SPECIAL MEETING

of the

SAN JOAQUIN REGIONAL RAIL COMMISSION

This Special Meeting 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 special meeting should contact San Joaquin Regional Rail Commission (SJRRC) staff, at (209) 944-6220, during regular business hours, at least 24 hours prior to the time of the meeting.

All proceedings before the Commission are conducted in English. Anyone wishing to address the SJRRC Board is advised to have an interpreter or to contact SJRRC during regular business hours at least 24 hours prior to the time of the special meeting so that SJRRC 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 Special Meeting Agenda is available on the San Joaquin Regional Rail Commission website: www.acerail.com.

August 2, 2019 – 8:30 am

Call to Order, Pledge of Allegiance, Roll Call

Chair Fugazi

Roll Call: Haggerty, Marchand, Elliott, Johnson, Moorhead, Young, Zuber, Chair Fugazi

Ex-Officios: Chesley, DeMartino, Zoslocki, McElhinney
3. 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 five 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://acerail.com/board-of-directors subject to staff’s ability to post the documents prior to the meeting.

4. Consent Calendar
4.1 Minutes of June 7, 2019 ACTION
4.2 Rail Commission/ACE Monthly Expenditure INFORMATION
4.3 ACE Monthly Fare Revenue INFORMATION
4.4 ACE Ridership INFORMATION
4.5 ACE On-Time Performance INFORMATION
4.6 Update on Positive Train Control INFORMATION
4.7 Washington Update INFORMATION

5. Discussion on Potential Committee Structure for Oversight of the Development and Implementation of the Stations and Facilities for the Valley Rail Program (Stacey Mortensen) (Regular Voting Members)

6. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Three-Year Contract for Informational Technology Support Services to Interwest Consulting Group for an Amount Not-to-Exceed $590,012 from August 2, 2019 through June 30, 2022, and Authorizing and Directing the Executive Director to Execute the Agreement (Sarah Rasheed/Autumn Gowan) (Regular and Special Voting Members)

7. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Sixth Amendment of the Altamont Pass Trackage Rights Agreement with Union Pacific Railroad for Initiation of Saturday Service, Increasing the Maximum Length of Trainsets from 8 to 10 Passenger Cars and a Capital Project Funded by the SJJPA for the Valley Rail Project, and Authorizing and Directing the Executive Director to Execute Any and All Documents Upon Legal Counsel Review and Approval (Brian Schmidt) (Regular and Special Voting Members)
8. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Chair to Submit a Letter of Support for the Altamont Corridor Vision Phase 1 Improvement Program  
   (Dan Leavitt) (Regular and Special Voting Members)

9. East Channel Street Improvement Project, Upcoming Public Information Meeting: Thursday, August 15, 2019  
   (Paul Herman)

10. Commissioner’s Comments

11. Ex-Officio Comments

12. Executive Director’s Report

13. Adjournment
   The next regular meeting is scheduled for: September 6, 2019 – 8:00 am  
   Robert J. Cabral Station  
   949 East Channel Street, Stockton
Minutes of June 7, 2019

The regular meeting of the San Joaquin Regional Rail Commission was held at 8:00 am, June 7, 2019 at the Robert J. Cabral Station, 949 East Channel Street Stockton, CA 95202.

1 Call to Order/Pledge of Allegiance/Roll Call

Chair Fugazi called the meeting to order at 8:00 am and led the audience in the pledge of Allegiance.

Commissioners Present: Haggerty, Elliott, Johnson, Young, Zuber, Chair Fugazi

Commissioners Absent: Marchand, Moorhead

Ex-Officio Members Present: Mr. Chesley, Mr. Knodt, Mr. Zoslocki, Mr. McElhinney

2 Public Comments

No public comments were made.

3 Consent Calendar

3.1 Minutes of May 3, 2019

3.2 Rail Commission/ACE Monthly Expenditure

3.3 ACE Monthly Fare Revenue

3.4 ACE Ridership

3.5 ACE On-Time Performance

3.6 Update on Positive Train Control

3.7 Washington Update

3.8 Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving Amendment #3 of the California High-Speed Rail Authority Agreement and Authorizing and Directing the Executive Director to Execute All Documents Related to the Agreement

3.9 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, Amendments, Agreements and Any Other Documents Necessary to Claim $188,033 in FY 2019-20 State of Good Repair (SGR) Program Funds for Railcar Midlife Overhaul and Facility Upgrades and Capital Improvements
Commissioner Elliott abstained from Consent Item 3.1.

M/S/C (Haggerty/Zuber) Approve the Consent Calendar. Passed and Adopted by the San Joaquin Regional Rail Commission on the 7th day of June, 2019 by the following vote to wit:

AYES: 6    Haggerty, Elliott, Johnson, Young, Zuber, Chair Fugazi

NOES: 0

ABSTAIN: 0

ABSENT: 2    Marchand, Moorhead

**4 Public Hearing: Presentation and Approval of a Resolution Adopting the SJRRC/ACE Combined Fiscal Year 2019/2020 Work Program and Operating Budget of $30,851,254 and Adopting SJJPA Fiscal Year 2019/2020 Work Program and Operating Budget of $70,393,392 and a Combined Capital Budget of $92,763,557**

Mr. Kay, Mr. Schmidt, Mr. Sheridan and Mr. Leavitt did a presentation on this item.

Commissioner Haggerty inquired about the insurance management fees. Mr. Schmidt stated that the fees are for the insurance broker.

Commissioner Haggerty inquired about back-up servers and suggested having back-up servers in out-of-state locations.

Commissioner Haggerty asked about the Maintenance of San Joaquin County Facilities line item in the Operating Budget. Mr. Schmidt and Ms. Cordova clarified that they are SJRRC facilities within the county of San Joaquin.

Commissioner Elliott asked for clarification on the conservative estimate for the Fare Revenue line item. Mr. Schmidt and Ms. Mortensen clarified the reasoning behind the conservative estimate.

Commissioner Zuber asked about the Measure K revenue amount. Mr. Schmidt stated the Measure K increase is due to the Valley Rail Program.

Ms. Mortensen thanked Mr. Sheridan for his work with Union Pacific.

Commissioner Elliott inquired about Union Pacific’s allowance of early service. Mr. Sheridan explained that Phase 1 will allow for early service and as the Valley Rail Program projects and improvements are implemented, more service will be added.

Commissioner Elliott asked about the tunnel through the Altamont Pass. Mr. Leavitt clarified the location of the tunnel.

Commissioner Elliott asked if staff have been coordinating with the Tri-Valley San Joaquin Regional Rail Authority (TVSJRA). Mr. Leavitt stated that staff is working together with TVSJRA staff.
M/S/C (Zuber/Haggerty) Approval of a Resolution Adopting the SJRRC/ACE Combined Fiscal Year 2019/2020 Work Program and Operating Budget of $30,851,254 and Adopting SJJPA Fiscal Year 2019/2020 Work Program and Operating Budget of $70,393,392 and a Combined Capital Budget of $92,763,557. Passed and Adopted by the San Joaquin Regional Rail Commission on the 7th day of June, 2019 by the following vote to wit:

AYES: 6 Haggerty, Elliott, Johnson, Young, Zuber, Chair Fugazi

NOES: 0

ABSTAIN 0

ABSENT: 2 Marchand, Moorhead

5 Conduct a Public Hearing on the Proposed ACE Saturday Service, Accept Report Summarizing Comments Received during the Public Comment Period, and Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting ACE Saturday Service Effective Summer 2019

ACTION

Mr. Kay did a presentation on this item.

Commissioner Elliott inquired about other improvements to the service such as On-Time Performance (OTP). Mr. Schmidt commented that updates to Positive Train Control (PTC) and equipment adjustments have led to better OTP.

Commissioner Zuber asked if there was a target for ridership. Ms. Mortensen clarified that there is currently no target set for this program and that staff will evaluate the ridership data to determine the program’s success.

Commissioner Haggerty inquired about the Sunol Quiet Zone quad gates. Mr. Sheridan stated the quiet zone would be established before Saturday Service.

Commissioner Haggerty requested a timeframe for the installation of the quad gates. Mr. Sheridan stated that he anticipates an 18-month schedule.

Commissioner Haggerty asked about the arrival time of the Saturday service train in the Sunol area. Mr. Schmidt stated the first train would arrive around 8:50 am and the second train would arrive around 10:00 am.

Chair Fugazi inquired about the tentative schedule. Mr. Kay stated the times for the schedule were part of a coordination effort between UP, Caltrain and public comments.

Vaughn Wolfe commented on Saturday service and the potential to skip stations.

M/S/C (Haggerty/Zuber) to Conduct a Public Hearing on the Proposed ACE Saturday Service, Accept Report Summarizing Comments Received during the Public Comment Period, and Approve a Resolution of the Board of
Commissioners of the San Joaquin Regional Rail Commission Adopting ACE Saturday Service Effective Summer 2019. Passed and Adopted by the San Joaquin Regional Rail Commission on the 7th day of June, 2019 by the following vote to wit:

AYES: 6  Haggerty, Elliott, Johnson, Young, Zuber, Chair Fugazi

NOES: 0
ABSTAIN 0
ABSENT: 2  Marchand, Moorhead

6  Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving On-Going Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2019/2020 and Authorizing and Directing the Executive Director to Execute All Agreements and Amendments Not-To-Exceed the Following Amounts:

1)  On-Going Professional and Contracted Service Agreements:
   a.  Diesel Fuel = $1,794,223
2)  Amendments to Professional and Contracted Service Agreements:
   a.  Crew Layover Services = $577,000

Mr. Schmidt did a presentation on this item.

No comments were made on this item.

M/S/C (Zuber/Young) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving On-Going Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2019/2020 and Authorizing and Directing the Executive Director to Execute All Agreements and Amendments Not-To-Exceed the Following Amounts. Passed and Adopted by the San Joaquin Regional Rail Commission on the 7th day of June, 2019 by the following vote to wit:

AYES: 6  Haggerty, Elliott, Johnson, Young, Zuber, Chair Fugazi

NOES: 0
ABSTAIN 0
ABSENT: 2  Marchand, Moorhead
Approve Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing Shuttle Services for the Altamont Corridor Express (ACE) Service for Fiscal Year 2019/2020 and Authorizing and Directing the Executive Director to Execute All Agreements with the following Agencies:

a. Santa Clara Valley Transportation Authority $933,313  
b. Livermore-Amador Valley Transportation Authority $181,800  
c. Contra Costa County Transportation Authority  $135,200  

Mr. Chapa did a presentation on this item.

Commissioner Elliott asked if the shuttle cost for VTA includes the shuttle to the airport. Mr. Chapa stated the shuttle to the airport is a free service and is not included.

Commissioner Zuber asked about the percentages for the ACE service portion costs. Mr. Chapa clarified that the percentages are the portions that SJRRC pays for the shuttles.

Commissioner Haggerty inquired about the source of funding for the shuttles. Mr. Schmidt stated that majority of the funding comes from air district funding and the remainder comes from the ACE operating budget.

Commissioner Haggerty asked about the disproportionate funding amounts. Mr. Schmidt and Ms. Mortensen clarified that there is a higher demand for shuttle service in Santa Clara than there is currently in other areas.

M/S/C (Haggerty/Zuber) to Approve Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing Shuttle Services for the Altamont Corridor Express (ACE) Service for Fiscal Year 2019/2020 and Authorizing and Directing the Executive Director to Execute All Agreements with the following Agencies. Passed and Adopted by the San Joaquin Regional Rail Commission on the 7th day of June, 2019 by the following vote to wit:

AYES: 6 Haggerty, Elliott, Johnson, Young, Zuber, Chair Fugazi

NOES: 0

ABSTAIN 0

ABSENT: 2 Marchand, Moorhead
Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Two-Year Contract for Ticketing Services to Lisa Lorenz and Dirk Lorenz for an Amount Not-To-Exceed $315,434 total from July 1, 2019 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement

Mr. Perez did a presentation on this item.

Commissioner Elliott inquired about the dates regarding the lease agreement with the City of Fremont and the contract agreement. Mr. Perez confirmed that the contract can be amended or terminated at any time pending the outcome of the lease agreement with the City of Fremont.

Commissioner Elliott asked about the services provided by the vendor. Mr. Schmidt explained the services provided by the vendor.

Commissioner Elliott inquired about sole sourcing for this service. Counsel explained that staff followed the procurement manual and counsel has reviewed the process and agreement.

Commissioner Haggerty asked if the services provided by the vendor include Saturday Service. Mr. Schmidt stated that they are working with the vendor.

M/S/C (Haggerty/Zuber) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Two-Year Contract for Ticketing Services to Lisa Lorenz and Dirk Lorenz for an Amount Not-To-Exceed $315,434 total from July 1, 2019 through June 30, 2021, and Authorizing and Directing the Executive Director to Execute the Agreement. Passed and Adopted by the San Joaquin Regional Rail Commission on the 7th day of June, 2019 by the following vote to wit:

AYES:  6     Haggerty, Elliott, Johnson, Young, Zuber, Chair Fugazi
NOES:  0
ABSTAIN   0
ABSENT:  2 Marchand, Moorhead

Approve a Professional Services Agreement with Interwest Consulting Group for Informational Technology Support Services for Operations and Capital Projects Not-to-Exceed $370,012 and Authorize and Direct the Executive Director to Execute the Agreement

This item was pulled from the agenda.
Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Execute Contract Amendment 01 with Siegfried Engineering, Inc. for the East Channel Street Improvements Project to Increase the Contract Amount by $176,729 for an Amount Not-to-Exceed $485,094

Mr. Sheridan did a presentation on this item.

Commissioner Zuber inquired about the funding source. Mr. Sheridan stated the funding comes from Measure K.

Commissioner Elliott asked if the undergrounding of utilities is a separate project. Mr. Sheridan stated that it is a separate project.

Commissioner Elliott inquired about the environmental process. Mr. Sheridan explained the project in regard to environmental requirements.

Chair Fugazi made a comment regarding the efforts the City of Stockton has made for the undergrounding of utilities. Chair Fugazi also commented on the importance of the Cabral Station as a transportation hub.

M/S/C (Fugazi/Zuber) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Execute Contract Amendment 01 with Siegfried Engineering, Inc. for the East Channel Street Improvements Project to Increase the Contract Amount by $176,729 for an Amount Not-to-Exceed $485,094. Passed and Adopted by the San Joaquin Regional Rail Commission on the 7th day of June, 2019 by the following vote to wit:

AYES: 5 Elliott, Johnson, Young, Zuber, Chair Fugazi

NOES: 0

ABSTAIN: 0

ABSENT: 1 Moorhead

Commissioner’s Comments

No commissioner’s comments were made.

Ex-Officio Comments

Mr. Chesley thanked Chair Fugazi and Mr. Leavitt for their participation on the One Voice trip. Mr. Chesley also discussed the TVSJRRRA Valley Link feasibility report.

Mr. McElhinney commented on the Caltrans coordination with staff on ongoing projects. Mr. McElhinney also mentioned a summit being held by Caltrans in the fall.

Commissioner Haggerty made a comment regarding Valley Link and the feasibility report and thanked Mr. Leavitt and Ms. Mortensen.
Executive Director’s Report

Ms. Mortensen discussed the developments with a new funding measure centered on the Bay Area.

Ms. Mortensen also discussed the developments regarding the commuter rail SRA funds.

CLOSED SESSION:
PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Executive Director.

CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representative: Chair Fugazi
Unrepresented employee: Executive Director

Counsel stated that there was no reportable action.

Adjournment

The meeting was adjourned at 9:52 am.
The next regular meeting is scheduled for:

August 2, 2019 – 8:00 am
Robert J. Cabral Station
949 E. Channel Street
Stockton, CA 95202
San Joaquin Regional Rail Commission
Altamont Corridor Express
Operating and Capital Expense Report
May 2019
92% of Budget Year Elapsed

<table>
<thead>
<tr>
<th>OPERATING EXPENSES</th>
<th>SJRRC EXPENSE FY 18-19 TO SPENT FY 18-19 TO DATE</th>
<th>ACE EXPENSE FY 18-19 TO SPENT FY 18-19 TO DATE</th>
<th>%</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Management, Services &amp; Supplies Subtotal</td>
<td>784,339</td>
<td>690,850</td>
<td>88%</td>
<td>5,276,185</td>
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<tr>
<td>Contracted Services Subtotal</td>
<td>425,375</td>
<td>220,073</td>
<td>52%</td>
<td>18,913,136</td>
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<tr>
<td>Shuttle Services</td>
<td></td>
<td></td>
<td></td>
<td>1,269,855</td>
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<tr>
<td>TOTAL OPERATING EXPENSES</td>
<td>1,209,714</td>
<td>910,923</td>
<td>75%</td>
<td>25,459,176</td>
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</tbody>
</table>

| CAPITAL PROJECTS | CAPITAL EXPENSE FY 18-19 TO SPENT TO DATE | | |
|------------------|------------------------------------------|---|
| SJRRC & ACE | 27,811,261 | 12% |

<table>
<thead>
<tr>
<th>CAPITAL PROJECTS SJRRC</th>
<th>CAPITAL EXPENSE FY 18-19 TO SPENT TO DATE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1 East Channel Street Improvements</td>
<td>2,042,287</td>
<td>156,225</td>
</tr>
<tr>
<td>2 Robert J. Cabral Parking Lot Expansion</td>
<td>2,229,413</td>
<td>-</td>
</tr>
<tr>
<td>3 SJRRC Maintenance Vehicles</td>
<td>120,000</td>
<td>-</td>
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<tr>
<td>TOTAL CAPITAL PROJECT SJRRC</td>
<td>$ 4,391,700</td>
<td>$ 156,225</td>
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<table>
<thead>
<tr>
<th>CAPITAL PROJECTS ACE</th>
<th>CAPITAL EXPENSE FY 18-19 TO SPENT TO DATE</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1 SJ COG Loan Repayment</td>
<td>1,118,012</td>
<td>1,118,012</td>
</tr>
<tr>
<td>2 A1 &amp; A2 Bond Repayment</td>
<td>3,035,912</td>
<td>3,025,315</td>
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<tr>
<td>3 UPRR Capital Access Fee</td>
<td>3,242,516</td>
<td>3,242,516</td>
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<tr>
<td>4 UPRR Capitalized Maintenance Projects</td>
<td>4,000,000</td>
<td>1,869,181</td>
</tr>
<tr>
<td>5 ACE Extension Natomas to Stockton</td>
<td>100,000,000</td>
<td>521,884</td>
</tr>
<tr>
<td>6 ACE Extension Lathrop to Ceres/Merced</td>
<td>65,865,000</td>
<td>227,427</td>
</tr>
<tr>
<td>7 Locomotives (4)</td>
<td>23,396,668</td>
<td>13,228,456</td>
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<tr>
<td>8 Platform Extension Projects</td>
<td>8,959,000</td>
<td>318,434</td>
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<td>9 Cabral Track Extension</td>
<td>7,331,989</td>
<td>437,297</td>
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<tr>
<td>10 Fremont Platform Extension</td>
<td>3,400,000</td>
<td>-</td>
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<tr>
<td>11 Lyoth Derail</td>
<td>500,000</td>
<td>-</td>
</tr>
<tr>
<td>12 Positive Train Control</td>
<td>3,944,067</td>
<td>2,606,500</td>
</tr>
<tr>
<td>13 Rolling Stock</td>
<td>3,500,000</td>
<td>-</td>
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<tr>
<td>14 Facility Upgrades and Capital Improvements</td>
<td>28,522</td>
<td>-</td>
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<tr>
<td>15 Capital Spares</td>
<td>1,125,000</td>
<td>358,635</td>
</tr>
<tr>
<td>16 Safety and Security/Video Cameras</td>
<td>1,544,087</td>
<td>789,986</td>
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<tr>
<td>17 E-Ticketing</td>
<td>354,613</td>
<td>36,163</td>
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<tr>
<td>18 Public Information Display System (PIDS)</td>
<td>225,000</td>
<td>-</td>
</tr>
<tr>
<td>19 Network Integration</td>
<td>1,000,000</td>
<td>-</td>
</tr>
<tr>
<td>20 Coordinated Planning Services</td>
<td>300,000</td>
<td>-</td>
</tr>
<tr>
<td>21 Sunol Quiet Zone</td>
<td>400,000</td>
<td>31,456</td>
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<tr>
<td>TOTAL CAPITAL PROJECTS ACE</td>
<td>$ 233,270,386</td>
<td>$ 27,811,261</td>
</tr>
</tbody>
</table>

| TOTAL CAPITAL PROJECTS SJRRC & ACE | $ 237,662,086 | $ 27,967,487 | 12% |
Status of Capital Projects - As of May 2019

SAN JOAQUIN RAIL COMMISSION

1. East Channel Street Improvements - SJRRC 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. SJRRC has begun the environmental clearance and final design for the project, which is anticipated to be completed in 2019. Construction is slated to begin FY 2019/2020.

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 renovate a portion of the building. Staff is working on completing an environmental determination to move forward with final design.

3. SJRRC Maintenance Vehicles - The purchase of three maintenance vehicles.

ALTAMONT CORRIDOR EXPRESS

1. SJ COG Loan Repayment - Annual payment made July 1, 2018 per SJCOG amended loan agreement.

2. Bond Repayments - Bond repayments are made bi-annually, payments FY 18-19 are due in October 2018 and April 2019.

3. UPPR Capital Access Fee - Payment for calendar year 2019 paid in two installments. First payment processed in January and second payment in May 2019

4. UPPR Capitalized Maintenance Projects - Multi-year project is budgeted at $4,000,000 for the year. Invoices are received throughout the year.

5. ACE Extension Natomas to Stockton - Environmental work for the project is currently underway. It is estimated that the draft Environmental Impact Report (EIR) will be released in late 2019.

6. ACE Extension Lathrop to Ceres/Merced - The Environmental Impact Report (EIR) was certified in August 2018. Final design is anticipated to begin in Q2 2019.

7. Locomotives (4) - Multi-year project to procure up to five Tier 4 locomotives for ACE service. A contract for the procurement was approved in April 2018. Currently ongoing through Fiscal Year 2019/2020, with the first unit scheduled to arrive in December 2019.

8. Platform Extension Projects - Multi-year project to extend the existing Lathrop/Manteca, Tracy, Vasco, Livermore, and Pleasanton platforms. A contract for final design was approved in May 2018 and is currently under review by Union Pacific.

9. Cabral Track Extension - Staff is working on completing an environmental determination to move forward with final design. Union Pacific is currently reviewing documentation.

10. Fremont Platform Extension - Construction of a 400-foot platform extension at the Fremont ACE Station. Final design is anticipated to begin in Q2 2019.

11. Lyoth Derail - Installation of electric-powered derails near the Tracy ACE Station. Coordination with UPPR is currently underway.

12. Positive Train Control - Multi-year project will continue testing with Caltrain in late 2019. On-board equipment installation is complete, the Hosted Back Officer Server is operational. PTC is operating as designed on the UPRR corridor.

13. Rolling Stock - Multi-year project to use a competitive negotiation process to procure five passenger rail cab cars, with an option to purchase up to 29 additional passenger rail cars. A joint procurement is currently underway, with the Agencies in negotiations with Bombardier for the procurement.

14. Facility Upgrades and Capital Improvements - Currently ongoing

15. Capital Spares - Preventative Maintenance is ongoing.

16. Safety and Security/Video Cameras - The camera security project was awarded in June 2018 and is in construction.

17. E-Ticketing - Multi-year pilot project is currently ongoing. A contract for the implementation of the Altamont Corridor Express Mobile Ticketing System was approved in May 2018. Full roll out release as of April 2019.

18. Public Information Display System (PIDS) - Currently ongoing project, PIDS system gives the ability to send train status and general information to ACE stations and SJPA in real time.

19. Network Integration - Planning consulting services of integrating the ACE and SJPA services with high-speed rail and other rail transit services.

20. Coordinated Planning Services - Anticipated planning services to start summer 2019.

21. Sunol Quiet Zone - Construction has been completed but to address public concerns, revisions need to be made. Design for the revised project, Four Quadrant Gates on Main Street Sunol, was released in a RFQ in January 2019. Contract was awarded at the May 3rd Board meeting.
### Fare Revenue

<table>
<thead>
<tr>
<th>Month</th>
<th>FY 18-19 Fare Revenue</th>
<th>FY 17-18 Fare Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul-18</td>
<td>934,823</td>
<td>761,437</td>
</tr>
<tr>
<td>Aug-18</td>
<td>1,017,601</td>
<td>855,600</td>
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<tr>
<td>Sep-18</td>
<td>901,396</td>
<td>787,527</td>
</tr>
<tr>
<td>Oct-18</td>
<td>1,049,117</td>
<td>914,200</td>
</tr>
<tr>
<td>Nov-18</td>
<td>856,601</td>
<td>776,861</td>
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<tr>
<td>Dec-18</td>
<td>705,227</td>
<td>682,650</td>
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<tr>
<td>Jan-19</td>
<td>1,021,424</td>
<td>912,481</td>
</tr>
<tr>
<td>Feb-19</td>
<td>837,812</td>
<td>774,475</td>
</tr>
<tr>
<td>Mar-19</td>
<td>932,548</td>
<td>823,332</td>
</tr>
<tr>
<td>Apr-19</td>
<td>990,292</td>
<td>876,113</td>
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<tr>
<td>May-19</td>
<td>933,163</td>
<td>910,443</td>
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<td>Jun-19</td>
<td>745,561</td>
<td>752,943</td>
</tr>
<tr>
<td>FY TOTAL</td>
<td>10,925,563</td>
<td>9,828,062</td>
</tr>
</tbody>
</table>

- % of Budget Year Elapsed: 100%
- FY 18-19 % of Budgeted Fare Revenue Received to Date: 109.3%
- Projected Annual Fare Revenue: $10,000,000
ACE DAILY RIDERSHIP COMPARISON

<table>
<thead>
<tr>
<th></th>
<th>17/18 DAILY AVG</th>
<th>18/19 AVG DAILY</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUN</td>
<td>5336</td>
<td>5832</td>
</tr>
<tr>
<td>JUL</td>
<td>5235</td>
<td>5751</td>
</tr>
<tr>
<td>AUG</td>
<td>5584</td>
<td>5976</td>
</tr>
<tr>
<td>SEP</td>
<td>5836</td>
<td>6433</td>
</tr>
<tr>
<td>OCT</td>
<td>5809</td>
<td>6591</td>
</tr>
<tr>
<td>NOV</td>
<td>5569</td>
<td>6144</td>
</tr>
<tr>
<td>DEC</td>
<td>4496</td>
<td>5499</td>
</tr>
<tr>
<td>JAN</td>
<td>5376</td>
<td>5779</td>
</tr>
<tr>
<td>FEB</td>
<td>5617</td>
<td>5736</td>
</tr>
<tr>
<td>MAR</td>
<td>5387</td>
<td>5962</td>
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<tr>
<td>APR</td>
<td>5587</td>
<td>5980</td>
</tr>
<tr>
<td>MAY</td>
<td>6197</td>
<td>6414</td>
</tr>
<tr>
<td>JUN</td>
<td>5832</td>
<td>5925</td>
</tr>
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</table>
ACE ON TIME PERFORMANCE

<table>
<thead>
<tr>
<th>Month</th>
<th>Monthly OTP</th>
<th>YTD OTP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun-18</td>
<td>89.88</td>
<td>85.31</td>
</tr>
<tr>
<td>Jul-18</td>
<td>86.31</td>
<td>85.45</td>
</tr>
<tr>
<td>Aug-18</td>
<td>86.81</td>
<td>85.63</td>
</tr>
<tr>
<td>Sep-18</td>
<td>93.42</td>
<td>86.41</td>
</tr>
<tr>
<td>Oct-18</td>
<td>88.59</td>
<td>86.65</td>
</tr>
<tr>
<td>Nov-18</td>
<td>95.51</td>
<td>87.39</td>
</tr>
<tr>
<td>Dec-18</td>
<td>78.52</td>
<td>86.79</td>
</tr>
<tr>
<td>Jan-19</td>
<td>45.35</td>
<td>45.35</td>
</tr>
<tr>
<td>Feb-19</td>
<td>66.23</td>
<td>55.21</td>
</tr>
<tr>
<td>Mar-19</td>
<td>76.19</td>
<td>62.35</td>
</tr>
<tr>
<td>Apr-19</td>
<td>81.61</td>
<td>67.37</td>
</tr>
<tr>
<td>May-19</td>
<td>84.09</td>
<td>70.85</td>
</tr>
<tr>
<td>Jun-19</td>
<td>85.53</td>
<td>73.09</td>
</tr>
</tbody>
</table>
Update on Positive Train Control

ACE train delays associated with PTC continue to decrease. Average delays are down to 2 minutes per train, with most trains not experiencing any PTC related delays. The reduction in delays and length of time of the delays are attributed to software upgrades on the UPRR infrastructure.

Communications to Passengers:
Staff continue to provide passengers with updated information regarding the delays using the following channels:

- ACE Website
- Social Media (Facebook and Twitter)
- Onboard announcements

Coordination with UPRR, Caltrain and the Federal Railroad Administration (FRA):
Staff continue regular conference calls with UPRR, Caltrain and FRA on PTC as PTC continues to evolve.

PTC testing on Caltrain is scheduled to begin sometime during the 4th quarter of 2019. The testing will be completed on weekends. It is anticipated ACE will be fully operational over the entire 86 mile corridor in the 2nd quarter of 2020.

Additionally, testing of the Charger locomotive will begin on UPRR and Caltrain corridors in the first quarter 2020 prior to being put into revenue service.

American Public Transportation Association (APTA) and FRA PTC Summits:
Staff attended the APTA PTC subcommittee meeting on June 4th to discuss lessons learned, and the second of six (6) FRA PTC Summits on June 5th, both meetings were held in Washington D.C. The next Summit is scheduled for some time in October.
**TO:** SJRRC Board  
**FROM:** Buchanan and TG&A Team  
**RE:** Monthly Legislative Report for June 2019

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JUNE UPDATE</strong></td>
<td><strong>CONGRESS</strong></td>
</tr>
</tbody>
</table>

**SELECTED CONGRESSIONAL HEARINGS**

**June 26, 2019.** The Senate Committee on Budget held a hearing to discuss and receive testimony on: “Fixing a Broken Budget and Spending Process: Securing the Nation’s Fiscal Future.” [Committee Link and Testimony](#)  

**June 26, 2019.** The House Committee on Transportation and Infrastructure held a Full Committee Markup to consider several following bills and to address other business. Among the bills to be marked up is HR 2726, Banning Smoking on Amtrak Act of 2019, and HR 3362, Small Airports Mothers’ Rooms Act of 2019. [Committee Markup Link](#)  

**June 26, 2019.** The Senate Committee on Commerce, Science and Transportation held a hearing to discuss and receive testimony on: “Amtrak: Next Steps for Passenger Rail.” [Committee Link and Testimony](#)  

**June 25, 2019.** The Senate Committee on Commerce, Science and Transportation held a hearing to discuss and receive testimony on: “Examining Technological Innovations in Transportation.” [Committee Link and Testimony](#)  

**June 25, 2019.** The House Committee on Homeland Security held a hearing to discuss and receive testimony on: “Cybersecurity Challenges for State and Local Governments: Assessing How the Federal Government Can Help.” [Committee Link and Testimony](#)  

**June 25, 2019.** The House Committee on Transportation and Infrastructure held a hearing to discuss and receive testimony on: “Examining the Role of Mobility on Demand (MOD) in Surface Transportation Policy.” [Committee Link and Testimony](#)  

**June 25, 2019.** The House Committee on Oversight and Reform held a hearing to discuss and receive testimony on: “Identifying, Resolving, and Preventing Vulnerabilities in TSA's Security Operations.” See Charles Michael Johnson, Jr., Managing Director, Homeland Security and Justice Team testimony under “OTHER REPORTS” section. [Committee Link and Testimony](#)  

**June 20, 2019.** The House Committee on Transportation and Infrastructure, Subcommittee on Railroads held a hearing to discuss and receive testimony on: “The State of the Rail Workforce.” [Committee Link and Testimony](#)
June 19, 2019. The Senate Committee on Commerce, Science and Transportation held a hearing to discuss and receive testimony from several Administrators, (FRA, FMCSA, and NHTSA) concerning: “FAST Act: Reauthorization: Transportation and Safety Issues.” [Committee Link and Testimony]

June 12, 2019. The Senate Committee on Commerce, Science and Transportation held a hearing to discuss and receive testimony concerning “Oversight of the Federal Communications Commission.” The issue revolving around whether or not to open-up the 5.9 GHz spectrum to non-transportation use was highlighted. AASHTO submitted testimony urging the Committee to maintain a “transportation-only” allocation of 5.9 GHz for transportation safety purposes. [Committee Link and Testimony] and [AASHTO Letter]

June 11, 2019. The House Committee on Appropriations approved the FY 2020 Department of Homeland Security bill on a vote of 29 to 20 and were ordered reported, as amended. The committee mark recommends $63.8 billion in total discretionary appropriations for the Department of Homeland Security, including $49.7 billion within the bill’s 302(b) allocation and $14.1 billion as a budget cap adjustment for major disaster response and recovery activities. The overall total is an increase of $2.2 billion above the fiscal year 2019 funding level, and $1.9 billion below the president’s budget request. See June 5 for Department of Homeland Security funding table.


<table>
<thead>
<tr>
<th>Selected Programs</th>
<th>(Enacted) FY 2019</th>
<th>House Proposed FY 2020</th>
<th>Pct. Change</th>
<th>$ Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Homeland Security Grant Program</td>
<td>525,000,000</td>
<td>625,000,000</td>
<td>19.05%</td>
<td>100,000,000</td>
</tr>
<tr>
<td>Urban Area Security Initiative</td>
<td>640,000,000</td>
<td>700,000,000</td>
<td>9.38%</td>
<td>60,000,000</td>
</tr>
<tr>
<td>Public Transportation Security Assistance, Railroad Security Assistance, and Over-the-Road Bus Security Assistance</td>
<td>100,000,000</td>
<td>110,000,000</td>
<td>10.00%</td>
<td>10,000,000</td>
</tr>
<tr>
<td>Amtrak Security (set-aside)</td>
<td>(10,000,000)</td>
<td>(10,000,000)</td>
<td>0.00%</td>
<td>No Change</td>
</tr>
<tr>
<td>Over-the-Road Bus Security (set-aside)</td>
<td>(2,000,000)</td>
<td>(2,000,000)</td>
<td>0.00%</td>
<td>No Change</td>
</tr>
<tr>
<td>Port Security Grants</td>
<td>100,000,000</td>
<td>110,000,000</td>
<td>10.00%</td>
<td>10,000,000</td>
</tr>
<tr>
<td>Assistance to Firefighter Grants</td>
<td>350,000,000</td>
<td>375,000,000</td>
<td>7.14%</td>
<td>25,000,000</td>
</tr>
</tbody>
</table>

Note: The FY 2020 House proposal includes $20 million for reimbursements to airports for legacy purchases of in-line explosive detection systems.
June 4, 2019. The full House Appropriations Committee approved the **FY 2020 Transportation, Housing and Urban Development, and Related Agencies bill (HR 3163)** on a vote of 29 to 21 – on a strict party-line vote. A non-controversial “Manager’s Amendment” was offered and approved by voice vote by Congressman David Price (D-NC), who is also the Chairman of the Appropriations Subcommittee on Transportation, Housing, and Urban Development, and Related Agencies. Republicans opposed HR 3163 largely because the bill is based on the overall $1.295 trillion discretionary budget cap number passed by the House Budget Committee in April, a number that is $176 billion more than the Office of Management and Budget Revised budget cap number. Moreover, the increased funding provided by the House Budget Committee has not been agreed-to by the Senate or the Administration. The accompanying **House Report 116-106** was filed on June 6, 2019. Overall, HR 3163 provides $137.1 billion in budgetary resources, an increase of $6 billion above enacted FY 2019 funding (this number includes US DOT/HUD). US DOT budgetary resources total $86.6 billion, a $168 million increase over FY 2019. HR 3163 fully funds highway and public transportation funding as authorized in the FAST-Act and aviation funding as authorized in the “FAA Reauthorization Act of 2018.” The bill also provides supplementary general funds for highways ($1.75 billion), public transportation ($750 million), aviation ($500 million), $350 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, $350 million for the Federal-State Partnership for State of Good Repairs program and $1 billion for the BUILD program. Appropriations Committee statements from Chairwoman Lowey and Subcommittee Chairman Price can be found here: [Statements](#) See Minibus No. 2 under **APPROPRIATION / BUDGET RESOLUTION PROCESS** heading. This bill passed the House of Representatives on June 10, 2019.

**SELECTED CONGRESSIONAL BILLS (JUNE)**

Go to this link and type in bill number: [Congress.Gov Bill Search](#)

<table>
<thead>
<tr>
<th>HOUSE</th>
<th>SENATE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HR 3469</strong></td>
<td><strong>S Res 259</strong></td>
</tr>
<tr>
<td>E. Cummings (D-MD) To direct the TSA to carry out covert testing and risk mitigation improvement of aviation security operations. Introduced 6/25/19.</td>
<td>R. Johnson (R-WI) A resolution expressing that U.S. leadership in 5G wireless technology is a national priority. Introduced 6/24/19.</td>
</tr>
<tr>
<td><strong>HR 3388</strong></td>
<td><strong>S 1939</strong></td>
</tr>
<tr>
<td>M. DeSaulnier (D-CA) To establish the Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our Nation’s communities. Introduced 6/20/19.</td>
<td>Catherine Cortez Masto (D-NV) To establish the Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our Nation’s communities. Introduced 6/20/19.</td>
</tr>
<tr>
<td><strong>HR 3262</strong></td>
<td><strong>S 1709</strong></td>
</tr>
<tr>
<td>C. H. Smith (R-NJ) To compel States to require illuminated signs and other measures on ride-hailing vehicles, to prohibit the sale of such signs and to implement an electronic access</td>
<td>D. Jones (D-AL) To establish a grant program to improve evacuation routes in rural communities, and for other purposes.Introduced 6/4/19.</td>
</tr>
</tbody>
</table>
**APPROPRIATION / BUDGET RESOLUTION PROCESS**

**Overall.** The House Committee on Appropriations is breaking-up the 12 FY 2020 appropriations bills into several minibus packages. [A minibus bill is similar to an omnibus bill (an omnibus bill is a super bill that can include up to all 12 appropriation bills), the difference being that a minibus only includes a few regular appropriations bills.] House Democrats plan to complete all 12 appropriation bills by the end of June (not likely). To date, no FY 2020 appropriation bills have been enacted – FY 2020 begins October 1, 2019.

Meanwhile, Senate Committee on Appropriations Chairman Richard Shelby (R-AL) has indicated that he is holding off on advancing any appropriations bills until the House, Senate and the Administration are in agreement on the overall budget caps that establish
June 10, 2019. **HOUSE-PASSED Minibus Package No. 2 (HR 3055)** - is comprised of five FY 2020 spending bills: 1) Commerce, Justice, Science, 2) Agriculture, Rural Development, Food and Drug Administration, 3) Department of the Interior, Environment, 4) Military Construction, Veterans Affairs, and 5) **Departments of Transportation, and Housing and Urban Development**. **Minibus 2 Rules Committee Print** In advance of floor consideration the Committee released a **HR 3055 Division X Division Summary** – THUD begins on pg. 12. **Minibus No. 2 passed the House of Representatives on June 25, 2019, 227 to 194.**

**Minibus No. 2 Agreed-to Amendments of Interest:**
- **H. Amendment 479 to HR 3055** - increases the existing set aside within the BUILD grant program to $20 million from $15 million, for planning, preparation, or design of transit, transit-oriented development, and multimodal projects; and
- **H. Amendment 467 to HR 3055** – an en bloc amendment (multiple amendments), one of which (No. 259) prevents Amtrak from using any FY 2020 funding in contravention of the Worker Adjustment and Retraining Notification Act.

June 3, 2019. **HOUSE-PASSED Minibus Package No. 1 (HR 2740)** - is comprised of five FY 2020 spending bills: 1) Labor-Health and Human Services-Education, 2) Legislative Branch (subsequently removed by leadership), 3) Defense, 4) State-Foreign Operations, and 5) Energy and Water Development. Two bills within this minibus (Labor-HHS-Education / Defense) are the two largest of the 12 annual appropriation bills and account for more than 70 percent of discretionary spending. The House Appropriations Committee approved all five of the aforementioned bills this past May. **Minibus 1 Rules Committee Print**

**Minibus No. 1 passed the House of Representatives on June 19, 2019, 226 to 203.**

**EXECUTIVE BRANCH**

June 18, 2019. The Administration released a **Statement of Administrative Policy (SAP)** opposing House passage of H.R. 3055 (Minibus No. 2) due to the budgetary framework which would result in increasing discretionary spending caps by more than $350 billion in FYs 2020 and 2021 and because the bill does not reflect either a House-passed budget resolution or a bipartisan, bicameral agreement.

Regarding the Transportation Division within the bill, the SAP opposes: certain proposed Capital Investment Grant policy provisions, status quo funding for Amtrak, constraints on US DOT in efforts to terminate grant agreements with the California High Speed Rail Authority, the lack of Essential Air Service Reforms and the proposal to eliminate the requirement that TIFIA-supported projects be funded at least 20 percent by non-federal assistance.

June 11, 2019. The Administration released a **Statement of Administrative Policy** opposing House passage of H.R. 2740 (Minibus No. 1), as amended by the House Committee on Rules due to the budgetary framework that underlies the bill which raises the discretionary spending caps by more than $350 billion in FY 2020/2021 and because the bill does not reflect either a House-passed budget resolution or a bipartisan, bicameral agreement.
**PENDING US DOT NOMINATIONS / CONFIRMATIONS / RESIGNATIONS**

Note: Updates and/or additions since previous report designated by **bold and italic type**.

<table>
<thead>
<tr>
<th>NAME</th>
<th>US DOT ADMINISTRATOR / OTHERS</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Diana Furchtgott-Roth</td>
<td>Assistant Sec. of Transportation</td>
<td>Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. Roth</td>
</tr>
<tr>
<td>Ms. Thelma Drake</td>
<td>FTA Administrator</td>
<td>Reported by Senate Banking 3/12/19, on Exec. Calendar Drake</td>
</tr>
<tr>
<td>Mr. Stephen Dickson</td>
<td>FAA Administrator</td>
<td>Nomination received in the Senate (4/11/19) and referred to the Committee on Commerce, Science, and Transportation. Senate Commerce Committee hearing on 5/15 to consider the nomination. Nominated 3/19/19 Dickson</td>
</tr>
<tr>
<td>Ms. Heidi King</td>
<td>NHTSA Administrator</td>
<td>Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. King</td>
</tr>
<tr>
<td>Joseph Ryan Gruters (FL)</td>
<td>Director Amtrak Board (5 Yr. Term)</td>
<td>Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. Gruters</td>
</tr>
<tr>
<td>Leon A. Westmoreland (GA)</td>
<td>Director Amtrak Board (5 Yr. Term)</td>
<td>Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. Westmoreland</td>
</tr>
<tr>
<td>Rick A. Dearborn (OK)</td>
<td>Director Amtrak Board (5 Yr. Term)</td>
<td>Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. Dearborn</td>
</tr>
<tr>
<td>Theodore Rokita (IN)</td>
<td>Director Amtrak Board (Remainder of the term expiring January 3, 2021)</td>
<td>Received in the Senate and referred to the Committee on Commerce, Science, and Transportation. 5/14/19. Rokita</td>
</tr>
<tr>
<td>Michelle A. Schultz (PA)</td>
<td>Surface Transportation Board (New Position)</td>
<td>Nomination received in the Senate (1/16/19) and referred to the Committee on Commerce, Science, and Transportation. Nominated 3/6/18. Schultz 1./</td>
</tr>
<tr>
<td>Carl Whitney Bentzel</td>
<td>Federal Maritime Commission</td>
<td>Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 6/12/19. Bentzel</td>
</tr>
<tr>
<td>Chad Rupe</td>
<td>Administrator of the Rural Utilities Service</td>
<td>President Trump has announced his intent to nominate on 6/17/2019.</td>
</tr>
</tbody>
</table>

1./ Ms. Deb Millar withdrew her nomination from the STB after President Trump failed to re-nominate her following the expiration of her first term - Ms. Millar served on the STB from 2014-2018. The STB is chaired by Ann D. Begeman, along with Vice Chairman Patrick J. Fuchs and Martin J. Oberman. The STB has two vacancies (one Republican (Schultz nominated) and one Democrat). The Democratic seat awaits a nominee.

**REGULATORY UPDATE, EVENT, OR KEY REPORT**

**OPEN NOFOs**
JUNE UPDATE - CONTINUED

No relevant Open NOFOs.

OTHER FEDERAL REGISTER NOTICES

June 24, 2019. The Transportation Security Administration (TSA) has provided notice summarizing 2018 Enforcement Actions, as required annually by law. TSA has authority to assess civil penalties for violations (up to $10,000) of any surface transportation breach per the "Implementing Recommendations of the 9/11 Commission Act of 2007." Enforcement actions can be found by searching the electronic Federal Docket Management System (FDMS) at: https://www.regulations.gov/ and by typing in the search bar: TSA-2009-0024.

June 21, 2019. The National Highway Traffic Safety Administration (NHTSA) has issued a Notice of Proposed Rulemaking (NPRM) in response to several petitions to amend the visual inspection labeling requirement concerning "Compressed Natural Gas Fuel Container Integrity." NHTSA has tentatively concluded multiple visual inspections per year based solely on mileage would not improve vehicle safety for these high-mileage CNG heavy vehicles, and could potentially reduce safety. Comments must be received on or before August 20, 2019.

June 12, 2019. The Federal Railroad Administration published a notice proposing to amend its regulations requiring commuter and intercity passenger railroads to develop and a system safety program (SSP) to improve the safety of their operations. Comments on the FR Proposed Rule must be received on or before August 12, 2019.

June 6, 2019. The US Department of Transportation issued a Notice of Funding Opportunity (NOFO) for the Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD) via Grants.Gov. The NOFO was not published in the Federal Register. The NOFO provides up to $60 million in federal funding to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure investment. The submission deadline is July 19, 2019 at 11:59 PM ET through www.grants.gov. The US DOT will make no fewer than 5 and no more than 10 awards of up to $12 million individually. The NOFO solicitation and a FAQ document can be found at: https://www.grants.gov (in the search box type in "transportation").

OTHER REPORTS / NOTICES / NEWS ARTICLES

June 25, 2019. The Congressional Budget Office released a report entitled “The 2019 Long-Term Budget Outlook.” The report notes, that “Large budget deficits over the next 30 years are projected to drive federal debt held by the public to unprecedented levels—from 78 percent of gross domestic product (GDP) in 2019 to 144 percent by 2049.” Link to CBO Report

June 18, 2019. The Council of Supply Chain Management Professionals (CSCMP) released their 30th Annual "State of Logistics Report", authored by A.T. Kearney and sponsored by Penske Logistics, at the National Press Club in Washington. The report has tracked and measured all costs associated with moving freight through the U.S. supply chain since 1988. The report noted that freight rates were up across the board in the most inflationary year for logistics costs in the last decade. At a cost the report can be obtained here: 30th Annual State of Logistics Report
June 12, 2019. The Federal Railroad Administration announced $326 Million in Awards under the Consolidated Rail Infrastructure Program (CRISI) and the Special Transportation circumstances Program. The grants will fund 45 projects in 29 states.

June 6, 2019. Amtrak announced two leadership and Organizational Changes. Ms. Tracie Winbigler will serve as Amtrak’s Executive Vice President and Chief Financial Officer and Stephen Gardner will serve in the newly-created role of Chief Operating and Commercial Officer, reporting directly to CEO Richard Anderson.

June 4, 2019. The US Government Accountability Office released Homeland Security Testimony from William Russell, Acting Director, Homeland Security and Justice concerning “AVIATION SECURITY - TSA Has Policies That Prohibit Unlawful Profiling But Should Improve Its Oversight of Behavior Detection Activities” that summarizes the April 2019 GAO Report on TSA’s measures to prevent behavior detection activities from resulting in unlawful profiling. The testimony of William Russel acknowledges that TSA policies and procedures were reviewed, TSA officials interviewed and civil rights and civil liberties complaints were analyzed from the period October 2015-February 2018. In summary, the TSA Contact Center (TCC) received 3,663 complaints related to passenger screening alleging violations of civil rights and civil liberties from the period October 2015-February 2018. The Multicultural Branch of TSA reviewed 2,059 complaints and found that 50 percent of the complaints had indications of potential discrimination and unprofessional conduct that involved race or other factors. The Multicultural Branch reported that it took a range of disciplinary actions and provided refresher training as a proactive measure.

June 4, 2019. The Congressional Research Service (CRS) released a report entitled Highway and Public Transit Funding Issues summarizing funding issues and presenting possible options. The report notes that “the annual difference between [HTF] revenues and outlays is expected to rise from $16 billion in FY 2021 to $22.5 billion in FY 2026.”

June 4, 2019. The Congressional Research Service (CRS) released a report entitled Reauthorizing Highway and Transit Funding Programs summarizing short-term/long-term funding issues and presenting possible options. The report notes that “an increase of fuel taxes in the range of 10 cents to 15 cents per gallon would be required to fund highway and public transportation programs at their current levels, adjusted for anticipated inflation.”

May 31, 2019. The Federal Railroad Administration (FRA) has published its First Quarter 2019 Positive Train Control Status Update. As of March 31, 2019, PTC systems were in operation on almost 48,050 of the nearly 58,000 route miles subject to the statutory mandated. All railroads have committed to fully implementing PTC on their required main lines by December 31, 2020—the statutory implementation deadline. A PTC Infographic summarizes the railroads' progress toward fully implementing PTC as of March 31, 2019.

UPCOMING CONGRESSIONAL CALENDAR (JULY)
JUNE AND UPCOMING DEADLINES / SCUTTLEBUTT

July 15    National Infrastructure Investments (BUILD) applications are due.
July 19    Advanced Transportation & Congestion Management Technology Deployment applications are due.
September 22-25 ARTBA 2019 National Convention, Savannah, Georgia.
October 5-9   AASHTO 2019 Annual Meeting, St. Louis, Missouri.

Some Senators are suggesting that the Senate’s five-week August recess (which begins 8/3 and extends through 9/8) be truncated to contend with FY 2020 appropriation bills, to avoid a sweeping continuing resolution. The House calendar shows their recess beginning on 7/27 and extending through 9/8.

Congressional leaders and senior Trump administration officials (Mick Mulvaney-Chief of Staff, Steve Mnuchin-Treasury, and Russell Vought-Budget) met June 19 for a round of discussions concerning FY 2020 spending levels, budget cap levels, and discussions on the looming statutory debt limit, which needs to be address by September. The meeting concluded with no agreement on budget caps; however, the leaders tentatively agreed that if no budget cap /debt ceiling deal is reached that a Continuing Resolution (aka CR) along with a one-year debt limit suspension could be enacted as a compromise. A full-year CR would fund government operations and FY 2019 levels.

According to the Federal Railroad Administration (FRA), the $225 million in FY 2019 Consolidated Rail Infrastructure and Safety Improvement (CRISI) funding made available per the FY 2019 Consolidated Appropriations Act will be issued via a Notice of Funding Opportunity in the Federal Register “later this summer.” The two other general-funded FRA programs from the FY 2019 Act, “Federal-State Partnership for State of Good Repair Grants - $400 million” and “Restoration and Enhancement - $5 million” will also be issued via a NOFO once the FY 2017/2018 Federal-State Partnership for State of Good Repair Grants have been awarded later this year.

From June 30, 2019 – 93 days remain until FY 2019 US DOT appropriations expire, 459 days remain until the FAST Act expires, and 1,554 days remain until the FAA Reauthorization Act of 2018 expires.

CONGRESS

SELECTED CONGRESSIONAL HEARINGS

May 23, 2019. The House Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies approved by voice vote its FY 2020 bill. [Link to Notice] The Committee Bill provides FAST Act (final year of
May Update - Continued

FAST Act) authorized funding for highways and public transportation, increases the BUILD program by $100 million to $1 billion and provides funding for FRA general funded programs. The bill also provides additional general funds for highways, aviation and public transportation. The bill was forwarded to the full Committee, without amendment. A Full Appropriations Committee markup is tentatively scheduled for the week of June 3-7. TG/A - analysis available upon request.

May 22, 2019. The Full House Committee on Energy and Commerce held a hearing on “Leading Infrastructure For Tomorrow’s America Act” (The LIFT America Act – HR 2471) - a bill to rebuild and modernize the Nation’s infrastructure to expand access to broadband and Next Generation 9–1–1, rehabilitate drinking water infrastructure, modernize the electric grid and energy supply infrastructure, redevelop brownfields, and to strengthen health care infrastructure. Link and Testimony

May 16, 2019. The House Committee on Transportation met to receive testimony related to “The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors” Chairman DeFazio released a statement prior to hearing witness testimony emphasizing his concern about state-owned enterprises and similar corporations that undercut the U.S. rail and bus rolling stock market, the potential long-term effect on U.S. workers, and cybersecurity risks, and reliability problems. Chair DeFazio Statement and Link and Testimony

May 1, 2019. The House Committee on Transportation and Infrastructure provided an opportunity (Members’ Day Hearing) for Members of the House of Representatives to highlight issues of importance as the Committee develops its legislative agenda. Link and Testimony

Selected Congressional Bills (May)
Go to this link and type in bill number: Congress.Gov Bill Search

<table>
<thead>
<tr>
<th>HOUSE</th>
<th>SENATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HR 228</td>
<td>S 1288</td>
</tr>
<tr>
<td>N. Velazquez (D-NY) Increase Transportation Alternatives Investment Act of 2019.</td>
<td>R. Wyden (D-OR) Clean Energy for America Act, overhauls the federal tax code to encourage clean electricity, clean transportation and energy efficiency. Section by Section</td>
</tr>
<tr>
<td>HR 2726</td>
<td>S 1527</td>
</tr>
<tr>
<td>E.H. Norton (D-DC) To prohibit smoking on Amtrak trains.</td>
<td></td>
</tr>
<tr>
<td>H Res 380</td>
<td>S 1398</td>
</tr>
<tr>
<td>D. Payne (D-NJ) Expressing support for the designation of the week of May 13 through May 20, 2019, as Infrastructure Week.</td>
<td>M. Cantwell (D-WA) To promote the use of smart technologies and systems in communities.</td>
</tr>
<tr>
<td>HR 2541</td>
<td></td>
</tr>
<tr>
<td>E. Blumenauer (D-OR) Building United States Infrastructure and Leveraging Development Act/BUILD Act.</td>
<td></td>
</tr>
</tbody>
</table>
### MAY UPDATE - CONTINUED

<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HR 2475</td>
<td>C. Allred (D-TX) Revitalizing American Priorities for Infrastructure Development Act/RAPID Act.</td>
</tr>
<tr>
<td>HR 2741</td>
<td>F. Pallone (D-NJ) Leading Infrastructure for Tomorrow’s America Act – to modernize the Nation’s access to broadband, Next Generation 911, and rehabilitate drinking water infrastructure / modernize the electric grid / energy supply.</td>
</tr>
<tr>
<td>HR ? Unknown at this time.</td>
<td>E. Blumenauer (D-OR) Rebuild America Act of 2019, i.e. to incrementally increase the federal tax on gasoline/diesel fuel by 5 cents a year over 5 years and index those taxes to inflation.</td>
</tr>
</tbody>
</table>

#### APPROPRIATION / BUDGET RESOLUTION PROCESS

**May 8, 2019.** The House Appropriations Committee approved allocations (302(b)) to its 12 subcommittees (including transportation) for FY 2020; notwithstanding the fact that there is no agreement on a concurrent resolution on the budget. The sub-allocations, aka 302(b), is from Section 302(b) of the Congressional Budget Act of 1974. Theoretically, the 302(b) is derived from an overall number assigned to each House Committee (aka 302(a)) from an agreed-to Budget Resolution. Appropriations Committee Chairwoman Nita Lowey (D-NY) moved forward on designating sub-allocations based on the $1.295 trillion number approved in H Res. 293 by the House of Representatives on April 9, stating (House Approve 302(b) Press Release) “With these sub-allocations, we are enabling a speedier and more orderly appropriations process to get the people’s work done on time.” The sub-allocation provides $75.775 billion in discretionary funding to transportation which is about $4.7 billion more than provided to transportation in FY 2019. The higher number is contingent upon increases in final budget cap numbers.

#### EXECUTIVE BRANCH

**May 23, 2019.** The FRA announced that it would withdraw a proposal for freight trains that would require two crew members, reversing a safety measure drafted under President Obama. The announcement has drawn ire from labor unions and is certain to trigger debate.

**May 21-22, 2019.** The much anticipated follow-up infrastructure meeting (See April 30 below) was summarily abandoned by President Trump allegedly due to the volley of political rhetoric back and forth between the President and House Speaker Nancy Pelosi. However, President Trump had already issued a letter to Speaker Nancy Pelosi and Senate Minority Leader Chuck Schumer on May 21 indicating that Congress first pass the “important and popular USMCA trade deal.” The President’s goal is to pass the USMCA (U.S.–Mexico-Canada) by the end of this summer. In addition, late last month (April 30) White House acting Chief of Staff Mick Mulvaney had already dampened hopes of an Administration / Congressional agreement on a $2 trillion infrastructure bill noting that it would be more likely to get the USMCA passed than an infrastructure deal. The President further elaborated on his reasons for aborting the May 22 meeting in a Rose Garden Statement. Speaker Pelosi had issued a pre-meeting Statement and House Transportation and Infrastructure Chairman Pete DeFazio issued a post meeting Statement.
May 13, 2019. The Office of Management and Budget issued a letter (OMB Amendment Letter) to Congress detailing a number of amendments to the FY 2020 Budget for the Departments of Defense, Education, Health and Human Services, Homeland Security, Labor, State and Other International Programs, and Transportation, as well as the Army Corps of Engineers. The amendments were necessary to reflect the Administration’s FY 2020 budget policies.

May 10, 2019. President Donald Trump designated via Executive Order 9883 May 12 – May 18 as National Transportation Week.

May 2, 2019. The Administration issued an Executive Order on Cybersecurity that will implement programs that will grow and strengthen the nation’s cybersecurity workforce, support the development of cybersecurity skills and create the organizational and technological tools required to maximize cybersecurity talents. The new EO will continue to work in conjunction with EO 13800 that was issued on May 11, 2017.

April 30, 2019. President Trump met with Senate Minority Leader Charles Schumer (D-NY), House Speaker Nancy Pelosi (D-CA), Peter DeFazio, Chairman of the House Transportation and Infrastructure Committee and other congressional leaders met to discuss the development of a $2 trillion infrastructure package. Purportedly, the package was agreed upon with the largest shares of the package going to roads, bridges and transit; although, the package is said to also target waste water, harbors and airports. The American Association of State Highway and Transportation Officials (AASHTO) released a statement (AASHTO Supports Bipartisan Infrastructure) applauding the White House/Congressional plan to pursue additional federal investment for infrastructure. Following is a letter from Speaker Pelosi and Minority Leader Schumer to the President concerning the infrastructure meeting Pelosi and Schumer Ltr to President Trump and a press release issued by Congressman DeFazio Press Release.

MORE ANALYSIS on $2 Trillion Infrastructure Package. A primary question concerning the infrastructure package revolves around the financing (how to finance) of the package. Congressman Chris Collins (R-NY), for example, supports doubling the current gasoline tax. The federal gasoline tax of 18.4 cents per gallon, which accounts to about 62 percent of all user fee revenue collected, has remained unchanged since 1993 – 26 years ago (Infographic No. 1 - below and left). [In 1997, 4.3 cpg of the federal fuel tax (initially imposed in 1993 for deficit reduction) was redirected to the HTF]. The federal diesel tax is 24.4 cpg with splits of 21.44 cpg to the Highway Account and 2.86 cpg to the Mass Transit Account. Since 1983, every time there has been an increase in the federal fuel tax, the Mass Transit Account of the Highway Trust Fund (HTF) has received a share of 20 percent (Table No. 1 - below and right). Any federal fuel tax increase would likely see public transportation receive that same historical split.

Infographic No. 1.

Table No. 1.
Since 2008, HTF outlays have exceeded revenues. The CBO HTF May Baseline notes that in FY 2019 outlays will exceed revenues by 12 billion – the outlay disparity grows to $26 billion by FY 2029. Since 2008, $143.6 billion in general funds (and some LUST funds) have been transferred into the HTF to keep the HTF solvent. As a general rule each penny increase to the federal fuel tax provides the HTF with $1.7 - $1.8 billion per year. Using CBO numbers, the gap between dedicated surface transportation revenues and spending will average about $20 billion per year – for the next 6-year bill. Hence, no less than an 11 cpg federal fuel tax increase would be needed to keep the HTF solvent through FFY 2026, i.e. at the same size program.

**PENDING US DOT NOMINATIONS / CONFIRMATIONS / RESIGNATIONS**

(Status Chart Below)

May 7, 2019. Ms. Nicole R. Nason has been sworn in as the 20th Administrator of the US Department of Transportation. The US Senate confirmed Ms. Nason on March 28, 2019 by a vote of 95-1. Since June 2017, Ms. Nason has served as Assistant Secretary of the Bureau of Administration at the US Department of State. Ms. Nason is a past Administrator of the National Highway Traffic Safety Administration. See Nason FHWA Press Release or if difficulty loading use the following URL: https://www.fhwa.dot.gov/pressroom/fhwa1911.cfm

May 7-14, 2019. President Trump followed up on his announcement of May 7, of his intention to nominate Theodore “Todd” Rokita to the Amtrak Board of Directors by sending forward and official nomination on May 14, 2019 - White House Nominates Rokita to Amtrak Board. Mr. Rokita is a former Republican Congressman for Indiana – 2011-2019. Reports have surfaced noting that Mr. Rokita has voted in the past to reduce funding to Amtrak. Mr. Rokita must get confirmed by the Senate. However, Senator Jerry Moran (R-KS) has put a legislative block on the appointment of three Amtrak Board of Directors nominees (below) until he get assurances from Amtrak that the Southwest Chief line (connects Chicago to Los Angeles with stops in Colorado,
May 8, 2019. The Federal Transit Administration (FTA) issued a Notice of Funding Opportunity (NOFO) (FTA NOFO for Integrated Mobility Innovation Pgm) soliciting applications for the Integrated Mobility Innovation (IMI) program. The NOFO announces the availability of $15 million in FY 2017/FY 2018 research funds; however, FTA may award additional funds if they

## MAY UPDATE - CONTINUED

Kansas and New Mexico) will continue to operate. See following April 4, 2019 letter from 11 Senators supporting continued service in rural areas: 11 Senators Ltr Supporting Long-Distance Amtrak

<table>
<thead>
<tr>
<th>NAME</th>
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<tr>
<td>Ms. Diana Furchtgott-Roth</td>
<td>Assistant Sec. of Transportation</td>
<td>Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. Roth</td>
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<td>Ms. Thelma Drake</td>
<td>FTA Administrator</td>
<td>Reported by Senate Banking 3/12/19, on Exec. Calendar Drake</td>
</tr>
<tr>
<td>Mr. Stephen Dickson</td>
<td>FAA Administrator</td>
<td>Nomination received in the Senate (4/11/19) and referred to the Committee on Commerce, Science, and Transportation. Senate Commerce Committee hearing on 5/15 to consider the nomination. Nominated 3/19/19 Dickson</td>
</tr>
<tr>
<td>Ms. Heidi King</td>
<td>NHTSA Administrator</td>
<td>Senate Commerce Committee approved 4/3/2019, YEAs 14-NAYs 12. King</td>
</tr>
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<td>Joseph Ryan Gruters (FL)</td>
<td>Director Amtrak Board (5 Yr. Term)</td>
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<tr>
<td>Rick A. Dearborn (OK)</td>
<td>Director Amtrak Board (5 Yr. Term)</td>
<td>Senate Commerce Committee approved 4/3/2019, YEAs 14-NAYs 12. Dearborn</td>
</tr>
<tr>
<td>Theodore Rokita (IN)</td>
<td>Director Amtrak Board (Remainder of the term expiring January 3, 2021)</td>
<td>Received in the Senate and referred to the Committee on Commerce, Science, and Transportation. 5/14/19. Rokita</td>
</tr>
<tr>
<td>Michelle A. Schultz (PA)</td>
<td>Surface Transportation Board (New Position)</td>
<td>Nomination received in the Senate (1/16/19) and referred to the Committee on Commerce, Science, and Transportation. Nominated 3/6/18. Schultz 1/</td>
</tr>
</tbody>
</table>

1/ Ms. Deb Millar withdrew her nomination from the STB after President Trump failed to re-nominate her following the expiration of her first term - Ms. Millar served on the STB from 2014-2018. The STB is chaired by Ann D. Begeman, along with Vice Chairman Patrick J. Fuchs and Martin J. Oberman. The STB has two vacancies (one Republican (Schultz nominated) and one Democrat). The Democratic seat awaits a nominee.

## REGULATORY UPDATE, EVENT, OR KEY REPORT

### OPEN NOFOS

May 8, 2019. The Federal Transit Administration (FTA) issued a Notice of Funding Opportunity (NOFO) (FTA NOFO for Integrated Mobility Innovation Pgm) soliciting applications for the Integrated Mobility Innovation (IMI) program. The NOFO announces the availability of $15 million in FY 2017/FY 2018 research funds; however, FTA may award additional funds if they
Eligible applicants are providers of public transportation, including public transportation agencies, state/local government DOTs and federally recognized Indian tribes. The federal share of project costs under this program is limited to 80 percent. There is no minimum or maximum award amount. Applications must be submitted by 11:59 pm ET on August 6, 2019 through Grants.gov. The IMI program's strategic goal is to lead the development of innovative practices and technologies that improve the performance of the nation’s transportation system and support economic growth. Awarded funds will fund solutions in one or more of the following three areas: 1.) Mobility on Demand (MOD) Sandbox Demonstration projects; 2.) Strategic Transit Automation Research (STAR) projects; and 3.) Mobility Payment Integration (MPI).

OTHER REPORTS / NOTICES / NEWS ARTICLES

May 23, 2019. AASHTO passed a Resolution at their 2019 spring meeting in Park City, UT, suggesting four revenue-generating options for Congressional consideration, including an increase in the federal fuel tax, a tax on a barrel of oil, a freight-based user fee and a mileage-based user fee.

May 16, 2019. The Federal Railroad Administration has terminated a Cooperative Agreement FRA De-Obligate CA HSR Funds with the California High-Speed Rail Authority (CHSRA) and will de-obligate $928.6 million due to lack of demonstrated progress from the CHSRA to establish service connecting San Francisco and Los Angeles. FRA may issue a new NOFO soliciting applicants for the re-captured funds. Provided the CHSRA funds are de-obligated upon the conclusion of any possible CHSRA-initiated litigation, Section 192 of the FY 2020 US DOT Approp Bill approved by the House Committee on Appropriations on May 23 specifies the process for making the funds available through the re-issuance of a NOFO.

May 13, 2019. A new report released by the American Society of Civil Engineers (ASCE) and the Eno Center for Transportation, Maximizing the Value of Investments Using Life Cycle Cost Analysis, reviews the current use of LCCA and how it might be used in the U.S. to make decisions about future projects and costs.

May 10, 2019. The American Association of State Highway and Transportation Officials (AASHTO) released their 37th annual “Survey of State Funding of Public Transportation.” The survey details to the extent that State DOTs support public transportation, i.e. via 2017 data State DOTs spent $19.04 billion in overall transit funding, while federal funds totaled $11.88 billion. The survey noted that federal funds accounted for more than 50 percent of the total transit funding in 36 states while state funding exceeded federal funding in the remaining states. The report can be obtained from the AASHTO Publication Store. AASHTO member price is $10.00 and the non-member price is $13.00.

May 9, 2019. The Congressional Budget Office released An Analysis of the President’s 2020 Budget. Under the President’s proposals, deficits would total $9.9 trillion over the 2020–2029 period, $1.5 trillion less than the deficits in CBO’s current-law baseline. Federal debt held by the public would increase from 78 percent of GDP in 2019 to 87 percent in 2029.
MAY UPDATE - CONTINUED

CONGRESSIONAL CALENDAR

MAY AND UPCOMING DEADLINES

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 20-23</td>
<td>AASHTO Spring Meeting at Canyons Village, Park City, Utah 84098</td>
</tr>
<tr>
<td>May 28</td>
<td>FTA will host a webinar to provide more information about FTA’s Grants for Buses and Bus Facilities Program (5339(b)) and FTA’s FY19 notice of funding.</td>
</tr>
<tr>
<td>June 4-6</td>
<td>American Road and Transportation Builders Association (ARTBA) “Transportation Construction Professional Development Week” in Washington, D.C. Registration and Link</td>
</tr>
<tr>
<td>July 15</td>
<td>National Infrastructure Investments (BUILD) applications due.</td>
</tr>
</tbody>
</table>

APRIL UPDATE

ONGOING:

April 2019. TG&A and Buchanan team continue to liaise with UP and BNSF DC staff to schedule calls to discuss next steps for the Stockton Diamond project.

SELECTED CONGRESSIONAL HEARINGS

April 10, 2019. The House Committee on Appropriations, Subcommittee on Transportation, and Housing and Urban Development, and Related Agencies met to receive testimony from US DOT Secretary Elaine Chao related to the “Department of
April 2, 2019. The House Committee on Appropriations, Subcommittee on Homeland Security met to receive testimony related to the “FY 2020 Budget Hearing – Transportation Security Administration.”

**SELECTED CONGRESSIONAL BILLS (APRIL)**

<table>
<thead>
<tr>
<th>HOUSE</th>
<th>SENATE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HR 2164</strong></td>
<td>TBA</td>
</tr>
<tr>
<td>Julia Brownley (D-CA) Requires any bus purchased for use in public transportation with funds provided by the FTA to be a zero emission bus</td>
<td>G. Peters (D-MI) Vehicle Innovation Act</td>
</tr>
<tr>
<td><strong>HR 2157</strong></td>
<td>S 1098</td>
</tr>
<tr>
<td>N. Lowey (D-NY) Supplemental Appropriations Act, 2019</td>
<td>B. Cardin (D-MD) To improve the transportation alternatives program</td>
</tr>
<tr>
<td><strong>HR 2130</strong></td>
<td></td>
</tr>
<tr>
<td>D. Kilmer (D-WA) To provide grants to assist States in developing and implementing plans to address cybersecurity threats or vulnerabilities</td>
<td></td>
</tr>
</tbody>
</table>

**APPROPRIATION / BUDGET RESOLUTION PROCESS**

April 3, 2019. The House Budget Committee passed a two-year budget (FY 2020 and FY 2021) (19 YEAs to 17 NAYs) known as the “ Investing for the People Act of 2019.” The bill proposes to raise the defense and non-defense caps for FY 2020 and 2021. In FY 2020, the defense ($664 billion) and non-defense ($631 billion) caps were each raised $87.8 billion over the Office of Management and Budget estimates per the OMB Sequestration Report. The Full House is not expected to address the bill until after the two-week recess that begins on April 13, 2019. The budget resolution is a “concurrent” congressional resolution, not an ordinary bill, and therefore does not go to the President for his signature or veto. Both the House and Senate use the overall spending numbers to craft their appropriations bills.

House Proposed Budget Caps Table:
April 10, 2019. The Government Accountability Office (GAO) released a report titled The Nation’s Fiscal Health that provides an update on the nation’s fiscal health as of the end of FY 2018, and describes its likely fiscal future if policies do not change. The GAO’s findings include: 1) the federal government’s current fiscal path is unsustainable, 2) the federal deficit increased to $779 billion—and will reach $1 trillion in the next few years for the first time since 2012, 3) publicly held debt ($15.8 trillion) was 78 percent of Gross Domestic Product (GDP) at the end of FY 2018 and will surpass its historical high of 106 percent within 13 to 20 years—sooner than projected last year. Other agencies join GAO in saying that the longer action is delayed, the greater and more drastic the changes will have to be to attain a sustainable fiscal future.

<table>
<thead>
<tr>
<th></th>
<th>FY 2020</th>
<th>FY 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Security (Defense)</strong></td>
<td>630,000</td>
<td>644,000</td>
</tr>
<tr>
<td><strong>NonSecurity (NonDefense)</strong></td>
<td>578,000</td>
<td>590,000</td>
</tr>
<tr>
<td><strong>OMB Reductions to Meet Joint Committee Deficit Reduction Requirement (Mandatory)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Security (Defense)</strong></td>
<td>(53,825)</td>
<td>(53,814)</td>
</tr>
<tr>
<td><strong>NonSecurity (NonDefense)</strong></td>
<td>(34,807)</td>
<td>(33,867)</td>
</tr>
<tr>
<td><strong>OMB EST. REVISED BUDGET CONTROL CAPS</strong></td>
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<td></td>
</tr>
<tr>
<td><strong>Security (Defense)</strong></td>
<td>576,175</td>
<td>590,186</td>
</tr>
<tr>
<td><strong>NonSecurity (NonDefense)</strong></td>
<td>543,193</td>
<td>556,133</td>
</tr>
<tr>
<td><strong>OMB Total FY 2020 Discretionary Spending</strong>:</td>
<td>1,119,368</td>
<td>1,146,319</td>
</tr>
<tr>
<td><strong>HR 2021 - INVESTING FOR THE PEOPLE ACT 2019</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Security (Defense)</strong></td>
<td>664,000</td>
<td>680,119</td>
</tr>
<tr>
<td><strong>NonSecurity (NonDefense)</strong></td>
<td>631,018</td>
<td>646,056</td>
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<tr>
<td><strong>Security (Defense) - INCREASE in CAPS</strong></td>
<td>87,825</td>
<td>89,933</td>
</tr>
<tr>
<td><strong>Nonsecurity (NonDefense) - INCREASE in CAPS</strong></td>
<td>87,825</td>
<td>89,923</td>
</tr>
<tr>
<td><strong>INCREASED CAPS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>House (HR 2021) Total FY 2020 Discretionary Spending</strong>:</td>
<td>1,295,018</td>
<td>1,326,175</td>
</tr>
</tbody>
</table>
April 10, 2019. The Department of the Treasury released their first quarter bulletin Treasury March 2019 Bulletin which provides a profile of the U.S. economy and also provides end-of-year balance projections for several transportation trust funds. Provided below is a table summarizing the status and projections of several transportation trust funds.

<table>
<thead>
<tr>
<th>Department of Treasury Bulletin - Profile of the Economy</th>
<th>Transportation Trust Fund Balances and Projections</th>
</tr>
</thead>
<tbody>
<tr>
<td>March-19</td>
<td>($ Billions)</td>
</tr>
<tr>
<td>Airport and Airway Trust Fund</td>
<td>15.086</td>
</tr>
<tr>
<td>Highway Trust Fund</td>
<td>56.293</td>
</tr>
<tr>
<td>Highway Account</td>
<td>Not Broken Out</td>
</tr>
<tr>
<td>Mass Transit Account</td>
<td>Not Broken Out</td>
</tr>
<tr>
<td>Inland Waterways Trust Fund</td>
<td>63.396</td>
</tr>
</tbody>
</table>

<table>
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<th>NAME</th>
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<tr>
<td>Ms. Diana Furchtgott-Roth</td>
<td>Assistant Sec. of Transportation</td>
<td>Senate Commerce Committee approved 4/3/19, YEAs 14-NAYs 12. Roth</td>
</tr>
<tr>
<td>Ms. Nicole Nason</td>
<td>FHWA Administrator</td>
<td>Nomination Confirmed 3/28/19 YEAs 95 NAYs 1 Nason</td>
</tr>
<tr>
<td>Ms. Thelma Drake</td>
<td>FTA Administrator</td>
<td>Reported by Senate Banking 3/12/19, on Exec. Calendar Drake</td>
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<td>Mr. Stephen Dickson</td>
<td>FAA Administrator</td>
<td>Nominated 3/19/19</td>
</tr>
<tr>
<td>Ms. Heidi King</td>
<td>NHTSA Administrator</td>
<td>Senate Commerce Committee approved 4/3/2019, YEAs 14-NAYs 12. King</td>
</tr>
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</table>
### APRIL UPDATE - CONTINUED

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<tr>
<th>Name</th>
<th>Position</th>
<th>Action</th>
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<td>Joseph Ryan Gruters (FL)</td>
<td>Director Amtrak Board (5 Yr. Term)</td>
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<td>Rick A. Dearborn (OK)</td>
<td>Director Amtrak Board (5 Yr. Term)</td>
<td>Senate Commerce Committee approved 4/3/2019, YEAs 14-NAYs 12. Dearborn</td>
</tr>
<tr>
<td>Ms. Deb Miller</td>
<td>Surface Transportation Board</td>
<td>Nomination withdrawn 1/J</td>
</tr>
</tbody>
</table>

1/J Ms. Millar served on the STB from 2014-2018. The Board is chaired by Ann D. Begeman, along with Vice Chairman Patrick J. Puchs and Martin J. Oberman. The Board has two vacancies (one Republican and one Democrat).  
2/J On April 10, 2019, Kevin K. McAleenan assumed the role as Acting Secretary of the Department of Homeland Security. On April 11, 2019, Acting Secretary McAleenan designated David P. Pekoske, the Transportation Security Administration (TSA) Administrator to perform the duties of the Department of Homeland Security (DHS) Deputy Security. Patricia Cogswell, TSA’s Acting Deputy Administrator, was designated to oversee the day-to-day operations at TSA.

### REGULATORY UPDATE, EVENT, OR KEY REPORT

**OPEN NOFOs**

April 16, 2019. The US DOT has issued a Notice of Funding Opportunity (NOFO) for the National Infrastructure Investments (BUILD) program for FY 2019. Funding for surface transportation projects ($900 million) is to be awarded on a competitive basis. **Applications must be submitted by 8:00 PM E.D.T. on July 15, 2019.** Following is a link [Grants.Gov BUILD NOFO FY 2019](https://grants.gov/build/nofo/fy2019) to the NOFO. This is the 11th iteration of the TIGER/BUILD program since its inception under the American Recovery and Reinvestment Act of 2009. To date, $7.1 billion in grants have been awarded under the previous 10 rounds of the program.

April 12, 2019. The Department of Homeland Security announced the release of FY 2019 Notices of Funding Opportunity for eight DHS preparedness grant programs, including but not limited to: Intercity Passenger Rail - Amtrak (IPR) Program at $10 million; the Port Security Grant Program (PSGP) at $100 million; the Transit Security Grant Program (TSGP) at $88 million, and the Intercity Bus Security Grant Program (IBSGP) at $2 million. [DHS FY 2019 Preparedness Grants Press Release](https://www.dhs.gov/dhs-fy-2019-preparedness-grants-

April 5, 2019. The Environmental Protection Agency (EPA) published a Notice of Funding Availability (NOFA) in the Federal Register [EPA NOFA Credit Assistance Under WIFIA](https://www.epa.gov/water-technology/epa-2019-notice-funding-availability-credit-assistance-under-wifia) soliciting Letters of Interest (LOIs) from prospective borrowers seeking credit assistance from the Water Infrastructure Finance and Innovation Act (WIFIA). The Consolidated Appropriations Act, 2019 provided $60 million in budget authority under the WIFIA program to cover the subsidy cost of providing WIFIA credit assistance. The WIFIA authorizes the EPA to provide federal credit assistance in the form of secured (direct) loans or loan guarantees for eligible water infrastructure projects. All LOIs documents should be uploaded no later than 5:00 p.m. EDT on July 1, 2019, to EPA's SharePoint site. See the FR for submittal and selection criteria details.
## April Update - Continued

**April 3, 2019.** The Environmental Protection Agency (EPA) published a Notice of Funding Opportunity (NOFO) in the Federal Register (FR) EPA FR NOFO Brownfields Revolving Loan Fund for supplemental funds ($8 million) to the Revolving Loans Fund (RLF) and RLF grantees. The funding is to assist for brownfields revitalization, including grants for assessment, cleanup (hazardous substances and/or petroleum) and job training. In order to be considered for supplemental funding, grantees must demonstrate that they have significantly depleted funds (both EPA grant funding and any available program income) and that they have a clear plan for utilizing requested additional funds in a timely manner. Applicants for supplemental funding must contact the appropriate Regional Brownfields Coordinator as noted in the FR. Requests for funding must be submitted to the appropriate EPA coordinator by May 6, 2019.

### Reports / Notices / Articles

**April 22, 2019.** The Federal Transit Administration notified grant recipients that Fiscal Year 2019 Apportionments are now available for award and obligation in the Transit Award Management System (TrAMS). The Federal Register notice detailing the FY 2019 Apportionments in narrative form will be published soon.

**April 19, 2019.** The American Public Transportation Association (APTA) issued a report APTA Ridership Report which notes that public transit ridership dropped 2.0 percent in 2018 when compared to transit ridership in 2017. However, from 1995-2018, public transit ridership grew by 27 percent. APTA also has released a report APTA Understanding Recent Ridership Changes detailing the factors influencing and causing those declines, and the steps public transit agencies should take to change the ridership trend.

**April 18, 2019.** Two US DOT Administration’s (National Highway Traffic Safety Administration / Federal Railroad Administration) relaunched a $5.6 million public safety awareness campaign NHTSA FRA Stop Trains Can’t urging everyone to take greater care at highway-rail grade crossings. The campaign, “Stop. Trains Can’t.” reminds drivers about the potential risks of an approaching train when crossing railroad tracks. The campaign is national in scope but does target high-incident communities in 16 selected states. In 2018, 270 people were killed at railroad crossings.

**April 12, 2019.** President Trump and Federal Communications Commission Ajit Pai discussed 5G cellular communications. 5G is expected to be as much as 100 times faster than the current 4G cellular networks. By the end of 2019 the nation will have 92 deployments in the market. Chairman Pai noted that, “America is well positioned to win the race to fast, secure, and reliable 5G. Here is a link to the FCC 5G Fast Plan and the FCC Fed Register Order 252019 that establishes an incentive auction that promotes the flexible-use wireless service rules that the Commission has adopted.

**April 9, 2019.** The Federal Transit Administration (FTA) allocated $1.36 billion in federal funding FTA CIG Press Release to 16 new and existing transit projects in the Capital Investment Grants (CIG) Program. With this announcement, FTA has advanced funding for 22 new CIG projects throughout the nation under this administration since January 20, 2017, totaling approximately $5.06 billion in funding commitments.
APRIL AND UPCOMING DEADLINES

April 1     Senate Budget Committee to report a Budget Resolution;
April 15    Statutory deadline for House/Senate to adopt Budget Resolution (often missed);
April 15    The Federal Transit Administration (FTA) announced FTA SSO Deadline on March 18, 2019, that it had partnered with 30 states with rail transit systems to strengthen and certify 31 State Safety Oversight (SSO) Programs prior to the April 15, 2019, safety deadline.
May 20-23   AASHTO Spring Meeting at Canyons Village, Park City, Utah 84098  AASHTO Spring Meeting

CONGRESS:
Ongoing:

- We are working to secure letters of support for SJRRC’s bid to acquire and develop land at Sharpe Army Depot.

3/27/19: The House Committee on Transportation and Infrastructure held a Full Committee markup on several bills.  T&I Full Committee Markup

3/27-28/19: Senate Budget Committee, “Full Committee Hearing - Fiscal Year 2020 Budget Resolution” Link and Testimony

3/27/19: Senate Appropriations Subcommittee on Transportation, “Review of the FY2020 budget request for the U.S. Department of Transportation” Link and Testimony

3/26/19: House Appropriations, “Stakeholder Perspectives: Passenger Rail Development” Link and Testimony

3/22/19: Senate Budget Committee Chairman Mike Enzi (R-WY) released the FFY 2020 Budget Resolution (BR) on March 22, 2019. The BR sets forth the congressional budget for FFY 2020 and budgetary levels for FFYs 2021-2024. The proposal cuts discretionary spending at non-defense agencies by 9 percent in FFY 2020. The $55 billion reduction would bring spending in line with the statutory caps established by the 2011 Budget Control Act. The purported BR assumes new transportation user fees to preserve the solvency of the Highway Trust Fund. The House Budget Committee will soon release their own proposed BR. Subsequently, the House/Senate will need to reconcile their differences and agree on a conferenced BR. The BR does not become law; rather, the BR provides spending limits for each committee. Each appropriations committee will then be responsible for subdividing its allocation among the 12 subcommittees. Senate Budget Resolution - Bill Text, Tables, Summary

3/19/19: “Chair DeFazio Announces Whistleblower Webpage” Whistleblower Rights

3/13/19: House Budget Committee, “Full Committee Hearing - President’s Fiscal Year 2020 Budget Proposal” Link and Testimony
3/13/19: Senate Budget Committee, “Full Committee Hearing - President’s Fiscal Year 2020 Budget Proposal” Link and Testimony

3/14/19: The Senate Banking, Housing, and Urban Affairs Committee approved Thelma Drake's nomination to lead the Federal Transit Administration (FTA) by a vote of 24-1. Thelma Drake was nominated for the same position in the 115th Congress but never received final U.S. Senate Action. She was renominated by President Trump on February 15th of this year.

3/13/19: The House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit held a hearing titled, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs." The hearing was the first in preparation of a surface transportation reauthorization bill and concentrated on funding avenues for infrastructure projects and the importance of multimodal transportation system planning.


3/6/19: The House Ways and Means Committee held a hearing titled, "US. Infrastructure and the Need for Action." The hearing covered solutions for the HTF and the potential benefits of private-public partnerships (P3).

3/5/19: Rep. Blumenauer (D-OR) introduced H.R. 1508, the Move America Act. This bill aims to fund new transportation, water, and information infrastructure through federal tax-exempt bonds that provide at least 95 percent of its net proceeds to a qualified facility, such as a railroad or any associated rail infrastructure to integrate transportation modes.

Executive Branch:
3/11/19: President Trump released his annual Budget Request for fiscal year (FY) 2020, requesting $21.4 billion in discretionary budget authority and $84.1 billion total in gross budgetary resources for DOT. It also calls for $200 billion towards an infrastructure initiative to encourage at least $1 trillion on new infrastructure, which should be aided by surface transportation reauthorization legislation. The Budget calls for increased levels for several major infrastructure grant programs. It calls for $2 billion for the Infrastructure for Rebuilding America (INFRA) grant program, $1 billion for the Better Utilizing Investment to Leverage Development (BUILD) grant program, and $300 million for a competitive highway bridge program. The Budget also leaves in place the $7.6 billion highway funding rescission that will happen on July 1, 2020.

Pending US DOT Nominations

<table>
<thead>
<tr>
<th>NAME</th>
<th>US DOT ADMINISTRATOR / OTHER</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Diana Furchtgott-Roth</td>
<td>Assistant Sec. of Transportation</td>
<td>Referred to Senate Commerce Committee 1/16/19. Roth</td>
</tr>
<tr>
<td>Ms. Nicole Nason</td>
<td>FHWA Administrator</td>
<td>Reported E&amp;PW 2/5/19, on Executive Calendar Nason</td>
</tr>
</tbody>
</table>
Ms. Thelma Drake  FTA Administrator  Reported by Senate Banking
3/12/19, on Exec. Calendar
Drake
Mr. Stephen Dickson  FAA Administrator  Nominated 3/19/19
Ms. Heidi King  NHTSA Administrator  Referred to Senate Commerce
Committee 1/16/19 King
Ms. Deb Miller  Surface Transportation Board  Nomination withdrawn 1./
1./ Ms. Millar served on the STB from 2014-2018. The Board is chaired by Ann D. Begeman, along with Vice Chairman Patrick J. Fuchs and Martin J. Oberman. The Board has two vacancies (one Republican and one Democrat).

**Regulatory Update, Event, or Key Report:**

3/20/10: Amtrak released their FFY 2020 grant request on March 20, 2019 requesting a total of $1.8 billion with splits of $1.2 billion for the National Network and $600 million for the Northeast Corridor. The FFY 2020 request is a reduction of $141,600,000 from the enacted level of $1,941,600,000 in FFY 2019. [Amtrak FFY 2020 Request]

3/15/19: The Federal Transit Administration issued its Annual Report on Funding Recommendations for the Capital Investment Grants (CIG) Program and Expedited Project Delivery Pilot Program for FFY 2020, ([Capital Investment Grants Program FFY 2020 Annual Report](#)) recommending a total appropriation of $1.505 billion with the following splits: $995.29 million for 10 existing Full Funding Grant Agreements (including eight New Starts and two Core Capacity projects); $494.85 million in funding for other projects that may become ready for funding during FFY 2020, and $15.05 million for management oversight. [Within the CIG program there are three categories of eligible projects: New Starts, Small Starts and Core Capacity projects.]

3/12/19: Non-Traditional and Emerging Transportation Technology (NETT) Council – US DOT Secretary Elaine Chao announced the creation of the NETT Council on March 12, 2019. The Council is tasked with identifying and resolving jurisdictional and regulatory gaps that may impede the deployment of new technology, such as tunneling, hyperloop, autonomous vehicles, and other innovations. [NETT Council]

3/11/19: The U.S. Government Accountability Office (GAO) issued a [report](#) on DOT’s progress establishing the Build America Bureau, as required under the FAST Act. The report found that the Bureau has created a process to consolidate three financing programs; the Transportation Infrastructure Finance and Innovation Act (TIFIA), Railroad Rehabilitation and Improvement Financing (RRIF), and Private Activity Bonds (PAB), and has taken steps to streamline their application and evaluation process. However, the report also found that the Bureau’s efforts lacked implementation goals and performance indicators to assess the progress of the new procedures.

2/28/19: Debrief with USDOT staff for the SJRRC “San Joaquin Valley Rail Enhancement Project” BUILD grant.
2/15/19: President Trump signed H.J. Res. 31, the Consolidated Appropriations Act of 2019. This joint resolution funded all Federal government agencies that had yet to be funded for Fiscal Year (FY) 2019, including DOT and the Department of Homeland Security (DHS). The bill provides $86.5 billion in funding for DOT, including $900 million for the Better Utilizing Investments to Leverage Development (BUILD) grant program, which is $600 million below FY 2018 levels. It also blocks DOT from using nonfederal funding as a criterion for selection, allowing only the selection criteria from the FY 2017 notice of funding opportunity (NOFO). The bill also provides $17.5 billion, $549 million below FY 2018, for the Federal Aviation Administration (FAA), including $500 million for Airport Improvement Program (AIP) grants; $49.3 billion, an increase of $1.8 billion from FY 2018, for the Federal Highway Administration (FHWA); $667 million, $178 million below FY 2018, for the Federal Motor Carrier Safety Administration (FMCSA); $966 million, an increase of $19 million from FY 2018 levels, for the National Highway Traffic Safety Administration (NHTSA); $2.9 billion, $218 million below FY 2018, for the Federal Railroad Administration (FRA); and $13.4 billion, $67 million below FY 2018 levels, for the Federal Transit Administration (FTA). The joint resolution also provided $49.4 billion in discretionary funding for DHS, funding Customs and Border Protection (CBP) at $14.9 billion with $59 million for hiring new CBP officers. It also provides $16.6 billion, $4.2 billion above FY 2018 levels, for the Federal Emergency Management Agency (FEMA), including $100 million for public transportation security assistance, railroad security assistance, and over-the-road bus security assistance.

9/28/18: President Trump signed H.R. 6157, the Department of Defense (DOD) and Labor, Health and Human Services, and Education Appropriations Act, 2019 and Continuing Appropriations Act, 2019. This bill contains an extension of funding, until December 7, 2018, for all FY 2019 appropriations bills that have not been passed in Congress, including the Transportation-HUD (THUD) language which is in conference committee with three other bills.

1/16/19: President Trump nominated a number of individuals that did not receive final U.S. Senate action during the 115th Congress. Included in the list are Thelma Drake as Administrator of NHTSA, Diana Furchtgott-Rott as an Assistant Secretary of Transportation, and Michelle Schultz as a member of the Surface Transportation Board (STB).

1/9/19: Geoff Burr, who was Secretary Chao's chief of staff for almost two years, vacated his position and will be replaced by Todd Inman. Matt Sturges, who was serving as FRA Deputy Administrator, and Sean McMaster, who was serving as Deputy Assistant Secretary for Congressional Affairs, will both become Deputy Chiefs of Staff. Alan Hanson, current Deputy Chief of Staff, will move to the Federal Motor Carrier Safety Administration (FMCSA) as Deputy Administrator and Cathy Gautreaux, who was acting administrator for FMCSA, will take a new position as Senior Advisor at NHTSA.

1/2/19: The U.S. Senate confirmed several Transportation related Nominees before the end of the 115th Congress. Among the approved nominees were Martin Oberman and Patrick Fuchs, to be members of the Surface Transportation Board.

12/20/18: DOT issued a NOFO for its Nationally Significant Freight and Highway Projects (INFRA) program. The program provides $950 million in available discretionary funding for freight, highway, or bridge projects of national or regional significance. Applications are due no later than 8:00 PM EST on March 6, 2019.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>10/1/18</td>
<td>Ben Kochman, former Legislative Director for Rep. Granger (R-TX), moved to DOT as Senior Congressional Affairs Officer.</td>
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<tr>
<td>8/10/18</td>
<td>Mike Long, former senior safety and operations manager for the Short Line Safety Institute, took his new position as regional director of operations at FRA.</td>
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<tr>
<td>2/19/19</td>
<td>FRA issued a <a href="#">report</a> to Congress on its first National Strategy to Prevent Trespassing on Railroad Property. The report identified Los Angeles, CA; Cook, IL; San Bernardino CA; Harris TX; Broward, FL; Palm Beach, FL; Fresno, CA; Riverside, CA; Contra Costa CA; and San Diego, CA counties as the top ten counties where trespasser casualties occur. The strategy calls for greater data gathering, site visits, funding, and coordination with all stakeholders to identify hot spots for trespassing.</td>
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<tr>
<td>2/15/19</td>
<td>FRA published its 2018 4th Quarter report for Positive Train Control (PTC) implementation. According to the report, all railroads required to install PTC systems had met the December 31, 2018 deadline or submitted requests for a final two-year extension.</td>
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<tr>
<td>11/21/18</td>
<td>The Federal Railroad Administration (FRA) released Positive Train Control (PTC) data for the 2018 3rd Quarter. The data listed five railroads at risk of not meeting PTC requirements or qualifying for alternative schedules, a list later updated to four after Amtrak reached the 95 percent hardware installation requirement that FRA used to classify at-risk railroads.</td>
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<tr>
<td>10/3/18</td>
<td>The Senate Commerce Committee held a hearing on the current status of PTC. With the 2018 deadline approaching, U.S. Senators sought answers from FRA regarding the next steps and possible scenarios for those rails that may not qualify for an extension.</td>
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<tr>
<td>9/17/18</td>
<td>House Transportation and Infrastructure Committee (T&amp;I) Ranking Member, Rep. DeFazio (D-OR), and House Railroads Subcommittee Ranking Member, Rep. Capuano (D-MA) wrote their opposition to allowing rail workers from Mexico to operate trains in the U.S. in a <a href="#">letter</a> to Transportation Secretary Chao, which was joined by 25 other Members. The letter comes after Kansas City Southern Railway (KCSR) requested a waiver excluding them from certain federal safety requirements.</td>
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<tr>
<td>9/13/18</td>
<td>GAO released a <a href="#">report</a> on the status of PTC implementation. It found that as of June 30, 2019, many of the 40 railroads were still installing PTC equipment. It also found that outside of the large freight railroads, many were lacking progress in the later stages of their implementation plans, especially with regard to revenue service demonstration (RSD), which only eight railroads had reportedly initiated. The report found that 32 railroads, or the operator of their track, intended to apply for an extension, which would have a max deadline of December 31, 2020. GAO reported that FRA had taken some steps that were recommended by the GAO in March and had begun to inform on the requirements necessary to receive an extension past December 31, 2018.</td>
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<tr>
<td>2/14/18</td>
<td>The Pipeline and Hazardous Materials Safety Administration (PHMSA), coordinating with the FRA, issued a <a href="#">final rule</a>. The rule requires railroads with segments used by High Hazard Flammable Trains (HHFTs) to develop and submit a Comprehensive Oil Spill Response Plan (COSRP). Specifically, the rule will expand and modernize requirements for COSRP and require railroads to provide HHFT operation information with State and tribal emergency response teams. The rule will go into effect on August 13, 2019.</td>
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2/6/19: H.R. 543, which was introduced by Rep. Sires (D-NJ), passed the U.S. House. This bill requires the FRA, when initiating a comprehensive safety assessment on an intercity or commuter railroad, to notify the House T&I Committee, Senate Commerce Committee, and the Members of Congress representing that state in which the railroad operates within ten days of initiating the assessment. It also requires that the report, once completed, be presented to the House T&I Committee, Senate Commerce Committee, and all Members of Congress representing the state of which the railroad operates within 90 days.

1/11/19: Rep. Blumenauer (D-OR) introduced H.R. 510. This bill would make the railroad track maintenance credit for short line railroads permanent. The bill was introduced in the House Committee on Ways and Means, where it awaits further action.

12/7/18: The Federal Railroad Administration (FRA) issued a final rule extending a stay on system safety program (SSP) plan requirements for commuter and intercity passenger railroads until September 4, 2019.

11/21/18: FRA published a final rule titled, "Passenger Equipment Safety Standards; Standards for Alternative Compliance and High-Speed Trainsets." This new rule amends the Passenger Equipment Safety Standards by adding a new tier (tier III), allowed to reach a max speed of 220 miles per hour (mph) and share a right-of-way with freight and other passenger equipment when traveling under 125 mph, to its speed-and-safety rating system. The rule also updates crashworthiness and occupant protection performance requirements and mph limits for the previous two tiers and sets specific tier III minimum safety standards. The rule will go into effect on January 22, 2019.

11/20/18: FRA issued a Safety Advisory recommending, on top of regulatory requirements, industry best practices to allow for safe operation during temporary signal suspensions. Recommendations can be found here.

8/29/18: FRA issued a final rule on hours of service laws. The rule aims to ease the burden on railroads with fewer than 400,000 employee-hours annually by providing a method, lower than current electronic recordkeeping requirements, that utilizes electronic signature-based tracking on automatically created records.
Item 5  DISCUSSION/ACTION

Discussion on Potential Committee Structure for Oversight of the Development and Implementation of the Stations and Facilities for the Valley Rail Program

Background: The current 4-train ACE service is funded by Alameda, Santa Clara and San Joaquin counties, and is governed by the San Joaquin Regional Rail Commission. Alameda County has 2 Special Voting Representatives on the Rail Commission who vote on existing ACE service issues directly affecting the cities and county of Alameda.

The San Joaquin Intercity rail service is funded by the state of CA and governed by the 10-Member San Joaquin County Joint Powers Authority, which includes representatives from the Central Valley, Sacramento and the Bay Area.

Two new rail expansion services funded through SB1 and TIRCP create the need to evaluate how those service expansions will be implemented and later governed without unduly creating new policy structures.

Valley Rail Program

a. SB132 funded Expansion of ACE from Lathrop to Ceres and Merced
b. TIRCP funded Expansion of ACE and San Joaquin to Natomas

As currently scoped, these two services will not have a direct impact on the existing ACE service in Alameda or Santa Clara counties. The Rail Commission has committed to Alameda County that Core ACE Capacity issues will be regularly evaluated and resolved so that Alameda residents experience no reduction of service quality or capacity due to the Central Valley expansions. SB 132 provides for a small amount of additional equipment and funding to support the improvement of the existing ACE service.

Two issues arise in planning for service expansion into new regions:

1) A larger conversation is needed to evaluate a governance concept that includes all of the regions affected by the existing and planned services. Counsel reviewed several options in response to Boardmember questions for the Board at a past meeting. This effort will likely take 9 months to over a year, depending on the nature of changes to existing agencies or the creation of a new policy structure.

2) Numerous decisions need to be made imminently in the Stanislaus, San Joaquin and Sacramento regions as 11 new stations and facilities are designed and constructed over the next 2 years.
New Interim Governance Concept for Valley Rail Program Delivery:
In evaluating other options that could utilize the Rail Commission structure and powers, the Rail Commission has the authority to create, by Ordinance, and delegate to a Committee that would have decision making authority regarding the new stations/facilities that would function along the lines of a Planning Commission.

The Committee could have 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 would be subject to the Brown Act and would meet on an as needed basis and include teleconferencing for ensuring quorums. There could be times where several meetings a month may be needed and times where there are no meetings in a month. For the protection of the Rail Commission’s financial stake in the expansions, Counsel is recommending a 4-member Committee. Utilizing the existing member agencies of the San Joaquin Joint Powers Authority for some continuity, two of the Committee members would be from StanCOG and SACOG, both appointed by the Rail Commission with each recommending appointment one of its members. The remaining two members would be Rail Commissioners from the areas of San Joaquin County affected by the expansion. No Alternates would be designated for the Committee.

Staff and Counsel have run through a series of “what if’s” and are drafting potential language relating to appeals of a Committee action by a regular Rail Commissioner. An Ordinance could be drafted and finalized by the September Rail Commission meeting.

This proposed Committee concept may offer the following benefits:

1. Eliminates the need at this time, for a new governing board and administrative structure.

2. Utilizes this Valley Rail project implementation process to assess the best long-term governance option for the expanded ACE and San Joaquin service.

3. Maintains the continuity of member agencies and boardmembers with expertise related to ACE and the San Joaquins.

4. Establishes a small, nimble Committee of elected officials who are motivated to deliver the Valley Rail expansion project quickly, cost effectively, and with consideration of the affected community interest because the new facilities are in their districts.

Fiscal Impact:
A new Committee would require staff and counsel time for meetings and agenda package preparation.

Recommendation:
Regular Voting Members provide input to staff and Counsel on whether to proceed with placing an Ordinance on the agenda of the next Rail Commission meeting.
Item 6

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Three-Year Contract for Informational Technology Support Services to Interwest Consulting Group for an Amount Not-to-Exceed $590,012 from August 2, 2019 through June 30, 2022, and Authorizing and Directing the Executive Director to Execute the Agreement

Background:
The San Joaquin Regional Rail Commission (SJRRRC) currently utilizes a consultant to provide in-house Information Technology (IT) services. The previous contract with Interwest Consulting Group (Interwest) expired on April 30, 2019. SJRRRC and Interwest entered into a bridge contract while SJRRRC released a solicitation.

The scope of the contract includes providing IT Support Services to the Rail Commission’s offices, the Rail Maintenance Facility (RMF), and all of the current ACE stations as well as any future locations included in the Valley Rail Program.

The services that will be provided by the IT consultant will include but are not limited to: client help desk support, desktop technician support, network administration, system administration, applications development, applications maintenance, data base administration, and specific project development, implementation and support.

Request for Proposal (RFP) and Selection Process:
On March 19, 2019, SJRRRC released a Request for Proposals (RFP) for the solicitation of informational technology support services, with proposals due on April 22, 2019. As a result of the solicitation, SJRRRC received proposals from the following firms:

- Interwest Consulting Group
- Red Beach Advisors
- Mettle, Inc.
- RSI Security

Of the proposals received, all were deemed responsive. The four (4) proposals were evaluated. Proposals were evaluated by a panel consisting of four (4) SJRRRC representatives: the Legislative & Executive Coordinator, Operations Superintendent, Senior Accountant and Associate Planner.

Of the four (4) scored proposals, two (2) were invited for interviews with the panel. Proposers were evaluated on presentation, and responses to the selection panel's questions. After the interview, staff deemed Interwest Consulting Group the most responsive and responsible proposer.
The contract to be awarded is for an amount not-to-exceed $590,012 for the initial term of the agreement. The breakdown is below:

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Contract Amount</th>
</tr>
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<tbody>
<tr>
<td>19/20</td>
<td>$190,004</td>
</tr>
<tr>
<td>20/21</td>
<td>$190,004</td>
</tr>
<tr>
<td>20/22</td>
<td>$190,004</td>
</tr>
<tr>
<td>Contingency for Entire Term</td>
<td>$20,000</td>
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</tbody>
</table>

The two one-year options are at the sole discretion of SJRRC and any cost for the option-years will be negotiated.

**Fiscal Impact:**

Costs associated with the project are included in the SJRRC/ACE Fiscal Year 2019/2020 Operating Budget in the Project Management, Services and Supplies Category in the Professional Services General line; Contracted Services Category in the Professional Services Operation line. If capital projects are identified relating to IT services, a Capital Budget Amendment will be brought before the Board for approval.

**Recommendation:**

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing a Three-Year Contract for Informational Technology Support Services to Interwest Consulting Group for an Amount Not-to-Exceed $590,012 from August 2, 2019 through June 30, 2022, and Authorizing and Directing the Executive Director to Execute the Agreement
RESOLUTION SJRRC-R-19/20-

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING A THREE-YEAR CONTRACT FOR INFORMATIONAL TECHNOLOGY SUPPORT SERVICES TO INTERWEST CONSULTING GROUP FOR AN AMOUNT NOT-TO-EXCEED $590,012 FROM AUGUST 2, 2019 THROUGH JUNE 30, 2022, AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT

WHEREAS, the San Joaquin Regional Rail Commission (SJRRRC) has found contracted Information Technology Services (IT) to be the most cost-effective method of addressing the complex technical demands of the agency; and

WHEREAS, a Request for Proposals (RFP) for IT Support Services was issued on March 19, 2019 with a due date of April 22, 2019; and

WHEREAS, on April 22, 2019, four (4) proposals were received for Informational Technology Support Services; and

WHEREAS, the four (4) proposals received were reviewed for completeness and responsiveness and evaluated as part of the procurement process; and

WHEREAS, two (2) firms were invited for interviews and presentations; and

WHEREAS, the scores from the interviews and presentations were combined with the scores from the written proposals; and

WHEREAS, staff deemed Interwest Consulting Group as the most responsive and responsible proposer;

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission approves an agreement with Interwest Consulting Group for Informational Technology Support Services Not to Exceed $590,012 and Authorizes and Directs the Executive Director to Execute the Agreement.

PASSED AND ADOPTED, by the Board of Commissioners this 2nd day of August, 2019 by the following vote:
Item 7  ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Sixth Amendment of the Altamont Pass Trackage Rights Agreement with Union Pacific Railroad for Initiation of Saturday Service, Increasing the Maximum Length of Trainsets from 8 to 10 Passenger Cars and a Capital Project Funded by the SJJPA for the Valley Rail Project, and Authorizing and Directing the Executive Director to Execute Any and All Documents Upon Legal Counsel Review and Approval

Background:
There have been five amendments to the original Trackage Rights Agreement (TRA) between SJRRC and UPRR that was executed on August 11, 1997. The previous amendments were to extend the term of the agreement, allow for additional daily roundtrips and identify agreed upon track improvements including Positive Train Control.

The proposed Sixth Amendment of the TRA between SJRRC and UPRR is to initiate the operations of two (2) ACE train round trips on Saturdays, increase the maximum number of passenger cars allowed on a trainset and a congestion relief project funded by the SJJPA as part of the Valley Rail Project. The amendment will include the following revisions to the last amended 2003 TRA:

- The increased costs identified below are for ACE’s operation of two additional roundtrip trains on Saturdays, and for increasing the maximum number of passenger cars on trains sets from 8 to 10 passenger cars:

  Saturday Service:

  1) Increase the current annual access fee by 10% ($320,000) Percentage increase in number of weekly trains operated with Saturday Service

  2) Increase the capitalized maintenance fund by 10% ($400,000) – Percentage increase in number of weekly trains operated with Saturday Service

  Increase the maximum number of passenger cars per trainset from 8 to 10

  3) Implement Right-of-Way Clean-up Fund ($500,000 annual fee) - increase in the number of passenger cars above 8 vehicles

  Valley Rail:

  4) Capital Project funded by the SJJPA as part of the Valley Rail Project ($8,000,000).
Fiscal Impact:

Funding for the Sixth Amendment:

1) Saturday Service is included in the SJRRC/ACE 2019/2020 fiscal year Contracted Services Budget. Funding for Saturday Service is from State Rail Assistance program.

2) Funding for the projects associated with increasing the maximum number of passenger rail cars from 8 to 10 per trainset will be amended into the ACE Capital Budgets when a trainset is lengthened.

3) Funding for the Valley Rail Capital Project will be from SJJPA’s State Rail Assistance allocations.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Sixth Amendment of the Altamont Pass Trackage Rights Agreement with Union Pacific Railroad for Initiation of Saturday Service, Increasing the Maximum Length of Trainsets from 8 to 10 Passenger Cars and a Capital Project Funded by the SJJPA for the Valley Rail Project, and Authorizing and Directing the Executive Director to Execute Any and All Documents Upon Legal Counsel Review and Approval.
RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION APPROVING THE SIXTH AMENDMENT OF THE ALTAMONT PASS TRACKAGE RIGHTS AGREEMENT WITH UNION PACIFIC RAILROAD FOR INITIATION OF SATURDAY SERVICE, INCREASING THE MAXIMUM LENGTH OF TRAINSETS FROM 8 TO 10 PASSENGER CARS AND A CAPITAL PROJECT FUNDED BY THE SJJPA FOR THE VALLEY RAIL PROJECT, AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS UPON LEGAL COUNSEL REVIEW AND APPROVAL

WHEREAS, this Commission finds that San Joaquin Regional Rail Commission (SJRRC) is currently underway with two capital projects that require modification of existing Union Pacific Railroad (UPRR) infrastructure; and

WHEREAS, the Parties entered into the Altamont Pass Trackage Rights Agreement dated August 11, 1997, whereby UPRR granted trackage rights over UPRR's line of railroad between Stockton and San Jose, California, in order for SJRRC to operate passenger commuter rail service over such UPRR lines of railroad; and

WHEREAS, the Parties entered into the First Amendment to the Agreement to provide for the operation of an additional train pair between Pleasanton and San Jose, California; and

WHEREAS, the Parties entered into a Memorandum of Understanding to provide for the possible operations of a 3rd and 4th additional train; and

WHEREAS, the Parties entered into a Second Amendment to the Agreement dated December 5, 2003, to amend the Agreement by (i) extending the term of the Agreement to December 31, 2013, and (ii) establishing a capital access usage charge; and

WHEREAS, the Parties entered into the Third Amendment to establish the roles and responsibilities for both parties before, during and after construction of the Stockton Station Track extension; and

WHEREAS, the Parties entered into the Fourth Amendment to extend the TRA for a 10 year period through December 31, 2023; and

WHEREAS, the Parties entered into the Fifth Amendment for Capital Improvements associated with the implementation of Positive Train Control on August 7th, 2015; and

WHEREAS, the Sixth Amendment provides for operation of Two Roundtrips on Saturdays, increase the maximum number of passenger cars per trainset to 10 on the UPRR line along the ACE corridor and include a capital project funded by the SJJPA for the Valley Rail Project, and identify the increased costs associated with the operation with the increased service and the capital project;
NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission approves the Sixth Amendment of the Altamont Pass Trackage Rights Agreement with Union Pacific Railroad for Initiation of Saturday Service, Increasing the Maximum Length of Trainsets from 8 to 10 Passenger Cars and a Capital Project Funded by the SJJPA for the Valley Rail Project, and Authorizing and Directing the Executive Director to Execute Any and All Documents Upon Legal Counsel Review and Approval.

PASSED AND ADOPTED, by the Board of Commissioners this 2nd day of August 2019, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL RAIL COMMISSION

STACEY MORTENSEN, Secretary
CHRISTINA FUGAZI, Chair
The Altamont Corridor Vision Phase 1 Improvement Program has been identified as the first step towards the implementation of the Altamont Corridor Vision (see Fact Sheet attached). The Altamont Corridor Vision is consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, MTC Resolution 3829 from 2007, and the CHSRA’s Altamont Corridor Rail Project. The Altamont Corridor Vision Phase 1 Improvement Program will provide safe, frequent, and reliable regional rail service by modernizing passenger rail in the Altamont Corridor. The vastly improved infrastructure through the Altamont Pass would be separated from freight, double tracked, grade separated, and enable fast (up to 125 mph maximum speeds), and frequent service.

The Altamont Corridor Vision Phase 1 Improvement Program is the result of a partnership between SJRRC (Altamont Corridor Express [ACE]), Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link), and San Joaquin Joint Powers Authority (San Joaquins). The Bay Area improvements of this Phase 1 Program include $1.1 billion for the implementation of 8.6-miles of new alignment through the Altamont Pass (between Greenville Road and the San Joaquin County Line) to be used by both ACE and Valley Link services. This new alignment through the Altamont Pass would include a 3.5 mile tunnel and enable speeds up to 125 mph that would decrease train travel times through the Altamont Pass by 11 – 15 minutes. Bay Area Phase 1 improvements also includes $600 million to fund equipment and the additional infrastructure needed to complete the Valley Link service between Dublin/Pleasanton BART and Livermore. In the near-term, the Tri-Valley – San Joaquin Valley Regional Rail Authority anticipates running 25 Valley Link daily round-trips between Dublin/Pleasanton BART and North Lathrop Transfer Station in San Joaquin County. In addition, Phase 1 also includes $200 million for new ACE equipment and Bay Area station/alignment improvements for two additional ACE round-trips between the San Joaquin Valley and San Jose.

Staff will be presenting the proposed Altamont Corridor Vision Phase 1 Improvement Program and requesting a letter of support from SJRRC (see draft letter of support attached) to strongly support the inclusion of $1.9 billion for the Altamont Corridor Vison...
Phase 1 Improvements Program as part of the Bay Area’s $100 billion “FASTER Bay Area” Measure. Silicon Valley Leadership Group, Bay Area Council, SPUR, and TransForm are working in partnership to have FASTER Bay Area on the November 2020 ballot for Bay Area voters.

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 Chair to Submit a Letter of Support for the Altamont Corridor Vision Phase 1 Improvement Program.
August 2, 2019

Carl Guardino, President and CEO
Silicon Valley Leadership Group
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Alicia John-Baptiste, President and CEO
SPUR
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San Francisco CA 94111

Jo Ann Prompongsatorn Farrant & Ann Cheng, Co-Executive Directors
TransForm
436 14th Street, Suite 600
Oakland, CA 94612

RE: Altamont Corridor Vision Phase 1 Improvement Program Inclusion in FASTER Bay Area

Dear Carl, Jim, Alicia, Jo Ann, and Ann,

San Joaquin Regional Rail Commission (SJRRRC) is pleased to provide this letter to strongly support the inclusion of $1.9 billion for the Altamont Corridor Vision Phase 1 Improvements Program as part of FASTER Bay Area. It is our understanding Silicon Valley Leadership Group, Bay Area Council, SPUR, and TransForm are working in partnership to have FASTER Bay Area on the November 2020 ballot for Bay Area voters.

The Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the most heavily traveled, most congested, and fastest growing corridors in the Northern California megaregion. Bay Area Council estimates that congestion will increase an additional 75% between 2016 and 2040. To achieve state and regional environmental and economic development goals, a robust passenger rail alternative is needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, provide greater connectivity, and a better quality of life and access to jobs, educational opportunities and health care facilities. The Altamont Corridor is viewed as the primary regional rail passenger rail connection between the Northern San Joaquin Valley and the Bay Area.

The Altamont Corridor Vision Phase 1 Improvement Program is the result of a partnership between SJRRRC (Altamont Corridor Express [ACE]), Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link), and San Joaquin Joint Powers Authority (San Joaquis). The Bay Area improvements of this Phase 1 Program include $1.1 billion for the implementation of 8.6-miles of new alignment through the Altamont Pass (between Greenville Road and the San Joaquin County Line) to be used by both ACE and Valley Link services. This new alignment through the Altamont Pass would include a 3.5 mile tunnel and enable speeds up to 125 mph that would decrease train travel times through the Altamont Pass by 11 – 15 minutes. Bay Area Phase 1 improvements also includes $600 million to fund equipment and the additional infrastructure needed to complete the Valley Link service between Dublin/Pleasanton BART and Livermore. In the near-term, the Tri-Valley – San Joaquin Valley Regional Rail Authority anticipates running 25 Valley Link daily round-trips between Dublin/Pleasanton BART and North Lathrop Transfer Station in San Joaquin County. In addition, Phase 1 also includes
$200 million for new ACE equipment and Bay Area station/alignment improvements for two additional ACE round-trips between the San Joaquin Valley and San Jose.

The Altamont Corridor Vision Phase 1 Improvement Program will provide safe, frequent, and reliable regional rail service by modernizing passenger rail in the Altamont Corridor. The vastly improved infrastructure through the Altamont Pass would be separated from freight, double tracked, grade separated, and enable fast (up to 125 mph maximum speeds), and frequent service. The Altamont Corridor Vision Phase 1 Improvement Program is the first step towards the completion of the Altamont Corridor Vision which is consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, MTC Resolution 3829 from 2007, and the CHSRA’s Altamont Corridor Rail Project.

The Altamont Corridor Phase 1 Improvement Program would:

- Substantially increase regional rail ridership in the Altamont (I-580/I-680) Corridor.
- Reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile.
- Reduce congestion on some of the Bay Area’s most congested freeways (I-580/I-680 Corridor)

The transformative Altamont Corridor Vision Phase 1 Improvement Program would have a very positive effect on the Northern California Megaregion’s underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile. Connecting these San Joaquin Valley communities to the Bay Area’s large economic centers would increase safe and affordable transportation options between these communities. The Phase 1 Improvement Program would also foster more compact and sustainable growth, providing access to affordable housing and a chance to rebalance the job centers equitably.

SJRRC is pleased to provide this letter of strong support of the Altamont Corridor Vision Phase 1 Improvement Program to be included as part of FASTER Bay Area to help move the Bay Area and the Northern California Megaregion forward.

Sincerely,

Christina Fugazi
Chair

CC: Gwen Litvak, Jason Baker, Laura Tolkoff
ADD
What is the Altamont Corridor Vision?

The Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the most heavily travelled, most congested, and fastest growing corridors in the Northern California megaregion. The Bay Area Council estimates that congestion will increase an additional 75% in coming decades. To achieve state and regional environmental and economic development goals, a robust alternative is needed to provide a sustainable / reliable travel choice and greater connectivity.

The Altamont Corridor Vision will provide safe, frequent, and reliable service by modernizing the corridor connecting the Central Valley and San Francisco Bay Area. Consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, and the Altamont Corridor Rail Project, the Vision provides for shared services, dramatically reduced travel times, one-seat rides, express service, and megaregional connectivity. The proposed universal infrastructure would allow connectivity to and through the HSR initial operating segment at Merced.

Improvements in the Altamont Corridor Vision can be phased based upon the funding that is available. The Near Term/Phase 1 Priority Improvements are the highest priority for the Altamont Corridor Vision implementation. Incremental improvements can bring near-term benefits and help lead to the development of the Altamont Corridor Vision.
Major Benefits
More trains, more often, more quickly

- Phased as funding is available, near-term transformative improvements identified.
- Electrified service
- Reduced congestion
- Improved air quality
- Opportunities for disadvantaged communities
- Promotion of Transit-Oriented Development (TOD)
- Economic development in the San Joaquin Valley
- Enhanced mobility and equitable access to jobs and education

Northern California Regional Rail Vision

Universal Infrastructure
Shared corridors, stations, and maintenance facilities allow for network integration, lower costs, higher ridership, and better efficiency

One-Seat-Ride
Improvements allow for new express service overlays, integrated local service, higher frequency, and one-seat-rides across the region

Utilization of New Bay Crossings
Investments in new crossings between San Francisco-Oakland and at Dumbarton can be utilized by all markets and services, including high speed rail, express, and local service

Connectivity to High Speed Rail
Early connectivity to high speed rail at Merced provides early access to the Bay Area
RESOLUTION SJRRC-R-19/20-

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING THE CHAIR TO SUBMIT A LETTER OF SUPPORT FOR THE ALTAMONT CORRIDOR VISION PHASE 1 IMPROVEMENT PROGRAM

WHEREAS, Silicon Valley Leadership Group, Bay Area Council, SPUR, and TransForm are working in partnership to have FASTER Bay Area on the November 2020 ballot for Bay Area voters; and

WHEREAS, the $1.9 billion Altamont Corridor Vision Phase 1 Improvement Program is the result a partnership between San Joaquin Regional Rail Commission, Tri-Valley – San Joaquin Valley Regional Rail Authority, and San Joaquin Joint Powers Authority; and

WHEREAS, the Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the most heavily traveled, most congested, and fastest growing corridors in the Northern California megaregion; and

WHEREAS, the Altamont Corridor Vision Phase 1 Improvement Program would substantially increase regional rail ridership in the Altamont (I-580/I-680) Corridor, reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile, and reduce congestion on some of the Bay Area’s most congested freeways; and

WHEREAS, the Altamont Corridor Vision Phase 1 Improvement Program would have a very positive effect on the Northern California’s underserved priority and rural communities; and

WHEREAS, San Joaquin Regional Rail Commission views the Altamont Corridor as the primary regional rail passenger rail connection between the Northern San Joaquin Valley and the Bay Area; and

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby authorizes the Chair to submit a letter of support for the Altamont Corridor Phase 1 Improvement Program.

PASSED AND ADOPTED, by the Board of Commissioners this 2nd day of August, 2019 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:
ATTEST:                 SAN JOAQUIN REGIONAL
                        RAIL COMMISSION

_____________________________   _____________________________
STACEY MORTENSEN, Secretary   CHRISTINA FUGAZI, Chair

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East Channel Street Improvement Project, Upcoming Public Information Meeting: Thursday, August 15, 2019

Background:
On Thursday, August 15, 2019 from 6:30 pm to 8:00 pm, SJRRC staff and the project’s design and environmental consultant Siegfried, will be hosting a Public Information Meeting for the East Channel Street Improvement Project at SJRRC’s Board Room. Staff will give an update of the project’s progress, the project’s current schedule, and the latest design of the project. Staff will be requesting the community’s input and feedback on the project’s current design and potential impacts within the project’s limits. Invitations have been sent out to Commissioners, community stakeholders, local agencies, and residents living near the project area (see Attachment #1).

Fiscal Impact:
There is no fiscal impact from this item.

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