



ITEM 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 \$92,733,015



2019/2020 WORK PROGRAM AND BUDGET HIGHLIGHTS

- A new ridership record of over 1.5 million passengers projected for FY 2019/2020.
 - Ridership surpassed 1.4 million riders on June 3, 2019.
 - Increase of nearly 100,000 riders from FY 2018/2019.
 - An extra car was added to the ACE 03/06 set with an additional locomotive to handle capacity.

- Positive Train Control (PTC) was successfully installed ahead of the December 31, 2018 federally mandated deadline.
 - All train sets have gone through PTC testing and have been fully implemented.
 - Continued coordination with host railroads and software updates have helped to improve PTC.



2019/2020 WORK PROGRAM AND BUDGET HIGHLIGHTS

Budget Increases to be Discussed Program Management








- Additional Staffing for the Program Effort
- Outdated Computer and Server Systems Upgrades
- Legislative Services
- Legal Services









2019/2020 WORK PROGRAM AND BUDGET HIGHLIGHTS

Budget Increases/Decreases to be Discussed Contracted Services

- Positive Train Control
- Consumables/Repair Parts
- Fuel
- Insurance
- Special Trains
- Professional Services Operations
- Communications WiFi
- Rail Maintenance Facility

Fiscal Year 2019/ 2020 Project Management and Supplies	Prior Year SJRRC/ACE Combined Operating Budget	SJRRRC Operating Budget	ACE Operating Budget	SJRRRC/ACE Combined Operating Budget	% Change From Prior Year to Current Year
Salaries/Benefits/Contract Help *	5,145,079	1,399,731	5,182,229	6,581,960	28% 
Office Expenses/Postage	55,988	22,533	33,540	56,073	0%
Subscriptions/Periodicals/Memberships	15,750	6,750	9,425	16,175	3%
Office Equipment Leases / Supplies / Maintenance / Furniture	87,278	39,308	62,970	102,278	17% 
Computer Systems	52,150	129,750	7,750	137,500	164% 
Communications	81,649	21,044	60,604	81,648	0%
Motor Pool	86,470	22,300	66,770	89,070	3%
Transportation/Travel	32,750	10,650	34,250	44,900	37% 
Training	24,400	7,245	18,750	25,995	7%
Audits/Regulatory Reporting	83,000	14,200	69,000	83,200	0%
Professional Services Legislative	50,000	-	79,500	79,500	59% 
Professional Services Legal	90,000	100,000	50,000	150,000	67% 
Professional Services General	205,985	127,356	149,173	276,529	34% 
Publications/Legal Notices	27,000	11,000	16,000	27,000	0%
Taxes/Assessments	23,025	23,025	-	23,025	
Project Management, Services & Supplies Subtotal	6,060,524	1,934,892	5,839,961	7,774,853	28%

Fiscal Year 2019/ 2020 Contracted Services	Prior Year SJRRC/ACE Combined Operating Budget	SJRRRC Operating Budget	ACE Operating Budget	SJRRRC/ACE Combined Operating Budget	% Change From Prior Year to Current Year	
Maintenance of San Joaquin County Facilities	84,170	87,000		87,000		
Maintenance & Improvements System Wide ACE Stations	51,900		54,900	54,900	6%	
Maintenance of Headquarters Structures/Grounds	201,730	56,546	127,509	184,055	-9%	
ACE Operations & Maintenance *	7,305,012		8,301,828	8,301,828	14%	↑
Positive Train Control	-		276,000	276,000	100%	↑
Consumables/Repair Parts *	1,000,000		1,208,800	1,208,800	21%	↑
Operating Leases	108,585	31,800	78,200	110,000	1%	
Fuel *	1,554,027		1,794,223	1,794,223	15%	↑
Railroad Maintenance, Oversight/Dispatching *	2,105,000		2,289,510	2,289,510	9%	
Insurance *	2,812,250	164,124	3,049,883	3,214,007	14%	↑
Insurance Management Fees	150,000	22,500	127,500	150,000	0%	
Security Services/Safety Programs	362,385	43,128	352,601	395,729	9%	
FRA/F'TA Drug Testing Program	7,100		7,100	7,100	0%	
Community Engagement & Marketing *	332,250	32,500	357,400	380,000	17%	↑

Fiscal Year 2019/ 2020 Contracted Services Cont.	Prior Year SJRR/ACE Combined Operating Budget	SJRR Operating Budget	ACE Operating Budget	SJRR/ACE Combined Operating Budget	% Change From Prior Year to Current Year
Special Trains	327,970		163,985	163,985	-50% 
Passenger Services	14,500		16,078	16,078	11% 
Ticketing Services *	824,370		885,932	885,932	7%
Professional Services Operations *	775,421	21,725	487,896	509,621	-34% 
Communications Operations	204,771	-	193,071	193,071	-6%
Communications WiFi	153,406		303,406	303,406	98% 
Emergency Ride Home/Emergency Bus Bridges *	38,250		42,330	42,330	11% 
Rail Maintenance Facility *	925,414		1,144,101	1,144,101	24% 
Contracted Services - Sub-Total	19,338,511	459,323	21,262,253	21,721,576	12%
Shuttle Services *	1,269,855	-	1,354,855	1,354,855	7%
Total Operating Expenses	26,668,890	2,394,215	28,457,069	30,851,284	16%

Fiscal Year 2019/ 2020 Operating Revenues	Prior Year SJRRC/ACE Combined Operating Budget	SJRRC Operating Budget	ACE Operating Budget	SJRRC/ACE Combined Operating Budget
Measure K	2,300,627	2,292,215	2,317,881	4,610,096
SJCOG - Local Transportation Funds (LTF)	3,308,524		4,147,715	4,147,715
Fare Revenues	10,000,000		10,500,000	10,500,000
ACTC Measure B Local	2,982,148		3,091,148	3,091,148
ACTC Measure BB Local	1,403,364		1,454,292	1,454,292
Santa Clara VTA Local	3,658,495		3,793,064	3,793,064
Transportation for Clean Air (TFCA)	80,000		80,000	80,000
SJCOG - State Transit Assistance (STA)	590,787		702,450	702,450
MTC - State Transit Assistance (STA)	610,141		498,478	498,478
ACTC Measure B Local - Admin Fee	15,000		15,000	15,000
ACTC Measure BB Local - Admin Fee	15,000		15,000	15,000
Amtrak Thruway Service	75,000		75,000	75,000
Ticket Sales Others	327,970		163,985	163,985
State Rail Assistance *	1,200,000		1,603,056	1,603,056
High Speed Rail	101,834	102,000		102,000
Total Operating Revenue	26,668,890	2,394,215	28,457,069	30,851,284



CAPITAL BUDGET MODIFICATION

- Added Sunol Quiet Zone Quad Gates
- Added UPRR Safety Fund
- Reduced Capital Access Fee and Capitalized Maintenance based on input from Union Pacific
 - Higher estimates were originally assumed for Saturday Service
 - Revenue was adjusted to account for the reduction
- There was a net reduction to the Capital Budget of \$30,542
 - From \$92,763,557 to \$92,733,015





CAPITAL BUDGET CATEGORIES

- Rolling Stock:
 - Locomotive Purchase
 - Rail Car Purchase
 - Railcar Midlife Overhaul
- Annual Obligations:
 - Rail Maintenance Facility (RMF) Loan/Bond Repayment
 - Capital Access Fee and Capitalized Maintenance Payments to Union Pacific Railroad
- Major Capital Program Initiatives:
 - ACE Extension – Stockton to Natomas
 - PA&ED is underway, with the Environmental Document anticipated in Fall 2019
 - Contracts were awarded at the May Board meeting to begin 30% design at the Natomas/Airport Station and Layover Facility and the Elk Grove Station.





CAPITAL BUDGET CATEGORIES

- Major Capital Program Initiatives:
 - ACE Extension – Lathrop to Ceres/Merced and Sacramento (Natomas)
 - Final Design is underway, with contracts awarded at the May Board meeting for the Lathrop Transfer, Manteca, Ripon, and Modesto Stations, as well as Lathrop Wye.
 - Platform Extension Projects
 - Final Design is nearing completion for the extension of platforms at the Lathrop/Manteca, Tracy, Vasco, Livermore, and Pleasanton Stations, allowing construction to begin in FY 2019/2020.
 - Final Design will begin for the Fremont Platform Extension, which was recently awarded funding through the State Rail Assistance Program.
 - Cabral Station Track Extension
 - Environmental approval is currently being coordinated with FTA, with the anticipation that construction can begin on the project in early FY 2019/2020.



CAPITAL BUDGET CATEGORIES ACE PHASE 1 PROJECT

- Phase 1 Valley Rail Project will get a starting pair of the first set of trains (1 pair to/from Ceres to Lathrop, and the other pair as an extension of a Stockton train up to Natomas).
- Phase 1 summary:
 - SAC Extension EIR Phase 1
 - Sacramento Sub:
 - Construct new 2nd main/18,500' siding at Lodi; south end starts near/at new station at Lodi (Future buildout at north end)
 - Upgrade South switch at Phillips to #20, upgrade siding to north end; leave north end as-is since build-out will eventually render this end obsolete
 - Construct south extension of Del Paso siding (5,400' south) to future new universal crossover. Access road/ramp to siding & crew change pad
 - New Natomas Station and switch for station/storage track
 - Upgrade track to 79 MPH passenger speed where possible



CAPITAL BUDGET CATEGORIES ACE PHASE 1 PROJECT

- CERES Extension Phase 1
 - Fresno Sub:
 - New switch to layover yard and new 2nd main from Ceres up to MP 114.7 (station accessible from both main tracks)
 - Retain single track bridge over Tuolumne River (begin permitting for 2nd span - see below)
 - New 2nd main from MP 113.7 north through Modesto; 2nd platform at Modesto; retain at least 1 holding /storage track for M&ET interchange. Connect new 2nd main to existing siding at Covell and upgrade siding. Result = 2nd main up to MP 107.05
 - Single track remains over Stanislaus River (permitting for 2nd span - see below)
 - Upgrade siding at South Calla & build into new 2nd main track north of MP 97.72
 - 2nd main continues north to new Lathrop connection, ~MP 94. Universal crossovers at ~MP 94.5
 - Upgrade existing southeast wye track at Lathrop (signal work) for moving freight trains faster
 - Stockton Wye track



CAPITAL BUDGET CATEGORIES

- Major Capital Program Initiatives:
 - ACE Extension – Lathrop to Ceres/Merced
 - Final Design is underway, with contracts awarded at the May Board meeting for the Lathrop Transfer, Manteca, Ripon, and Modesto Stations, as well as Lathrop Wye.
- Other Capital Program Initiatives:
 - During FY 2019/2020, numerous improvement projects will undergo environmental, and final design (with some beginning construction), including:
 - Sunol Quiet Zone Quad Gates
 - East Channel Street Improvements
 - Robert J. Cabral Station Expansion
 - Tracy ACE Station Improvements
 - Lathrop/Manteca Station Improvements
 - Rail Maintenance Facility Expansion
 - Public Information Display Systems (PIDS)
 - Lyoth Derail



CAPITAL BUDGET CATEGORIES

- SJJPA Projects:
 - The Capital Budget also includes categories for SJJPA funded projects, including:
 - Safety and Security Projects throughout the San Joaquins Corridor.
 - Station and Transportation Projects related to the San Joaquins intercity rail service:
 - Stockton Wye
 - Oakley Station Platform
 - Merced Parking Lot Expansion
 - Madera Station Relocation
 - Service improvements and coordination with Host Railroads
 - Annual allocation for Minor Capital Projects





Valley Rail





PLANNING

- Planning Initiatives:
 - Ensuring a smooth transition to bring ACE to Stanislaus County
 - Progress continues for the extension North of Stockton to Sacramento
 - Improving stations, station areas, and connectivity for a growing and expanding ACE service
 - Planning for a one-hour train ride between Stockton/Modesto and San Jose
 - Key coordination and network integration efforts with High-Speed Rail



SAN JOAQUIN JOINT POWERS AUTHORITY (SJJPA)

- SJJPA Initiatives:
 - May 20, 2019 - San Joaquins "Slotted" Schedule Implemented
 - Coordination with CHSRA and Network Integration Planning
 - New Madera to San Jose Thruway Bus Service
 - Senate Bill 742
 - Madera Station Relocation
 - Complete Environmental Review for the Sacramento Extension
 - Improve On-Time Performance and Rail Corridor Safety
 - Increase Cost Recovery of the San Joaquins Café Car Service
 - Support the State's Integrated Ticketing Efforts



ITEM 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



SATURDAY SERVICE ADOPTION SCHEDULE

- As part of the Rail Commission's Title VI program, a public comment period is required as Saturday Service qualifies as a major service change. A proposed schedule is included below:
 - May 3, 2019: Open Public Comment Period until June 7, 2019
 - June 7, 2019: Public Comment Period Closes
 - Open Public Hearing
 - Receive Comments
 - Close Public Hearing
 - Consider Adopting a Resolution Implementing Saturday Service
 - Summer 2019: Implementation of Saturday Service



BACKGROUND

- In December 2017, SJRRC approved the use of State Rail Assistance (SRA) funding to operate ACE Saturday Service. The original concept of beginning Saturday Service was to coincide with the testing of Positive Train Control (PTC) toward the end of 2018 and beginning of 2019. However, due to initial on-time performance delays due to PTC implementation, the deployment of Saturday Service was put on hold until the later part of 2019.
- Currently, staff is coordinating with Union Pacific (UP) and Caltrain to ensure a Summer 2019 start for Saturday Service. Saturday Service will include two (2) round trip 7-car trainsets from Stockton to San Jose.



TENTATIVE SCHEDULE

Westbound Trains	1 st Train Departure	2 nd Train Departure
Stockton	7:25 am	8:40 am
Lathrop/Manteca	7:44 am	8:59 am
Tracy	7:56 am	9:11 am
Vasco Road	8:25 am	9:40 am
Livermore	8:30 am	9:45 am
Pleasanton	8:38 am	9:53 am
Fremont	9:00 am	10:15 am
Great America	9:18 am	10:37 am
Santa Clara	9:25 am	10:45 am
San Jose	9:37 am	10:57 am

Eastbound Trains	1 st Train Departure	2 nd Train Departure
San Jose	3:50 pm	5:06 pm
Santa Clara	3:55 pm	5:11 pm
Great America	4:09 pm	5:25 pm
Fremont	4:25 pm	5:41 pm
Pleasanton	4:48 pm	6:04 pm
Livermore	4:57 pm	6:13 pm
Vasco Road	5:02 pm	6:18 pm
Tracy	5:31 pm	6:47 pm
Lathrop/Manteca	5:43 pm	6:59 pm
Stockton	6:07 pm	7:23 pm



OUTREACH EFFORTS

- Public Outreach Efforts:
 - Staff engaged passengers and the public several ways, including e-blasts, text alerts, social media postings, and the www.acerail.com Web site.

- Response to Public Outreach Efforts:

- Responses to proposed Saturday Service are included in Exhibit A. A statistical summary is included below:
 - Via email, 19 responses were documented with 15 in favor and four in opposition of Saturday service.

 - Via Facebook and Twitter, 22 comments were documented, with seven in favor of Saturday service, two opposed, and 13 general discussion. All comments were received from Facebook.

 - Total Comments Received as of 6/7/2019: 41
 - In Favor: 22
 - Opposed: 6

- A majority of comments in opposition to Saturday Service cited on time performance and concern about equipment wear and tear for Monday through Friday service.



RECOMMENDATION

Fiscal Impact:

- Funding for Saturday Service is included in the SJRRC/ACE Operating Budget.

Recommendation:

- 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 Saturday Service Effective Summer 2019.



ITEM 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****



BACKGROUND

- Annually, the Rail Commission renews On-Going and Option Years for Professional and Contracted Services Agreements as well as amends current contracts for additional services forecasted for the next fiscal year. The following Agreements are proposed for renewal or amending in the 2019/2020 fiscal year:
- On-Going Professional and Contracted Service Agreements:
 - Diesel Fuel = \$1,794,223 for delivery of diesel fuel for the ACE trains with Herzog Transit Services
- Amendments to Professional and Contracted Service Agreements:
 - Crew Layover Services = \$577,000 for utilizing option year one and adding rooms for Saturday Service with Marriott San Jose
- The following amendment is within the Executive Director's Expenditure Authority for the 2019/2020 fiscal year:
 - Financial Auditing Services = \$67,100 for utilizing option year one with Kemper CPA Group, LLP



FISCAL IMPACT

- Costs associated with the proposed agreements and amendments are allocated as follows and identified in the SJRRC/ACE/SJJPA Fiscal Year 2019/2020 Budget:
 - Diesel Fuel – 100 % ACE in the Operating Budget in the Fuel Line.
 - Crew Layover Services – 100% ACE in the Operating Budget in Contracted Services Line
- Future year's costs will be brought before the Board for consideration as part of the annual Budget approval process.



RECOMMENDATION

- Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving On-Going Professional and Contracted Services 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:
 - On-Going Professional and Contracted Service Agreements:
 - Diesel Fuel = \$1,794,223
 - Amendments to Professional and Contracted Service Agreements:
 - Crew Layover Services = \$577,000



ITEM 7

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 |



BACKGROUND

- Shuttle services for the Altamont Corridor Express began with the start of train service in October 1998.
- The ACE shuttles provide an essential transit link by directly connecting passengers to employers, business parks and other transit modes such as BART. Passengers with a valid ACE ticket are entitled to use the shuttle services free of charge as well as VTA Light Rail.
- The Agreements also provide for missed transit connections and alternate service options in case of an emergency (Bus Bridges).





SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)

- Santa Clara Valley Transportation Authority (VTA) uses a mixture of transit buses and shuttle vans to provide service on 8 Routes:
 - Connecting with the ACE trains at the Santa Clara Great America Station.
 - The projected total operating cost for this service is \$1,874,815 for FY 19/20. The ACE service portion of this cost is \$933,313. (50%).



LIVERMORE-AMADOR TRANSPORTATION AUTHORITY (LAVTA)

- The Livermore-Amador Transportation Authority (LAVTA) operates two routes for the ACE service:
 - Route 54, serves as the ACE shuttle from the Pleasanton ACE station to Bernal Business Park, Hacienda Business Park, Carr America and the Dublin/ Pleasanton BART station.
 - Route 53 is a BART express bus.
 - The FY 19/20 operating cost for these services is \$303,000. The ACE service portion of this cost is \$181,800 (60%).



- The Contra Costa County Transportation Authority serves three of the four ACE trains with service to:
 - Bishop Ranch and the San Ramon Transit Center.
 - The FY 19/20 estimated cost for these services is \$382,000. The ACE service portion cost is approximately \$135,200. (36%).
 - The final costs have not been received by CCTA and are based on a 4% increase from FY 18/19 costs.
 - If the actual costs come back higher than the Board approved amount, staff will return to the Board for approval.



RECOMMENDATION

Fiscal Impact:

- Expenses and Revenues for shuttle services are identified in the Fiscal Year 2019/2020 ACE Shuttle Services budget.

Recommendation:

- 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



ITEM 8

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



BACKGROUND

- Mr. and Mrs. Lorenz have been providing the ticket sales for the ACE service at Fremont station, Great America station, and on as needed basis at the Pleasanton station.
- Mr. and Mrs. Lorenz, are Fremont Residents, whom lease the Fremont Centerville Station from the City of Fremont.
- In addition to ticket sales at the three stations, the contract scope of services, with authorization, include an “Operations” component where Mr. and Mrs. Lorenz can assist during incidents such as late or annulled trains, bus bridges, school groups or special trains.



CONTRACT AMOUNT

- The amount not-to-exceed \$315,433.21 for the initial term of the agreement. The breakdown is below:

Fiscal Year	Contract Amount
19/20	\$154,624.12
20/21	\$160,809.09

- The FY 20/21 estimate is based on a 4.0% CPI increase. The contract actual amounts in year the second year of the contract will be adjusted based upon the actual CPI.



BACKGROUND

- At this time, it is in SJRRC's best interest to enter into contract with Mr. and Mrs. Lorenz as a sole source due to the non-competitive nature of the service based on location and their building lease with the City of Fremont.
- In accordance with Section 7.1.2.4.1 of the Procurement Manual, staff determined that that the price offered is reasonable after reviewing several factors set forth in that section.
- Since this is the only structure and its only tenant, in accordance with Section 7.1.2.2.1 of the Procurement Manual, SJRRC's Legal Counsel has been consulted regarding this procurement as a sole source procurement.



RECOMMENDATION

Fiscal Impact:

- Costs associated with the first year of this Agreement are identified in the San Joaquin Regional Rail Commission/ACE/SJJPA Fiscal Year 2019/2020 Operating Budget in the Ticketing Services line. Future year's costs will be brought before the Board as part of the annual Budget approval process for consideration.

Recommendation:

- 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.



ITEM 10

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



BACKGROUND

- At the November 2, 2018 SJRRC Board Meeting, the Board approved a contract with Siegfried Engineering for environmental clearance and design engineering services for the East Channel Street Improvement Project which seeks to improve sidewalks and roadway between the Robert J. Cabral Station and RTD's Downtown Transit Center and Stockton's Waterfront District.
- Since the Board's approval of the project's environmental and design consultant, there have been multiple coordination meetings with the City of Stockton, SJCOG, local utility providers, and local developers on the East Channel Street Project and other nearby projects such as the Miner Avenue Complete Streets Project and the Rule 20A Utility Undergrounding District Project.
- In these coordination meetings, the future of the intersecting North/South streets of North Aurora, North Grant, and North Stanislaus was discussed, and it was determined that it was in the best interest for all parties that these three North/South streets be environmentally cleared and designed as part of the East Channel Street Project. SJRRC staff will work with the City of Stockton, SJCOG, and local developers to seek additional construction funds for the expanded project through future a grant application.



BACKGROUND

- Several factors led to the staff's recommendation to expand the project's limits to include the North/South streets as part of the East Channel Street Project.
- The areas outside of the current East Channel Street project limits would likely never be environmentally cleared or designed under a separate project because of the disconnected nature of these small segments of road and sidewalk. Much of the existing sidewalks in the area are 40 to 70 years old and in need of replacement.
- Another factor that led to staff's recommendation was in coordination with local utility providers participating in the Rule 20A Utility Undergrounding District Project. That project is a prerequisite project for the East Channel Street Project as their utility undergrounding work is critical to be completed prior to the construction of the East Channel Street Project to avoid costly utility relocation work if the project were to be constructed prior to the Rule 20A Project.
- As the design of the Rule 20A Project has been refined, the construction schedule has been delayed into the Fall of 2019 with an anticipated completion in the Spring/Summer of 2020. This delay for the Rule 20A Project will cause a delay for the East Channel Street Project. This additional time will give SJRRC staff and the consultant team the opportunity to environmentally clear and design the intersecting North/South streets and to seek additional construction funds for the project.



MINER AVENUE

FOR CONTINUATION SEE MINER AVENUE PLANS

FOR CONTINUATION SEE MINER AVENUE PLANS

FOR CONTINUATION SEE MINER AVENUE PLANS

FOR CONTINUATION SEE MINER AVENUE PLANS

KEY NOTES

- 1 WEST SIDE OF STANISLAUS STREET IS RECENTLY IMPROVED AND SHALL REMAIN, NOT INCLUDED
- 2 EAST SIDE OF AURORA STREET IMPROVED BY CASRAL. STATION IMPROVEMENTS TO REMAIN.
- 3 BUS LAYOVER PAD AND WALKWAY INSTALLED BY BRT 2 TO REMAIN.
- 4 GRIND AND OVERLAY OF SIDE STREETS
- 5 REMOVE AND REPLACE CURB, GUTTER, SEWERMAIS, DRIVEWAYS, AND INSTALL NEW TREE WELLS WITH EUROPAVE

AMERICAN STREET

STANISLAUS STREET

GRANT STREET

AURORA STREET

FOR CONTINUATION SEE CHANNEL STREET PLANS

FOR CONTINUATION SEE CHANNEL STREET PLANS

FOR CONTINUATION SEE CHANNEL STREET PLANS

CHANNEL STREET

LEGEND

- CONCRETE PER CITY OF STOCKTON STANDARD DRAWING NO. R-52, EXCEPT WHERE DRIVEWAYS ARE NOTED, WHERE DRIVEWAYS ARE NOTED, CONCRETE SHALL BE PER CITY OF STOCKTON STANDARD DRAWING NO. R-57.
- DECORATIVE COLORED CONCRETE
- OPTION A - EUROPAVE
3.0 INCH EUROPAVE, BLACK DIAMOND ADA PAVE TREE PIT SYSTEM, OR APPROVED EQUAL, OVER 3.0 INCH #57 WASHED AGGREGATE, FINAL COLOR TO BE DETERMINED BY CITY.
- OPTION B - TREE GRATE
TREE GRATE BY URBAN ACCESSORIES, CHINOOK 9 SQUARE WITH BREAKOUT SQUARES, OR APPROVED EQUAL.
- AC DEEP LIFT
12.0 INCH ASPHALT CONCRETE DEEP LIFT OVER 6.0 INCH COMPACTED SUBGRADE AT 95% RELATIVE COMPACTION, REFER TO SHEET 015, DETAIL 2, FOR STRUCTURAL SECTION DETAIL.
- AC OVERLAY
1.5 INCH GRIND AND 1.5 INCH AC (0.5 INCH MAXIMUM MEDIUM AGGREGATE GRADING) OVERLAY
- TRUNCATED DOMES
CAST-IN-PLACE TRUNCATED DOMES, 3/4 FOOT DEPTH; LAYOUT PER PLAN, ARMORCAST DETECTABLE WARNING SURFACE PANELS IN FEDERAL SAFETY YELLOW OR APPROVED EQUAL.

FOR CONTINUATION SEE CHANNEL STREET PLANS

FOR CONTINUATION SEE CHANNEL STREET PLANS

FOR CONTINUATION SEE CHANNEL STREET PLANS

LIMIT OF THE WEBER AVENUE PROJECT

LIMIT OF THE WEBER AVENUE PROJECT

LIMIT OF THE WEBER AVENUE PROJECT

WEBER AVENUE

- ORIGINAL SCOPE OF WORK
- ADDITIONAL SCOPE OF WORK



BACKGROUND

- SJRRC staff is recommending that the Siegfried Engineering, Inc. Contract not-to-exceed amount be increased to complete the environmental clearance and design engineering for the expanded project limits.
- The contract total non-to-exceed amount of \$308,365 was approved on November 2, 2018 and is for services through the Projects completion. The additional services related to the expanded project limits requires an increase to the contract amount of \$176,729. The revised not-to-exceed amount will be \$485,094.



RECOMMENDATION

Fiscal Impact:

- Costs associated with the Agreement are identified in the San Joaquin Regional Rail Commission/ACE/SJJPA Fiscal Year 2018/2019 Capital Budget in the East Channel Street Improvements line and will be included in the Fiscal Year 2019/2020 Capital Budget update.

Recommendation:

- 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.