



Agency Overview

Presentation to Megaregion
Working Group

September 25, 2026



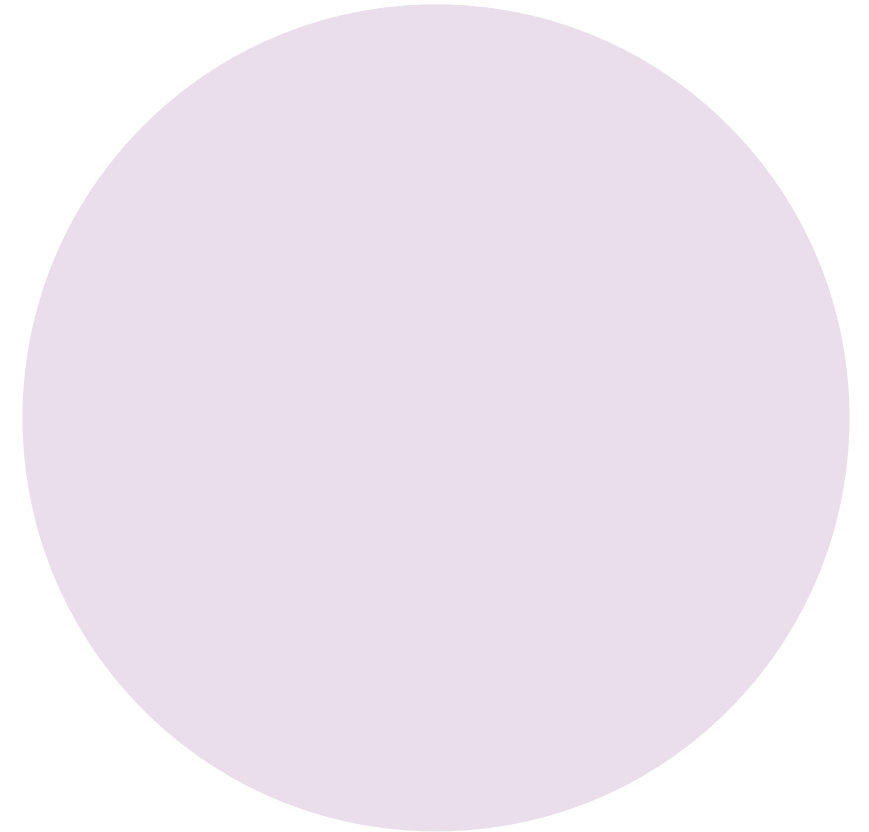
SAN JOAQUIN
REGIONAL
RAIL COMMISSION®

In April 1995, seven cities and the County of San Joaquin approved a joint powers agreement creating **San Joaquin Regional Rail Commission** (SJRRC) – Owner/Operator of the **ACE** rail commuter rail service.



San Joaquin
Joint Powers Authority

In July 2015, governance and management of State-supported intercity rail service (now called Gold Runner) was transferred to the **San Joaquin Joint Power Authority** (SJJPA) SJRRC serves as the managing agency for SJJPA and operator of the Gold Runner.





Weekday Trains
Stockton $\diamond$ San Jose

Stations

Shuttle Routes

Travel Time

Track Miles

Miles
Average Trip

Train Ridership	Average Riders Per Day
906,100	3,546
Year-over-year performance +1.07%	Year-over-year performance +1.03%

Train Ridership

Average Riders Per Day

906,100

3,546

Year-over-year performance +1.07%

Year-over-year performance
+1.03%

On-Time Performance

Shuttle Ridership

88%

248,574

Monthly average shuttle
20,715



- Gold Runner
- Gold Runner Thruway Bus
- ACE
- Pacific Surfliner
- Capitol Corridor
- Transfer Station
(Train/Bus connections)

GOLD RUNNER

CONNECTING YOU TO CALIFORNIA

18	142	14
Station Cities	Miles Average Trip	Daily Trains Stockton-San Jose-Sacramento-Bakersfield
365	70	14
Track Miles	Buses Daily	Bus Routes Connecting Thruway Bus Service to LA, Central Coast, San Diego, North Coast, Las Vegas, Redding, and Tahoe

FY26 Performance Summary

Train Ridership	Average (Train) Riders Per Day
920,434	2,520
Year-over-year performance +1.02%	Year-over-year performance +1.01%
Thruway Ridership	Average (Thruway) Riders Per Day
634,659	1,739
Year-over-year performance +1.01%	Year-over-year performance +1.01%



Thruway Bus

The Gold Runner Thruway bus network is a **comprehensive statewide** bus system integrated with the state's intercity passenger rail network.

Consisting of 14 routes that extend from Humboldt/ Redding to San Diego, Las Vegas and Santa Barbara - it is **one of the largest state-wide bus networks in the country.**



Thruway Bus Network



14

Routes
Serving a Statewide
Rail-Bus Connections

55%

of Rail Riders also
take Thruway Bus

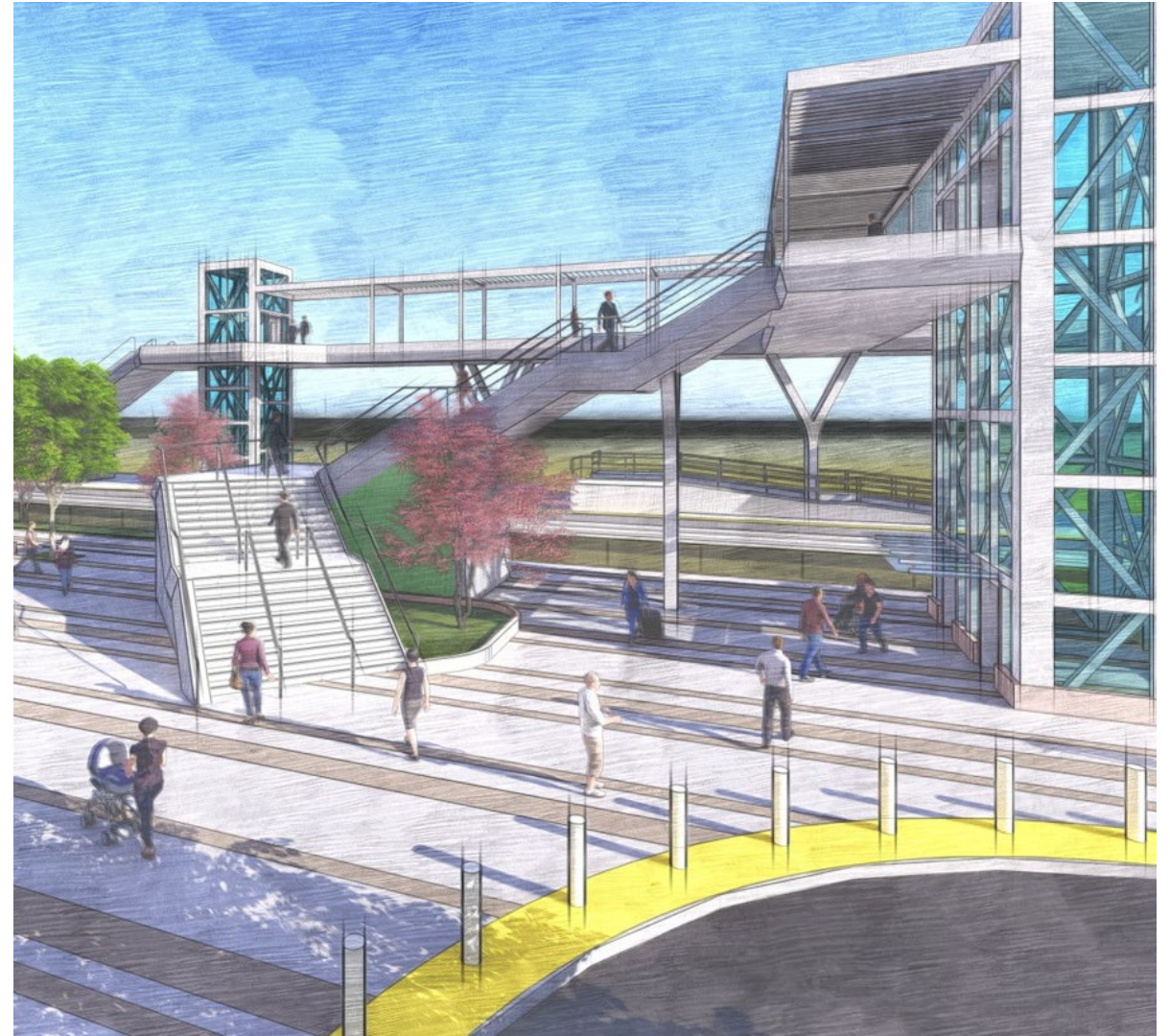
119%

Average Route Cost
Recovery

VALLEY RAIL

Overview

Valley Rail expands passenger rail service across Northern California through new stations and infrastructure improvements - increasing service frequencies and creating new connections throughout Central Valley, Sacramento, and the Bay Area.



VALLEY RAIL



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



San Joaquin
Joint Powers Authority

2 Member Counties

ACE Commuter Rail Service

Policy Direction for the ACE Service

Decisions Accessible to Corridor Constituents

10 Member Counties

Gold Runner Intercity Rail Service

Policy Direction for Gold Runner Intercity Rail Service

Decisions Accessible to Corridor Constituents

Joint Stations/Facilities
Delivery Committee

Shared Consolidated Staff via
SJRRRC Employees and Consultants

Valley Rail Phase One Outcomes

- ✓ **52.3-mile extension** of ACE to Sacramento Region
- ✓ Expansion of ACE commuter service to **5 roundtrips** Stockton-San Jose
- ✓ **2 New Gold Runner Stations**
- ✓ **3 New ACE Stations**
- ✓ **Expanded freight capacity** with ~5mi miles double track and 3 sidings
- ✓ **Enhanced safety** through track and signal improvements



RIDERSHIP GROWTH
581,100 ESTIMATED NEW RIDERS



LESS TRAFFIC CONGESTION
13,425,400 VMT REDUCED



BETTER AIR QUALITY & REDUCED GHG
11,839,186 LBS OF CO₂ REDUCED

Phase One

Project	Project Cost Estimate	Funding Status
Del Paso Siding Extension Trackwork	\$78,979,835	Fully Funded 
Elk Grove Station and Trackwork	\$174,387,370	Fully Funded 
Midtown Station	\$36,691,372	Fully Funded 
Natomas/Airport Station & Layover	\$117,917,599	Fully Funded 
Phillips Siding Rehabilitation	\$27,200,914	Fully Funded 
Track and Signaling Improvements (79 mph)	\$51,486,450	Fully Funded 
Newark-Albrae Siding	\$38,605,753	\$28,805,753 
Phase One Total	\$488,577,921	



Valley Rail Phase One Milestones

2026	2027	2028	2029	2030	2031
D Del Paso D Elk Grove Station C Oakley Station B Madera Relocation  Lake to Escalon B Middtown Station	C Middtown Station B C Del Paso D B Natomas Station D B C Newark-Albrae Siding B Elk Grove Station  Oakley Station C Madera Relocation	C Elk Grove Station  Middtown Station C Natomas Station  Madera Relocation	 Del Paso  Newark-Albrae Siding B Phillips Siding	 Elk Grove Station  Natomas Station C Phillips Siding	 Phillips Siding  Start of Service



DESIGN COMPLETE



INVITATION FOR BID



CONSTRUCTION START



COMPLETE

GOLD RUNNER

Oakley Station



Location
Main Street, Oakley, CA



Description
A new station with a 720-foot passenger platform with covered canopies. Parking lot constructed by the city.

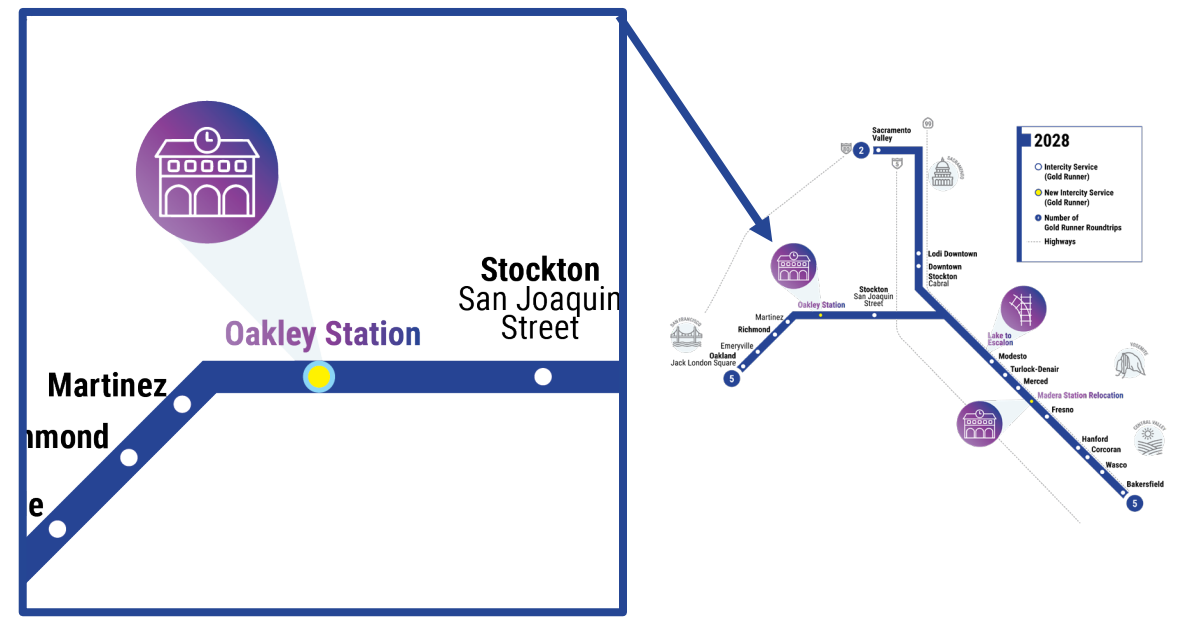


Purpose
Provide better access to East Contra Costa County



Status
Initial Bids Received

2028 Ridership	Project Schedule
40,300	B SUMMER 2026 C WINTER 2026/27 ✓ FALL 2027



Oakley Station





Midtown Station



Location

Corner of 19th Street and Q Street -Sacramento, California Near the Ice Blocks



Description

A new station with a 565-foot passenger platform with covered canopies and a plaza space.



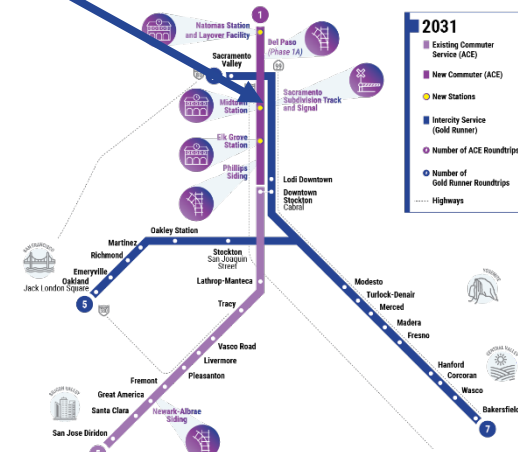
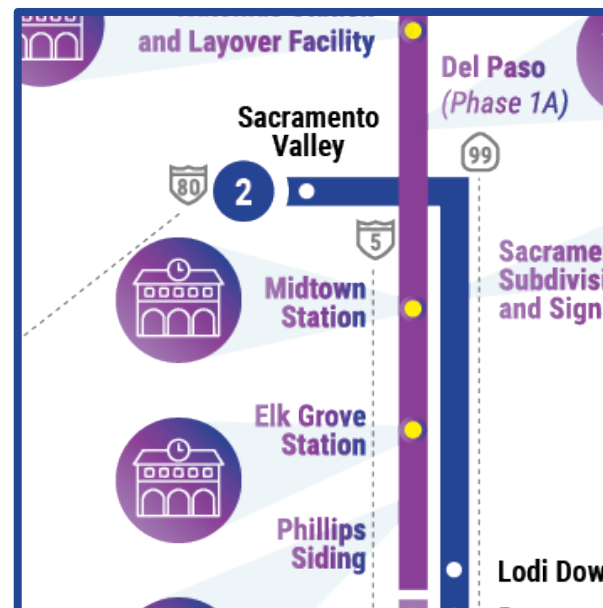
Purpose

Provide access to Midtown/Downtown Sacramento



Status

Plans, Specs, & Estimate



2031 Ridership	Project Schedule
80,100	B FALL 2026
	C WINTER 2026/27
	✓ FALL 2028

Midtown Station





RAILROAD WORKFORCE DEVELOPMENT

Metrics:

- 59 students across 5 Cohorts have graduated from TRACC as of August 2026
- 14 graduates have received job offers following graduation
 - SJRRC (2), ACE operator TASI (3), Terminal Switching Services (3), Amtrak (1), Union Pacific (2), Caltrain (1), Alaska Railroad (1), San Diego Metropolitan Transportation System (1)
- TRACC graduates have received job offers as: Passenger Services Representatives, Train Conductors, Train Attendants, Train Crew, Coach Cleaners, Utility Workers/Mechanics, Supervisor of Maintenance of Equipment, and Light Rail Operators.



Questions

