Apply: Application, Income Verification and Ticket Distribution to qualifying participants will be coordinated through the Community Based Organization website and local office staff.





# QUALIFYING GROSS INCOME

## ■ Qualifying Recipients Gross Income (before taxes):

Household Size	Max Gross Monthly Income (200% Below Poverty Level)	Max Gross Annual Income (200% Below Poverty Level)
1	\$2,127	\$25,520
2	\$2,873	\$34,480
3	\$3,620	\$43,440
4	\$4,367	\$52,400
5	\$5,113	\$61,360
6	\$5,860	\$70,320

Source: Department of Health and Human Services  
HHS Poverty Guidelines for 2020



## NEXT STEPS

- Staff intends to request LCTOP funding over the next three fiscal years to subsidize the ACE Means-Based Discounted Ticketing Program, with this year's LCTOP request funding the Program for FY 20-21.
- Due to COVID-19, the Pilot Program start date is flexible and will begin when the CBO starts selling the Means-Based discounted tickets. If funding is not fully expended by the end of FY 20-21, staff will do a corrective action to roll these funds into the LCTOP application for next year.
- Staff will work with MTC and other partners to ensure stable, continued funding for the Program.
- Staff will be closely monitoring the success of the Program, adapting to lessons learned in subsequent years.





# FISCAL IMPACT & RECOMMENDATION

- Fiscal Impact:
  - Allocated LCTOP funding will be included in the FY 20-21 Operating Budget.
  
- Recommendation:
  - Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and Any Other Documents Necessary to Claim \$534,417 from the Low Carbon Transit Operations Program (LCTOP) for the ACE Means-Based Discounted Ticketing Program.







## **ITEM 9**

**Altamont Corridor Vision Phase 1 Improvement Program Update  
(Dan Leavitt)**





## **ITEM 10**

### **Commissioner's Comments**





## **ITEM 11**

### **Ex-Officio Comments**





## **ITEM 12**

### **Executive Director's Report**





# **ITEM 13**

## **CLOSED SESSION**





## **ITEM 14**

### **Adjournment**

